



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

**DPW COMMISSION MEETING AGENDA
September 15, 2021
6:30 – 9:00 p.m.
Masks Recommended**

To attend the meeting in person:

DPW Front Conference Room, 645 Pine St, Burlington, VT 05401

To join or watch the meeting remotely, including to submit public comment:

Join via Zoom, <https://us02web.zoom.us/j/83495330508>

To call into the meeting, including to speak during public comment:

301-715-8592 Webinar ID: 834 9533 0508

Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date. Note that comments on YouTube are not monitored.

- 1 Call to Order – Welcome – Chair Comments
- 2 5 Min Agenda
- 3 10 Min Public Forum (3 minute per person time limit)
- 4 5 Min Consent Agenda
 - A 37 Church St on Cherry St – 30 Minute Metered Parking
 - B Reallocate an Accessible (ADA) Parking Space at 360 College St to Unrestricted Parking Space
- 5 30 Min FY-23-25 Sustainable Infrastructure Plan – Potential Bond
 - A Communication, M. Keenan & N. Baldwin
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested –Vote
- 6 20 Min South End Construction Coordination Plan
 - A Communication, C. Spencer, N. Baldwin & C. Mims
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested –None
- 7 5 Min Approval of Draft Minutes of 8-18-21

- 8 10 Min Director's Report
- 9 10 Min Commissioner Communications
- 10 **Adjournment & Next Meeting Date – October 20, 2021**



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City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memo

Date: September 15, 2021
To: Public Works Commission
From: Madeline Suender, Associate Public Works Engineer
CC: Phillip Peterson E.I.T., Public Works Engineer
Subject: 30-Minute Metered Parking Space on Cherry Street

Staff recommend the DPW Commission amend:

17 Designation of parking meter zones.

(b) Thirty (30) minute zones. The following streets or portions of streets are hereby designated as thirty (30) minute parking meter zones:

(27) On the south side of Cherry Street at the first space west of the driveway to 37 Church Street on Cherry Street.

Purpose & Need:

The purpose of the proposed thirty-minute time limited metered parking space at 37 Church St is to provide loading and unloading, as well as quick turnover parking for local businesses and residents. The proposed time restrictions of the parking space would provide a parking resource need for users in the area.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

Staff received a request from a local business to reallocate the existing unlimited time metered parking space in front of 37 Church Street to a thirty-minute metered parking space. The proposed thirty-minute parking space at of 37 Cherry Street provides a loading and unloading zone as well as quick parking turnover for businesses and residents in this area, see Site Map.

Public Engagement:

In preparation for the 9/3/21 DPW Commission Meeting, Staff notified each property on the block adjacent to the parking space at 37 Church Street. Staff received one (1) email in support of this recommendation, see Public Comment.

Public Comment:

Email received 9/8/2:

Maddy, thanks for reaching out about this change. Seems reasonable to me. Go for it.
Jeff

Site Map:



Figure 1: 37 Church Parking Change Proposal

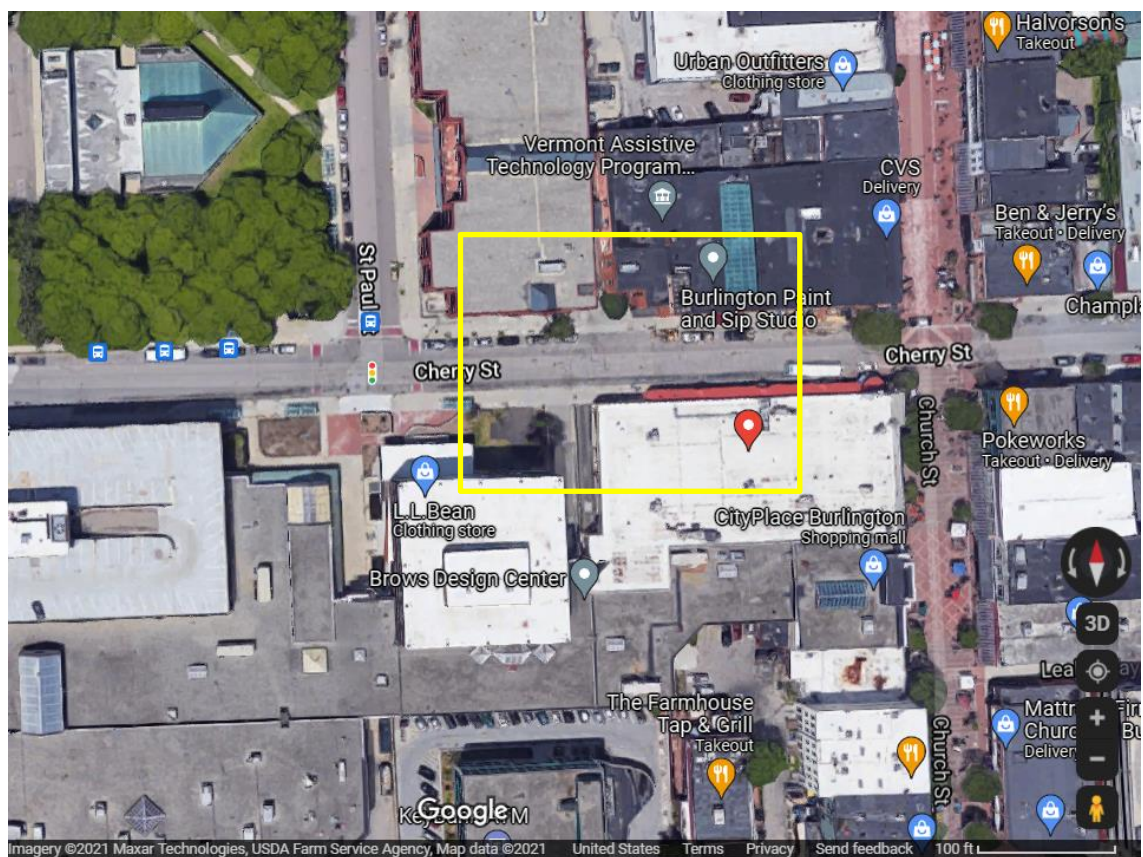


Figure 2: Overview



City of Burlington
Department of Public Works

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Burlington, VT 05402
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Memo

Date: September 15, 2021

To: Public Works Commission

From: Phillip Peterson E.I., Public Works Engineer *PCP*

CC: Norm Baldwin P.E., City Engineer

Subject: Reallocate an Accessible (ADA) Parking Space at 360 College Street to an Unrestricted Parking Space

Recommendations:

Staff recommend the DPW Commission remove:

7A Accessible spaces designated.

No person shall park any vehicle at any time in the following locations, except automobiles displaying special handicapped license plates issued pursuant to 18 V.S.A. § 1325, or any amendment or renumbering thereof:

(110) On the north side of College Street, in the first space east of South Willard Street.

Purpose & Need:

The purpose of this request is to allow public parking at a no longer needed accessibility (ADA) space. This change will meet the needs of local College Street Residents who no longer use this ADA space.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		City of Burlington, Downtown Parking and Transportation Management Plan
Aligns with City plans?		X		City of Burlington, Downtown Parking and Transportation Management Plan
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

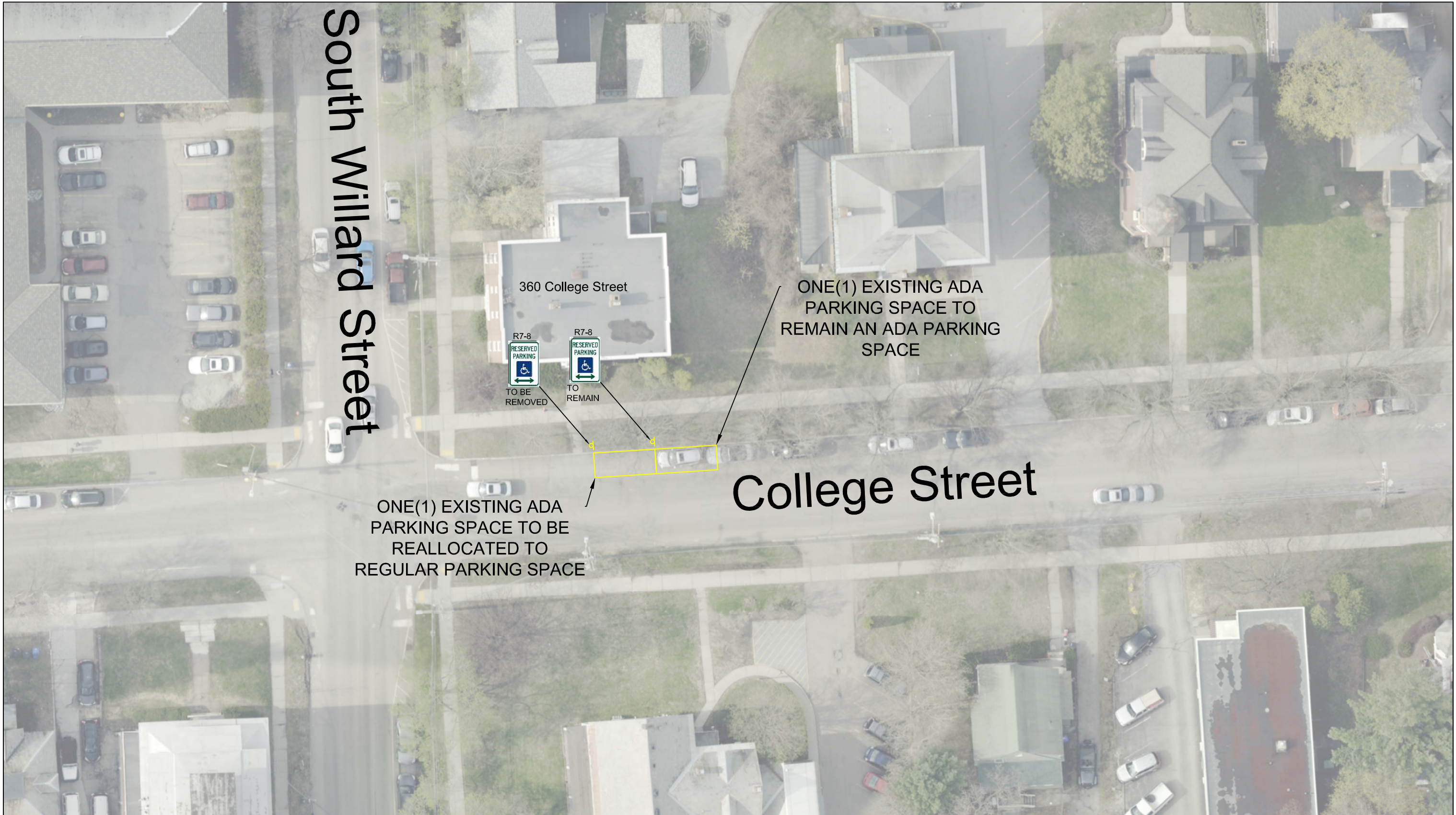
Staff received a request in August 2021 from a local resident of College Street, to reallocate an on-street accessible parking (ADA) space on the north side of College Street in the first space east of South Willard Street to an unrestricted parking space. The resident states the space was needed for another resident of 360 College Street, however there is no longer a resident with accessibility needs in the area. Consequently, Staff recommend the reallocation of the ADA parking space at 360 College Street to an unrestricted public parking space. It is important to note, there is a second existing ADA space directly east, which will continue to meet accessibility needs for the local residents.

Public Engagement:

In preparation for the 9/15/21 DPW Commission Meeting, Staff placed flyers at each property along the block adjacent to the ADA parking space at 360 College Street. Staff did not receive any communication from local residents in regards to this matter.

Attachments:

1. Site map.
-



South Willard Street

360 College Street

R7-8
RESERVED
PARKING
TO BE
REMOVED

R7-8
RESERVED
PARKING
TO REMAIN

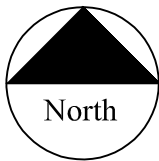
ONE(1) EXISTING ADA
PARKING SPACE TO
REMAIN AN ADA PARKING
SPACE

ONE(1) EXISTING ADA
PARKING SPACE TO BE
REALLOCATED TO
REGULAR PARKING SPACE

College Street



SCALE: 1" = 30'



360 COLLEGE STREET
ACCESSIBLE (ADA)
PARKING SPACE



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED PMP	SCALE 1"=30'
DRAWN PMP	
CHECKED MS	DRAWING NO.
DATE 9/2/2021	
SHEET 1 OF 1	



City of Burlington
Clerk Treasurer's Office
149 Church Street
Burlington, VT 05401

Martha Q. Keenan
Capital & Special Projects Director

Date: September 10, 2021
To: Public Works Commission
From: Martha Keenan, Capital & Special Projects Director, Clerk Treasurer's Office
The Capital Committee – Chapin Spencer, Cindi Wight, Norm Baldwin, Sophie Sauve, Deryk Roach, Brian Pine, Katherine Schad
Subject: Continuing the Sustainable Infrastructure Plan

REQUEST:

The Capital Committee seeks support from the Public Works Commission for the continuation of the Sustainable Infrastructure Plan and a request of voters for a General Obligation Bond November 9th, 2021.

BACKGROUND:

In March 2014 the Mayor presented his goal to create a 10 year Capital Plan by the following Town Meeting Day 2015. The City created a multi-departmental committee, since named the Capital Committee, to create and understand the Infrastructure Needs of the City of Burlington. In September 2016, the City Council formally accepted the Capital Plan and, among other funding strategies, approved putting a request for \$27,500,000 in General Obligation Bonds to the voters to address the first five years of Capital Reinvestment in the City of Burlington. In November 2016, voters overwhelmingly approved this request with a 78% vote.

With this support, the City of Burlington has worked hard to address the deferred maintenance of our infrastructure and reinvigorate our City. Together, we have replaced fire trucks, rehabilitated most of the Burlington Greenway, doubled paving and tripled sidewalk production, and improved the efficiency and comfort of public buildings and much more. Now is the time to continue the commitment made in September of 2016, update the Capital Plan, and propose a funding strategy that includes another request of the voters for investment in the City's infrastructure.

As in 2016 the current need surpasses the available funding, however, continuing a balanced reinvestment in all of our assets will allow the City of Burlington to maintain its initiative and work to create a vibrant City.

The opportunities today for reinvestment in our infrastructure are greater than any time in this Administration. With the American Rescue Plan and the recently passed Infrastructure Bill, the Capital Committee is looking at what assets can be addressed in the various funding areas. These opportunities as well as a General Obligation Bond will allow us to continue the much needed reinvestment in our infrastructure.

If you have any questions, please contact Martha Keenan at mkeenan@burlingtonvt.gov or 802-557-2988.

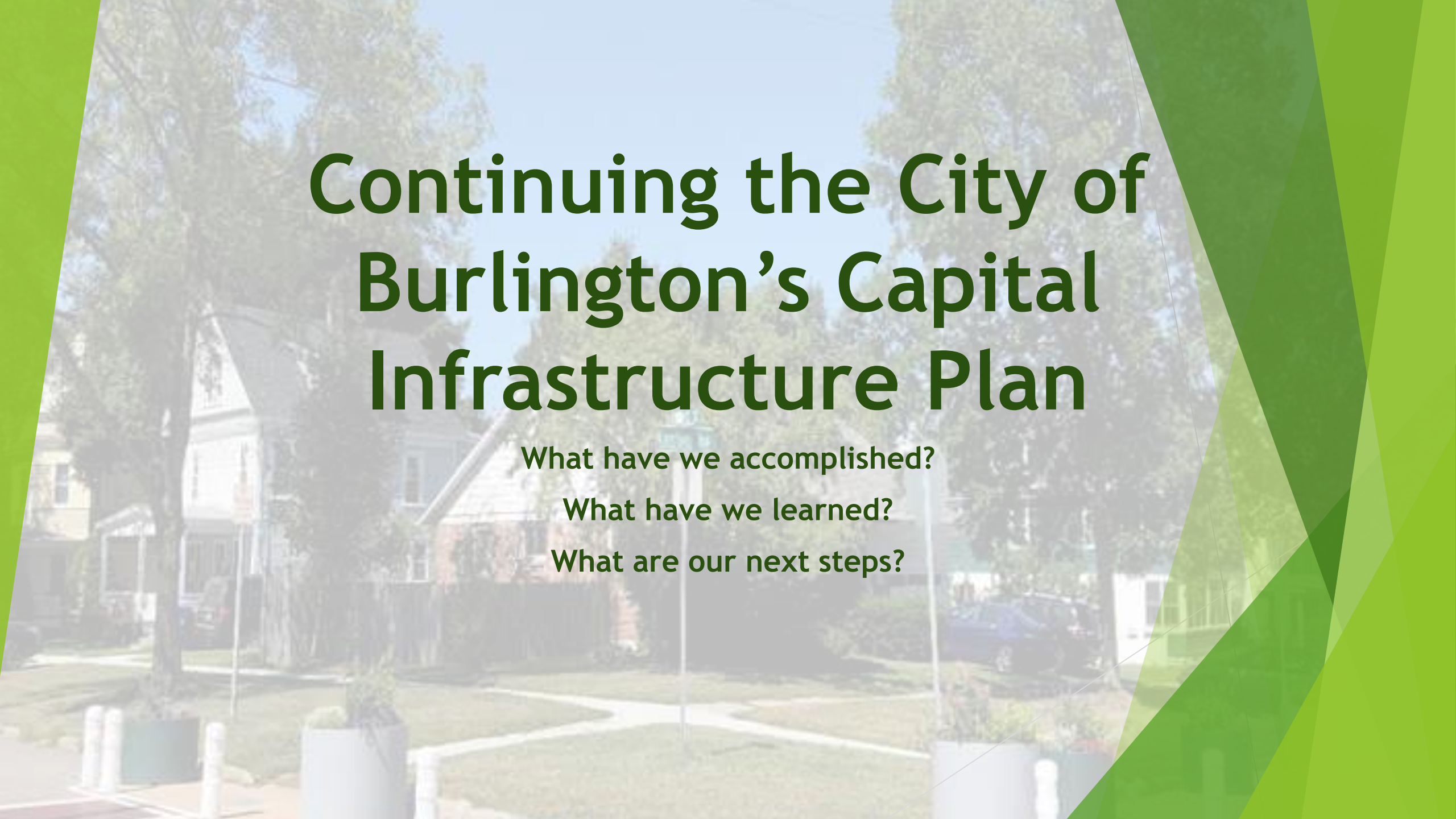
MOTION:

Transportation, Energy & Utility Committee:

An Equal Opportunity Employer

This material is available in alternative formats for persons with disabilities. To request an accommodation, please call 802.863.9094 (voice) or 802.863.0450 (TTY).

1. To recommend to the City Council the move to request an item on the ballot for a General Obligation Bond for a November 9, 2021 special meeting.



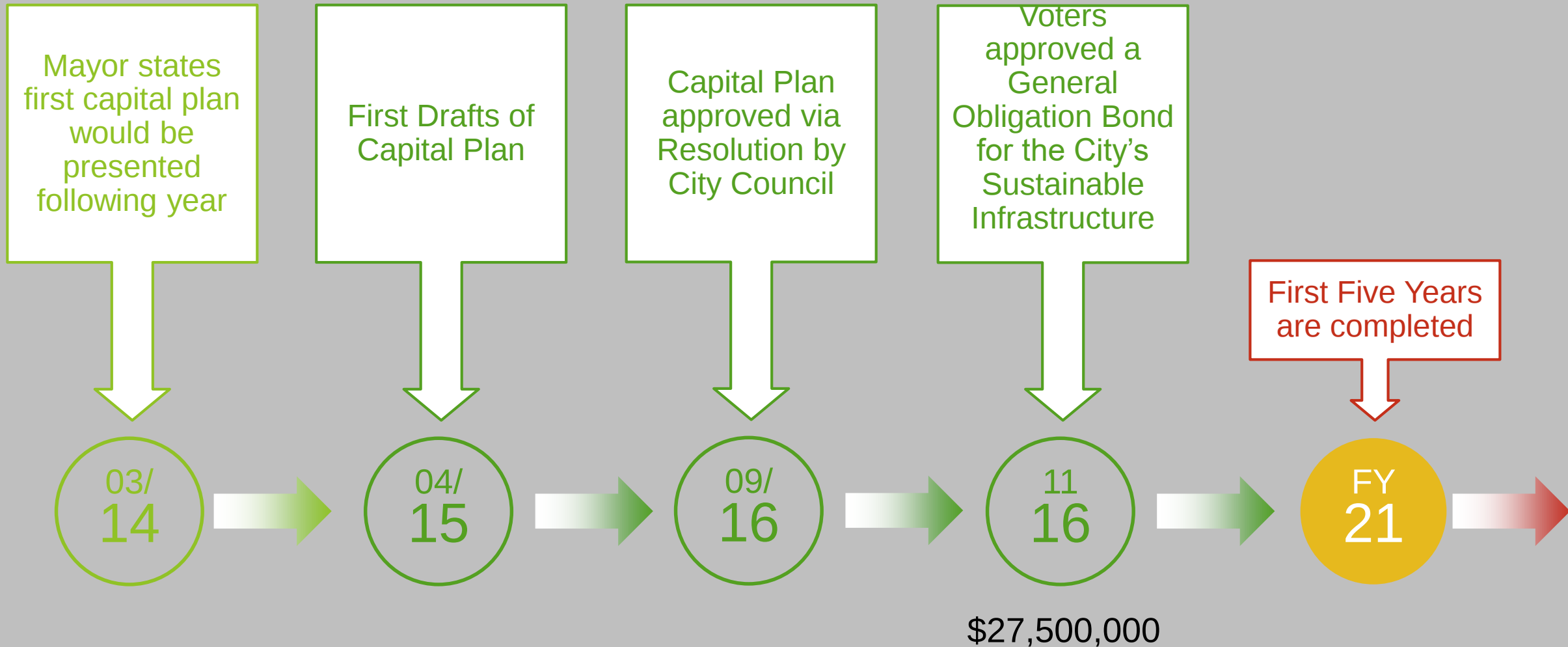
Continuing the City of Burlington's Capital Infrastructure Plan

What have we accomplished?

What have we learned?

What are our next steps?

History of the Capital Plan



First Five Years are Completed

FY
21

- ▶ The City has worked with:
 - ▶ all of the Departments,
 - ▶ the public and;
 - ▶ City Councilto reinvest in the City's infrastructure
- ▶ The work has touched all aspects of the City:
 - ▶ reinvigorating the Greenway
 - ▶ improving sidewalks and roads; and
 - ▶ renovating many of the municipal buildings
- ▶ Each project considers its impact on the City's NetZero Energy goal

What have we accomplished?

- ▶ Improved over 14 miles of sidewalks
- ▶ Doubled our street reinvestment - From \$1M/year to \$2M/year
- ▶ Rehabilitated 7 miles (90%) of the bike path
- ▶ Created a new Parks Facilities maintenance building which helps keep our parks in better condition
- ▶ Improved multiple city building envelopes with insulation, new roofs, and new HVAC systems to improve efficiency and reduce costs
- ▶ Improved our IT infrastructure and the services we are able to provide to citizens - hybrid meeting system
- ▶ Implemented electronic door systems, improving security in city buildings
- ▶ Replaced the old city video security systems with a new single system tied to the city dispatch team
- ▶ Created an Asset Management Committee, implementing a software platform to better manage our assets and reduce costs
- ▶ Improved our plan to include more infrastructure for Public Safety
- ▶ Completed renovations at 645 Pine Street and City Hall to improve security and public services
- ▶ Created a Capital Committee to ensure best use of resources
- ▶ Set up and implemented a Fleet Committee to ensure move toward financial and environmental sustainability

What have we learned?

- ▶ The Capital needs are evolving with the City
- ▶ Our initial understanding of our assets was not complete
- ▶ We have decades of deferred maintenance to catch up on
- ▶ Having an overall understanding of all the competing needs helps to prioritize and create better strategies
- ▶ The FY22 Budget survey showed strong support of our infrastructure
- ▶ The Infrastructure needs are over \$140M in the next three years
- ▶ Opportunities with the Federal Infrastructure Bill, ARPA and State funding will allow us to address many of the needs
- ▶ There is still a need beyond what the other opportunities represent
- ▶ The request of the voters will aid in filling the areas not covered by the above opportunities

Continuing our Infrastructure Plan- Funding needs over 3 years

Annual Investment:

- ▶ Sidewalk reinvestment - \$1,700,000
- ▶ Streets reinvestment - \$ 700,000
 - ▶ This is above & beyond the Street Capital annual tax allotment
- ▶ IT infrastructure - \$ 300,000
- ▶ Transportation Planning - \$ 460,000
- ▶ Capital Project mgmt. - \$ 800,000
- ▶ Facilities \$1,000,000
- ▶ Parks Projects - \$1,000,000
- ▶ Fleet - \$1,400,000
- ▶ Public Safety -
- ▶ Memorial -

Total annual need: \$7,360,000

Three Year Needs:

- ▶ \$ 5,100,000
- ▶ \$ 2,100,000
 - ▶ Street Capital funds \$1.6M/year for an overall investment of \$6M +
- ▶ \$ 900,000
- ▶ \$ 1,480,000
- ▶ \$ 2,400,000
- ▶ \$ 4,500,000
- ▶ \$ 3,000,000
- ▶ \$ 5,250,000
- ▶ \$ 5,700,000
- ▶ \$10,000,000

Three Year Request: \$40,330,000

Other Capital Needs

Numerous grant projects requiring a local match

Including:

- Railyard Enterprise
- Champlain Parkway
- Shelburne Street Roundabout
- Rail Re-alignment

Comprehensive Plans to implement

Including:

- Bike Ped Master plan
- Parks Master plan
- Scoping and Corridor Studies

Large revisioning projects to consider (not included in three year plan)

Including:

- Fletcher Free Library
- Fire Station Consolidation
- Consolidated Collection

Operational and maintenance needs to keep up with Capital Improvements

Including:

- Pavement markings
- Landscaping
- Facility maintenance

What are our next steps?

Present the next three year Capital Plan (FY'22 - FY'24)

- ▶ Meet with Commissions and Wards July, August, September & October
- ▶ Meet with Board of Finance and City Council September 13th
- ▶ September approval from City Council to bring request to the voters
- ▶ November 9th Special election
- ▶ Prioritize our needs

What are our next steps?

Strategize to utilize all funding opportunities as they come available

- ▶ ARPA funds
- ▶ State Infrastructure Funds
- ▶ State Climate Change Funds
- ▶ Federal Infrastructure Bill

Work to build an understanding of what a sustainable Capital Plan is and what it will entail to maintain

Considerations

Debt Policy Cap

Other Funding
Opportunities

Request a new
General Obligation
bond in November
to Voters

Strategy to create a
sustainable plan to
maintain a vibrant
downtown

The longer repairs
are deferred, the
more it will cost.

Schedule

July:

- ▶ 21st - DPW commission - introduction
- ▶ 21st - Library commission
- ▶ 27th - Police Commission
- ▶ 27th - TEUC

August:

- ▶ 1st - Parks commission
- ▶ 3rd - Fire commission
- ▶ 17th - TEUC
- ▶ 31st - TCV

September

- ▶ 2nd: Ward 6 NPA
- ▶ 8th - Wards 1 & 8 NPAs
- ▶ 9th - Ward 6
- ▶ 13th - Board of Finance & City Council
- ▶ 14th - Parks Commission
- ▶ 14th - Ward 4
- ▶ 15th - Public Works Commission
- ▶ 16th - Ward 5 NPA

November:

- ▶ 9th - potential special election

A scenic view of a lakeside park. In the foreground, a paved path with yellow dashed lines curves from the bottom right towards the center. To the left of the path is a grassy area with a black metal bench. Two people are sitting on the bench, looking out at the water. Further back, there is an outdoor exercise station with blue and orange equipment. A large, leafy tree stands behind the exercise area. In the background, a calm lake stretches to the horizon under a blue sky with scattered white clouds. Several small boats are visible on the water. The right side of the image is partially covered by a green geometric overlay.

Questions?

FISCAL YEAR 2023 - 2025 SUSTAINABLE INFRASTRUCTURE PLAN - DRAFT 7-30-21

Sum of Budget	Column Labels											
Row Labels	FY23	FY23 Total		FY24	FY24 Total		FY25	FY25 Total		GRAND TOTALS FY 23 - FY25		
	Revenue	Expenditure		Revenue	Expenditure		Revenue	Expenditure		Total Revenue	Total Expense	Difference
BOND FUNDS												
800 Bond Proceed - 800 Bond Proceeds	\$2,000,000.00	(\$50,000.00)	\$1,950,000.00	\$2,000,000.00		\$2,000,000.00	\$2,000,000.00		\$2,000,000.00	\$6,000,000.00	(\$50,000.00)	\$5,950,000.00
BOND FUNDS Total	\$2,000,000.00	(\$50,000.00)	\$1,950,000.00	\$2,000,000.00		\$2,000,000.00	\$2,000,000.00		\$2,000,000.00	\$6,000,000.00	(\$50,000.00)	\$5,950,000.00
CAPITAL PROJECT MGMT										\$0.00	\$0.00	\$0.00
804 Cap Proj Man - 804 Capital Management		(\$1,456,113.89)	(\$1,456,113.89)		(\$906,113.89)	(\$906,113.89)		(\$906,113.89)	(\$906,113.89)	\$0.00	(\$3,268,341.67)	(\$3,268,341.67)
CAPITAL PROJECT MGMT Total		(\$1,456,113.89)	(\$1,456,113.89)		(\$906,113.89)	(\$906,113.89)		(\$906,113.89)	(\$906,113.89)	\$0.00	(\$3,268,341.67)	(\$3,268,341.67)
CHAMPLAIN PARKWAY										\$0.00	\$0.00	\$0.00
850 Champlain PW - 850 Champlain Parkway	\$12,500,000.00	(\$12,500,000.00)	\$0.00							\$12,500,000.00	(\$12,500,000.00)	\$0.00
CHAMPLAIN PARKWAY Total	\$12,500,000.00	(\$12,500,000.00)	\$0.00							\$12,500,000.00	(\$12,500,000.00)	\$0.00
FACILITIES										\$0.00	\$0.00	\$0.00
810 Facilities - 810 Facilities	\$2,601,295.00	(\$6,543,564.00)	(\$3,942,269.00)		(\$5,565,000.00)	(\$5,565,000.00)		(\$675,000.00)	(\$675,000.00)	\$2,601,295.00	(\$12,783,564.00)	(\$10,182,269.00)
811 City Hall - 811 City Hall		(\$350,000.00)	(\$350,000.00)		(\$5,800,000.00)	(\$5,800,000.00)				\$0.00	(\$6,150,000.00)	(\$6,150,000.00)
FACILITIES Total	\$2,601,295.00	(\$6,893,564.00)	(\$4,292,269.00)		(\$11,365,000.00)	(\$11,365,000.00)		(\$675,000.00)	(\$675,000.00)	\$2,601,295.00	(\$18,933,564.00)	(\$16,332,269.00)
FLEET										\$0.00	\$0.00	\$0.00
802 - Fleet Vehicle Bond Purchase		(\$2,506,250.00)	(\$2,506,250.00)		(\$336,000.00)	(\$336,000.00)		(\$346,750.00)	(\$346,750.00)	\$0.00	(\$3,189,000.00)	(\$3,189,000.00)
802 Fleet - 802 Fleet	\$3,625.28	(\$1,547,221.55)	(\$1,543,596.27)		(\$1,419,312.44)	(\$1,419,312.44)		(\$1,187,070.85)	(\$1,187,070.85)	\$3,625.28	(\$4,153,604.84)	(\$4,149,979.56)
GF TRANSFER FOR LEASES	\$561,000.00		\$561,000.00	\$561,000.00		\$561,000.00	\$561,000.00		\$561,000.00	\$1,683,000.00	\$0.00	\$1,683,000.00
FLEET Total	\$564,625.28	(\$4,053,471.55)	(\$3,488,846.27)	\$561,000.00	(\$1,755,312.44)	(\$1,194,312.44)	\$561,000.00	(\$1,533,820.85)	(\$972,820.85)	\$1,686,625.28	(\$7,342,604.84)	(\$5,655,979.56)
INNOVATION & TECHNOLOGY										\$0.00	\$0.00	\$0.00
803 IT - 803 Innovations & Technology		(\$781,200.00)	(\$781,200.00)		(\$251,200.00)	(\$251,200.00)		(\$306,200.00)	(\$306,200.00)	\$0.00	(\$1,338,600.00)	(\$1,338,600.00)
INNOVATION & TECHNOLOGY Total		(\$781,200.00)	(\$781,200.00)		(\$251,200.00)	(\$251,200.00)		(\$306,200.00)	(\$306,200.00)	\$0.00	(\$1,338,600.00)	(\$1,338,600.00)
OTHER CAPITAL										\$0.00	\$0.00	\$0.00
809 Other Cap - 809 Other Capital	\$100,000.00	(\$7,597,656.90)	(\$7,497,656.90)	\$100,000.00	(\$1,871,128.30)	(\$1,771,128.30)	\$100,000.00	(\$1,161,128.30)	(\$1,061,128.30)	\$300,000.00	(\$10,629,913.50)	(\$10,329,913.50)
OTHER CAPITAL Total	\$100,000.00	(\$7,597,656.90)	(\$7,497,656.90)	\$100,000.00	(\$1,871,128.30)	(\$1,771,128.30)	\$100,000.00	(\$1,161,128.30)	(\$1,061,128.30)	\$300,000.00	(\$10,629,913.50)	(\$10,329,913.50)
PARKS RECREATION & WATERFRONT										\$0.00	\$0.00	\$0.00
830 Parks PFP - 830 Parks PFP	\$607,000.00	(\$692,000.00)	(\$85,000.00)	\$568,000.00	(\$1,473,000.00)	(\$905,000.00)	\$524,000.00	(\$524,000.00)	\$0.00	\$1,699,000.00	(\$2,689,000.00)	(\$990,000.00)
830 Parks SP - 830 Parks Special Projects		(\$4,990,000.00)	(\$4,990,000.00)		(\$735,000.00)	(\$735,000.00)		(\$4,625,000.00)	(\$4,625,000.00)	\$0.00	(\$10,350,000.00)	(\$10,350,000.00)
831 Bike Path - 831 Bike Path Rehabilitation		(\$1,193,750.00)	(\$1,193,750.00)							\$0.00	(\$1,193,750.00)	(\$1,193,750.00)
PARKS RECREATION & WATERFRONT Total	\$607,000.00	(\$6,875,750.00)	(\$6,268,750.00)	\$568,000.00	(\$2,208,000.00)	(\$1,640,000.00)	\$524,000.00	(\$5,149,000.00)	(\$4,625,000.00)	\$1,699,000.00	(\$14,232,750.00)	(\$12,533,750.00)
RAILYARD ENTERPRISE										\$0.00	\$0.00	\$0.00
852 Railyard Ent - 852 Railyard Enterprise	\$452,796.50	(\$503,107.00)	(\$50,310.50)	\$470,796.50	(\$523,107.00)	(\$52,310.50)	\$9,964,912.50	(\$11,072,125.00)	(\$1,107,212.50)	\$10,888,505.50	(\$12,098,339.00)	(\$1,209,833.50)
RAILYARD ENTERPRISE Total	\$452,796.50	(\$503,107.00)	(\$50,310.50)	\$470,796.50	(\$523,107.00)	(\$52,310.50)	\$9,964,912.50	(\$11,072,125.00)	(\$1,107,212.50)	\$10,888,505.50	(\$12,098,339.00)	(\$1,209,833.50)
STREET & SIDEWALK INFRASTRUCTURE										\$0.00	\$0.00	\$0.00
842 Bridge - Bridge Infrastructure	\$420,000.00	(\$1,002,749.50)	(\$582,749.50)	\$210,000.00	(\$2,000,000.00)	(\$1,790,000.00)		(\$2,000,000.00)	(\$2,000,000.00)	\$630,000.00	(\$5,002,749.50)	(\$4,372,749.50)
842 Interdepart - Interdepartmental Project		(\$50,000.00)	(\$50,000.00)							\$0.00	(\$50,000.00)	(\$50,000.00)
842 ROW DPW - 842 ROW/DPW s		(\$200,000.00)	(\$200,000.00)		(\$200,000.00)	(\$200,000.00)	\$250,000.00	(\$1,200,000.00)	(\$950,000.00)	\$250,000.00	(\$1,600,000.00)	(\$1,350,000.00)
842 Sidewalk - 842 Sidewalk Reconstruction	\$250,000.00	(\$1,861,000.00)	(\$1,611,000.00)	\$250,000.00	(\$1,761,000.00)	(\$1,511,000.00)	\$250,000.00	(\$1,761,000.00)	(\$1,511,000.00)	\$750,000.00	(\$5,383,000.00)	(\$4,633,000.00)
842 Street Recon - 842 Street Reconstruction	\$1,677,330.00	(\$2,727,330.00)	(\$1,050,000.00)	\$1,677,330.00	(\$2,627,330.00)	(\$950,000.00)	\$1,677,330.00	(\$2,627,330.00)	(\$950,000.00)	\$5,031,990.00	(\$7,981,990.00)	(\$2,950,000.00)
843 VTRANS Grant - 843 VTRANS Grants	\$5,000.00	(\$55,000.00)	(\$50,000.00)							\$5,000.00	(\$55,000.00)	(\$50,000.00)
STREET & SIDEWALK INFRASTRUCTURE Total	\$2,352,330.00	(\$5,896,079.50)	(\$3,543,749.50)	\$2,137,330.00	(\$6,588,330.00)	(\$4,451,000.00)	\$2,177,330.00	(\$7,588,330.00)	(\$5,411,000.00)	\$6,666,990.00	(\$20,072,739.50)	(\$13,405,749.50)
STREET CAPITAL PROGRAM										\$0.00	\$0.00	\$0.00
840 Street Capital Program - SC	\$2,610,796.00	(\$2,610,796.00)	\$0.00	\$2,610,796.00	(\$2,610,796.00)	\$0.00	\$2,610,796.00	(\$2,610,796.00)	\$0.00	\$7,832,388.00	(\$7,832,388.00)	\$0.00
STREET CAPITAL PROGRAM Total	\$2,610,796.00	(\$2,610,796.00)	\$0.00	\$2,610,796.00	(\$2,610,796.00)	\$0.00	\$2,610,796.00	(\$2,610,796.00)	\$0.00	\$7,832,388.00	(\$7,832,388.00)	\$0.00
TIF PROJECTS										\$0.00	\$0.00	\$0.00
851 BTC Improve - 851 BTC Public Improvements		(\$2,513,338.00)	(\$2,513,338.00)		(\$2,483,338.00)	(\$2,483,338.00)				\$0.00	(\$4,996,676.00)	(\$4,996,676.00)
855 - Downtown TIF - Main Street	\$9,000,000.00	(\$9,000,000.00)	\$0.00	\$900,000.00	(\$7,707,233.49)	(\$6,807,233.49)				\$9,900,000.00	(\$16,707,233.49)	(\$6,807,233.49)
TIF PROJECTS Total	\$9,000,000.00	(\$11,513,338.00)	(\$2,513,338.00)	\$900,000.00	(\$10,190,571.49)	(\$9,290,571.49)				\$9,900,000.00	(\$21,703,909.49)	(\$11,803,909.49)
TRANSPORTATION PLANNING										\$0.00	\$0.00	\$0.00
841 Transport - Transportation	\$1,184,500.00	(\$3,727,400.00)	(\$2,542,900.00)	\$1,511,900.00	(\$5,560,600.00)	(\$4,048,700.00)		(\$2,460,000.00)	(\$2,460,000.00)	\$2,696,400.00	(\$11,748,000.00)	(\$9,051,600.00)
TRANSPORTATION PLANNING Total	\$1,184,500.00	(\$3,727,400.00)	(\$2,542,900.00)	\$1,511,900.00	(\$5,560,600.00)	(\$4,048,700.00)		(\$2,460,000.00)	(\$2,460,000.00)	\$2,696,400.00	(\$11,748,000.00)	(\$9,051,600.00)
Grand Total	\$33,973,342.78	(\$64,458,476.84)	(\$30,485,134.06)	\$10,859,822.50	(\$43,830,159.12)	(\$32,970,336.62)	\$17,938,038.50	(\$33,462,514.04)	(\$15,524,475.54)	\$62,771,203.78	(\$141,751,150.00)	(\$78,979,946.22)



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine St. Suite A
Burlington, VT 05401
802.865.7200 VOX
802.863.0466 FAX
802.863.0450 TTY

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

To: Burlington City Council
Fr: Chapin Spencer, DPW Director
Norm Baldwin P.E., City Engineer
Corey Mims P.E., Senior Public Works Engineer
CC: Lawrence Dwyer, Deputy Director, VT Division of Federal Highway Administration
Michele Boomhower, Director of PPAID, Vermont Agency of Transportation
Re: South End Construction Coordination Plan
Date: September 13, 2021

We are pleased to bring forward the proposed South End Construction Coordination Plan including an approach to phase the Champlain Parkway construction. This proactive proposal, grounded in the support of our Federal and State partners, lays out a pragmatic path to achieving a major renewal and modernization of the City's South End infrastructure while reducing community impacts.

BACKGROUND:

Due to the City's renewed reinvestment in our aging infrastructure, our successful effort to get legacy projects to construction, and the overall dynamism of the South End, there is an upcoming confluence of capital projects in the area that must be carefully coordinated so as to limit impacts on Burlington residents and businesses.

Significant upcoming South End capital projects within the public rights-of-way include:

- Amtrak Passenger Rail Project (underway)
- Shelburne Street Roundabout (underway)
- Champlain Parkway
- Class 1 Town Highway Repaving
- Main Street Great Streets
- Railyard Enterprise Project
- Continued Water/Wastewater/Stormwater Main Rehabilitation and Replacement

Based on City review of pending projects, community and Councilor feedback, and COVID-19 recovery efforts, it became clear that additional coordination and sequencing between projects was needed to further minimize interim impacts. As a result, City staff have worked with our project partners and our consultants to develop a sequencing approach that achieves this goal.

The chart below (and attached for easier viewing) provides an overview of our proposed approach:

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BURLINGTON SOUTH END PROJECT SEQUENCE							
Project/Segment	2021	2022	2023	2024	2025	2026	2027
I-189 Ramps Class 1 Paving	CONSTRUCTION						
US 2, US 7 & US 7 Alt Class 1 Paving		CONSTRUCTION					
Vermont Rail & Amtrak Railroad Upgrade Projects		CONSTRUCTION					
Shelburne Street Roundabout		CONSTRUCTION					
Champlain Parkway Home Ave to Lakeside Ave (C2) & C1 Path			CONSTRUCTION				
Champlain Parkway Lakeside Avenue	PERMITTING & DESIGN		CONSTRUCTION				
Champlain Parkway Pine Street from Lakeside Ave to Kilburn St				CONSTRUCTION			
Main Street - Great Streets (Battery to Union)		DESIGN	CONSTRUCTION				
Railyard Enterprise Project		NEPA, DESIGN, PERMITTING & ROW			CONSTRUCTION		
Champlain Parkway I-189 to Home Ave (C1)				PERMITTING & DESIGN	CONSTRUCTION		
Champlain Parkway Pine Street from Kilburn St to Main St						CONSTRUCTION	

The most notable adjustment is the plan to construct the Champlain Parkway in two distinct contracts:

- Initial Construction Contract: Construction of initial project elements:
 - a. The middle section between Home Avenue and Kilburn Street
 - b. The shared use path between Baird Center and Shelburne Road
- Final Construction Contract: Construction of the remaining project elements:
 - a. The southern section between Home Avenue and I-189
 - b. The northern section between Kilburn Street and Main Street

This South End Construction Coordination Plan with the Champlain Parkway project built using two construction contracts intended to fit around other projects and achieve the following benefits:

- Minimizing Construction Impacts: Careful coordination between all the upcoming South End projects can lessen the construction impacts. This is especially important given that there are only two primary N/S roadways connecting Burlington to communities south of the Queen City – Shelburne Street and Pine Street – and that both streets will be hosting major multi-year construction projects.
- Achieving Many Parkway Benefits Promptly: By splitting the Parkway project into two separate contracts, the City is able to promptly initiate project construction, open the first contract section once completed, and begin receiving the benefits of:
 - o A new 25-mph grid street between Home Avenue and Lakeside Avenue that will enhance connectivity and resiliency of the South End street network
 - o A new stormwater pond and new stormwater sand filter that will take 11.5 acres off the combined sewer system and reduce 6,344 pounds (over 3 tons) of sediment from being discharged into Lake Champlain annually
 - o New shared use paths providing a continuous ~2 mile off-road bike/pedestrian path from the Pine Street & Locust Street intersection to Queen City Park Road in South Burlington
 - o Improved raised intersections at Pine St & Kilburn St, Pine St & Marble Ave, and Pine St & Howard St
 - o A new midblock crosswalk Pine St & Arts Riot
 - o An enhanced Pine Street with new granite curbs, reconstructed sidewalk with ADA-compliant access ramps on the eastern side, and new top pavement layer with improved surface drainage
 - o Undergrounded utilities on Lakeside Avenue between Pine St and the new portion of the Champlain Parkway

- o Renewed water and sewer lines throughout the South End – approximately 4,000 feet of waterlines and 3,000 feet of sewer lines will be replaced
- o Reconstructed rail crossings with new active warning system including new gates in all quadrants, improved bicycle and pedestrian accommodation and improvements to drainage and stormwater features
- Making the Interstate Connection When Ready: The proposed sequencing provides a window to get the South End community infrastructure in place before opening the Champlain Parkway's connection to I-189. The proposed Plan shows the final Champlain Parkway construction contract, with the I-189 connection, being completed in 2027 – a full six construction seasons from now. During the interim period prior to the interstate connection, our Parkway consulting engineers project no substantive change in overall South End traffic even with the first Champlain Parkway phase constructed and opened for public use. Additionally, the consulting engineers project an overall reduction of traffic in the King St and Maple St neighborhood once all these South End projects are completed (see attached memo from CHA).
- Advancing Parkway to Completion

The South End Construction Coordination Plan Approach:

This strategy was born from the Administration and City staff taking to heart the input shared by members of the public and City Councilors who asked us to think creatively about how to minimize community impacts over the coming years. To be clear, this South End Construction Coordination Plan is not a requirement of the recent Environmental Justice (EJ) review for the Champlain Parkway. The additional EJ review directed by the Federal Highway Administration in 2019 was to perform targeted outreach to any minority and low-income populations in the project study area in order to determine whether the conclusions reached in the previous Federal NEPA process remain valid. After significant public engagement and additional analysis, the resulting June 2020 Limited Scope Draft Supplemental Environmental Impact Statement (LSDSEIS) stated that “identified neighborhoods within the Study Area will share both the project's improvements and some adverse impacts. After additional review of the proposed improvements and public involvement engagement, the Project will not cause disproportionately high and adverse effects on any minority populations in the Maple and King Street Neighborhood” (page viii). The LSDSEIS did recognize project proposed mitigation measures including phasing and scheduling to ensure safe access and reduce impacts during construction. Staff took this strategy, and based on the public input we received, expanded it to encompass a phasing and scheduling approach for all the major upcoming South End infrastructure projects.

Considerations:

Staff developed the South End Construction Coordination Plan as it meaningfully responds to public and Council interest in minimizing impact on the community by strategically advancing the construction of the upcoming projects. To provide the Council full context, we offer these additional considerations:

- The City Council is a gatekeeper for large construction projects through contract approvals. Contracts over \$100,000 require Council approval according to City policy. By splitting the Champlain Parkway project into two construction contracts, the Council can approve a substantial portion of the project to be constructed and used by the public while avoiding substantive changes to South End traffic volumes during the interim period. The Council can then determine the appropriate time to authorize the Final Construction Contract.
- FHWA and VTrans continue to state that the City will face repayment for project expenses incurred if the full Champlain Parkway project as designed and permitted is not completed. Since the City took over project management from the State in 1998, approximately \$15 million has been expended with the City Council approving project agreements and

amendments 26 times over the last 23 years. Should the Council approve the proposed initial construction contract, it would increase the total project expenditures by an estimated \$17.5 million or more (depending on timing, inflation, final scope of work).

- Staff understands the importance of keeping all these South End projects advancing and adhering to their schedules as much as possible – and we are resourcing them accordingly. In the case of the Railyard Enterprise Project, we have a Request for Qualifications (RFQ) out on the street now to select a design consultant team to give us the extra capacity to keep this project moving. That said, projects can hit unexpected issues that adjust schedules.
- Despite a string of 10 legal victories and settlements over the last eight years advancing the Parkway project for FHWA, VTTrans and the City, a few project opponents continue to legally challenge the project wherever possible. In late June 2019, the Pine Street Coalition filed a lawsuit against FHWA, VTTrans, and the City challenging a 2018-2019 re-evaluation of Champlain Parkway project impacts under the National Environmental Policy Act (NEPA). That legal action has been stayed by the Court over the past two years pending further ongoing environmental review under NEPA's environmental justice regulations, as discussed above. It is not yet clear what impact the latest environmental review will have on the Coalition's lawsuit, but FHWA, VTTrans, and the City will continue to manage this legal risk, as we have done successfully in the past.
- With this South End Construction Coordination Plan, there is a viable path to beginning Champlain Parkway construction in 2022. Here are the upcoming expected milestones for the project:
 - September 2021 – Limited Scope Final Supplemental EIS published
 - November 2021 – FHWA Record of Decision published
 - February 2022 – Bid Advertisement for the Initial Construction Contract
 - May 2022 – City Council approval to award the Initial Construction Contract
 - June 2022 – Construction Notice to Proceed for the Initial Construction Contract

Due Diligence:

We have worked over the last month to evaluate the viability and potential risks of this Plan. Key findings include:

- We met with FHWA and they have informed us that determining the number of construction contracts and phasing for the Champlain Parkway is up to the host community and their State partner (VTTrans). FHWA reviewed our draft Plan and said that splitting the construction into two contracts is an acceptable approach. While they did not provide a definitive timeline, FHWA representatives made it clear that if the City does not make continued progress to complete the Champlain Parkway project as designed and permitted, they would seek repayment on incurred expenses.
- We met with VTTrans and reviewed the proposed Plan. They understood our goals to be responsive to public feedback and seek to further reduce impacts from all these South End infrastructure projects.
- We met with the City Council's Transportation Energy & Utilities Committee on July 27, reviewed this general approach with them and answered questions from Committee members and the public.
- We met with permitting agencies (Act 250 and VT Department of Environmental Conservation) to understand potential risks for this Plan and specifically advancing the Champlain Parkway with two separate construction contracts. Given current and potential future litigation, we would be happy to brief Councilors on this topic in executive session.
- We have reached out to key stakeholders including the Vermont Racial Justice Alliance, Champlain Housing Trust, Local Motion, Burlington Business Association, area business owners and past litigants to get their feedback on this Plan.

- We met with the DPW Commission on August 18 and Ward 6 Neighborhood Planning Assembly on September 2, reviewed this general approach with them and answered questions.
- We put together a flier for the South End neighborhoods (including the King and Maple neighborhoods) summarizing the South End Construction Coordination Plan as presented to the Board of Finance on August 9th and directing residents to the project website to view the plan memo in its entirety.
- We installed chloroplast signs in the green belt of the King and Maple neighborhood to provide public notice of the upcoming council discussion of the Champlain Parkway project.
- We created a Front Porch Forum post summarizing the South End Construction Coordination Plan and it being brought to the City Council.

After this due diligence, DPW staff continues to believe the South End Construction Coordination Plan – including advancing the Champlain Parkway construction with two separate contracts on the schedule shown above – is the optimal approach for completing these generational improvements in a way that further reduces impacts on our community.

We understand that this is a complex proposal. Please don't hesitate to reach out with any questions. Thank you for your ongoing support of our DPW's efforts to reinvest in Burlington's aging infrastructure for a more resilient, equitable and vibrant future.

Appendices:

- Appendix A: FHWA Repayment Examples
- Appendix B: South End Construction Project Sequencing Chart
- Appendix C: CHA Traffic Memorandum

APPENDIX A

Federal Highway Administration (FHWA) Repayment Examples

City Councilors have asked for examples where FHWA has required repayment of project expenses for projects that have not been built or advanced. Vermont's FHWA office provided the following: "Here are some examples of federal funds being paid back in Vermont and in New Jersey for projects that did not advance to construction. This is not a provision used every day but we do have cases where it is utilized both in Vermont and other states across the country. Most of our federal aid construction projects do get built as planned and permitted."

Vermont examples –

- 1) Bennington Bypass South Project – project not built, Payback amount of \$163,457.49, June 22, 2020
- 2) New Haven Roadway Project – project not built, Payback amount \$271,006, December 15, 2015

New Jersey examples –

- 1) Rt 57 and County Rt 519, Bridge Replacements and Intersection Improvements, Paid back \$1,989,981 on 12/14/2020
- 2) Rt 71 & Wyckoff Road, new traffic signal, bicycle compatible lanes, sidewalks, Paid back \$534,715 on 11/17/2016
- 3) North Region Bridge Scour Design Contract #1, Scour Design for Bridges in North Region, Paid back expenditures of \$2,690,624.95 on 12/29/2016
- 4) Route 21 Newark Needs Analysis, Evaluating ways of improving the safety and operation of Route 21, Authorized and expended \$1,382,200 and paid back this amount on 01/4/2017.
- 5) Trenton-Amtrak Bridges - Chestnut Ave - From Walnut Ave to E. Street Bridge replacements – PE Withdrawn and paid back funds of \$1,483,063.67 on 01/04/2017.
- 6) I-295/Route 38 Improvement Project - Project was to provide a missing movement from I-295 to Route 38, Withdrawn on 12/13/2016, amount paid back was \$7,603,038.52

APPENDIX B

BURLINGTON SOUTH END PROJECT SEQUENCE							
Project/Segment	2021	2022	2023	2024	2025	2026	2027
I-189 Ramps Class 1 Paving	CONSTRUCTION						
US 2, US 7 & US 7 Alt Class 1 Paving		CONSTRUCTION					
Vermont Rail & Amtrak Railroad Upgrade Projects		CONSTRUCTION					
Shelburne Street Roundabout		CONSTRUCTION					
Champlain Parkway Home Ave to Lakeside Ave (C2) & C1 Path	PERMITTING & DESIGN		CONSTRUCTION				
Champlain Parkway Lakeside Avenue			CONSTRUCTION	CONSTRUCTION			
Champlain Parkway Pine Street from Lakeside Ave to Kilburn St				CONSTRUCTION			
Main Street - Great Streets (Battery to Union)		DESIGN		CONSTRUCTION			
Railyard Enterprise Project		NEPA, DESIGN, PERMITTING & ROW			CONSTRUCTION		
Champlain Parkway I-189 to Home Ave (C1)				PERMITTING & DESIGN	CONSTRUCTION		
Champlain Parkway Pine Street from Kilburn St to Main St						CONSTRUCTION	



August 2, 2021

Mr. Chapin Spencer
Director
City of Burlington
Department of Public Works
645 Pine Street, Suite A
Burlington, VT 05402

Re: Champlain Parkway; Southern Connector MEGC – M5000 (1); South End Construction Coordination Plan Traffic Assessment; CHA File: 8659.

Dear Mr. Spencer:

This summary has been prepared to assess the potential effects of the proposed South End Construction Coordination Plan on vehicular traffic volumes and circulation in Burlington's South End. This coordination plan considers the following transportation and utility infrastructure projects:

- Railroad Projects in advance of Amtrak passenger rail (underway)
- Shelburne Street Roundabout (underway)
- Champlain Parkway
- Class 1 Town Highway Repaving
- Main Street Great Streets
- Railyard Enterprise Project (REP)
- Continued Water/Wastewater/Stormwater Main Rehabilitation and Replacement

Two of these projects involve the construction of new streets that will enhance regional access and expand traffic connectivity. These are the Champlain Parkway and the REP projects.

The South End Construction Coordination Plan proposes to construct the Champlain Parkway project under two contracts referred to as the Initial Construction Contract and the Final Construction Contract.

The multi-contract concept for Champlain Parkway construction will schedule this work to fit the Champlain Parkway around the other projects, which will help to manage the construction impacts to area businesses and residents. The general construction limits for each of these construction contracts are illustrated in Figure 1.

The effect of the sequenced construction of the Champlain Parkway on traffic volumes and circulation patterns were evaluated in the context of the original 2009 FSEIS and recent NEPA assessments completed for the project, as well as the Scoping Study prepared for the REP project.

Initial Construction Contract Traffic Assessment

Changes in vehicle traffic volumes and flow patterns associated with the fully-built Champlain Parkway project are associated with two primary influences: [1] improved connectivity to I-189 and US Route 7, and [2] expansion of the urban street grid in association with attendant operational and safety improvements.

The Initial Construction Contract for the Champlain Parkway will consist of the following project elements

- New Champlain Parkway segment between Home Avenue and Lakeside Avenue
- Lakeside Avenue Improvements
- Pine Street from Lakeside Avenue to Kilburn Street Improvements
- Shared use path between Baird Center and Shelburne Street

These initial project elements will not provide connection to the interstate highway system nor any new connections to the regional roadway network. The new roadway segment of the Champlain Parkway will function as a local collector street in this interim period rather than the arterial function it will have once the project is complete. However, this new roadway segment will enhance local access and circulation by providing additional north/south connectivity to the street grid.

This improved connectivity is not anticipated to induce new traffic into or through the area because the improvements constructed in this stage will not change the way the South End is connected to major routes (US Route 7 or I-189). However, some traffic associated with local businesses and residents can be expected to use this new road as part of their existing trips through the area; for example, electing to use the Champlain Parkway segment instead of the parallel segment of Pine Street.

The 2009 FSEIS documented the changes in traffic patterns associated with the full construction of the Champlain Parkway and these design volumes were reaffirmed in the 2019 NEPA Reevaluation and subsequent 2020 LS DSEIS for the project. The traffic volumes shown in the 2009 FSEIS for the ETC Build Condition indicate that the traffic volumes along the Champlain Parkway segment between Home Avenue and Lakeside Avenue will be relatively low in the interim construction condition. Again, this is because the interim Champlain Parkway segment will primarily benefit local traffic that is already in the network. The peak hour vehicle traffic volumes are estimated to be in the range of 100-200 vehicles per hour. This amount of traffic diverted from other streets in the area would not substantially change existing patterns of traffic flow.

In consideration of these factors, it is concluded that the Initial Construction Contract will not substantially change existing traffic volumes and flow patterns.

Final Construction Contract Traffic Assessment

The Final Construction Contract for the Champlain Parkway project will consist of the following project elements

- Champlain Parkway segment between Home Avenue and I-189
- Pine Street from Kilburn Street to Main Street improvements

The Final Construction Contract will complete the connection of the Champlain Parkway with I-189 and the improvements on Pine Street from Kilburn Street to Main Street. The proposed construction sequencing is intended to result in this work occurring after the other capital improvements are in place.

The cumulative effects of transportation projects in the area were assessed as part of the 2019 NEPA Reevaluation. This reevaluation considered the cumulative effects of the following projects:

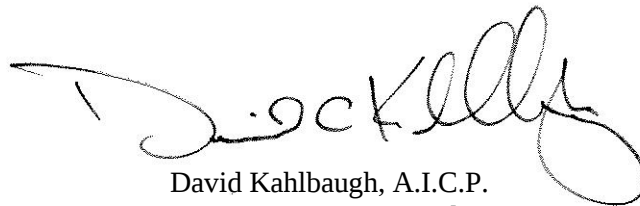
- Champlain Parkway
- Rail Enterprise Project (REP)
- Shelburne Street Roundabout

As noted in that assessment, the REP project will further expand transportation connectivity in the area between Kilburn Street and Main Street. Also, as noted in the REP Scoping Study, traffic conditions on Pine Street north of Kilburn Street will improve when considered in conjunction with the Champlain Parkway project because of the expanded circulation options and the attendant operational and safety improvements. The REP study indicates an estimated 35-59% traffic diversion from the Kilburn Street-to-Main Street segment of Pine Street to other routes as a result of the cumulative projects.

Based on this assessment, it is concluded that the proposed sequencing of the Champlain Parkway construction as part of the South End Construction Coordination Plan will not contribute to any significant interim vehicle traffic impacts.

If you have any questions or require additional information, please contact Dale Gozalkowski or me.

Sincerely,

A handwritten signature in black ink, appearing to read "David Kahlbaugh". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

David Kahlbaugh, A.I.C.P.
Senior Transportation Planner



**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING AUGUST 18, 2021
DRAFT MINUTES**

Commissioners Present: Commissioner Barr, Commissioner Hogan (Chair), Commissioner O'Neill-Vivanco (Vice-Chair), Commissioner Overby and Commissioner Munteanu.

Commissioner Absent: Commissioner Bose, Commissioner Kennedy
(Commissioner Bose did try to do meeting via phone but there was a bad connection)

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:30 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to approve agenda
Commissioner O'Neill-Vivanco seconded
Unanimous approval

ITEM 3 – PUBLIC FORUM

There was no one from the public to speak at meeting tonight

ITEM 4 – 100 BANK STREET PARKING AGREEMENT – Jeff Padgett

This is to authorize Public Works to enter into a parking agreement with 100 Bank Street for up to 200 parking permits to serve 100 Bank Street in the Lakeview/College Street garage for five years and after the five years on an as needed and available basis as detailed and defined in the "Master Parking Agreement". They get short term security and we get long term security.

Commissioner Munteanu was trying to understand the importance of this – the daily occupancy projection. Assistant Director Padgett stated that the real challenge with Lakeview is it is at 35% usage. We are concerned about occupancy. We have shut down our waiting list until the state and the school returns for a better vision of what is available. The hotel is about 25/75% of the activity in the garage.

Commissioner Overby stated that it is unknown what the parking in City Place as it is still in litigation. Don't want preferential treatment to this property. How many are using the parking passes. Director Padgett stated that the building is 25 -2 o3 other allocation. We have shut down until the

State of Vermont and the High School coming back, when high school comes back we assume they will get 800 passes. Commissioner Overby stated that she expect that 180 to 200 will be used. Director Padgett stated these are for planning purposes; this proposal will not blow us out. Commissioner Overby is concerned that transient parking is gone for people shopping in downtown Burlington. Director Padgett stated the Marketplace Garage is full but Lakeview/College Street garage is not utilized by shoppers no matter how many ad campaigns we run or discounts. We have a waiting list of 75 to park by the month. Commissioner Overby is not supportive of retail parking – number is high for commitment for passes for that property. Director Padgett stated that we want to fill the garage but not overfill it.

Commissioner O'Neill-Vivanco stated transient parking impact on the parking garage can go in as BHS half go one day and the other half go the second day. There is plenty of parking in Burlington when the streets connect again. Director Spencer stated there is a timeline construction to begin for TIF and if it is not initiated by the date executed in the contract with Ireland at City Place expense they will connect Pine Street and St. Paul Street

Commissioner O'Neill-Vivanco stated she would like to get a look at where the numbers are in January or early 2022. Director Padgett stated it would be in his annual report of Lakeview and College Street garage.

Commissioner Barr made a motion to accept staff's recommendation
Commissioner O'Neill-Vivanco seconded.

Commissioner Overby stated she would like to see a change in the number of passes but that is just the way it is. Director Spencer stated this is the terms that were negotiated between the City, 100 Bank Street and City Place and city council approved the terms as negotiated. We cannot change the terms without going back to negotiations. Commissioner Overby stated she does not feel this is the best scenario, specifies priority to one developer.

Unanimous approval

ITEM 5 – FY' 22 GOALS AND OBJECTIVES – Director Spencer

Director Spencer stated he sent out the proposed goals and objectives for the Commissioners to review and it is their decision if they want to accept the goals and objectives for FY'22 or not.

Commissioner Overby asked if parking services were still at the PD. Director Spencer stated they are still at 1 North Avenue and we hope to have them relocated here by October.

Commissioner Munteanu asked how DPW was making the citizens of Burlington. Rob Goulding stated we get information on Front Porch Forum, use social media, have public meetings, post agendas and warn meetings.

Commissioner Barr stated this was a great document but he uses a document created by Commissioner Overby for neighborhood assemblies, all in one place reference.

Commissioner O'Neill-Vivanco stated this was a great document for us as well as the public. I use this when it is time for yearly evaluations. I appreciate the signage for sidewalk work that is occurring in my neighborhood.

ITEM 6 – APPROVAL OF DRAFT MINUTES 7-20-21

There was a wrong date on the minutes posted, has been updated.

Commissioner Munteanu made a motion to approve draft minutes of July.

Commissioner O'Neill-Vivanco seconded

Commissioner Overby asked if the meeting was the 20th or 21st.

Commissioner Munteanu stated it was the 21st.

Commissioner Barr abstained

Unanimous approval by four of the commissioners

ITEM 7 – APPROVAL OF DRAFT MINUTES 6-16-21

APPROVAL OF JUNE 26, 2021 MINUTES

RRC had submitted changes that did not make it to the previous meeting. The major correction is on the wall, there were other small changes made as well.

Commissioner Barr made a motion to approve the amended minutes

Commissioner O'Neill-Vivanco seconded

Unanimous approval

ITEM 8 – DIRECTOR'S REPORT

South End Construction Coordination Plan will be going to the City Council on September 13 for a vote. We are talking about breaking down the construction of the Champlain Parkway in two different areas, Phase 1 the middle of Home Avenue to Kilburn Street and the final step to the Interstate and the King Street and Maple Street neighborhood. We hope to have a contract for review in 2022 to the council if approved in September.

ITEM 9 - COMMISSIONER COMMUNICATIONS

Commissioner Barr the schedule of sweeping for the bike lanes as there is always debris and broken glass in the bike lanes.

Rob Goulding informed him we sweep the main arteries of the city on a daily basis. Colchester Avenue is swept weekly as well as some of the other major roadways in the city. We purchased a smaller sweeper that will hopefully be out soon and hopefully that will do a better job on the bike lanes.

Commissioner Barr also asked what the process for trash containers being left in the bike lanes after the haulers pick them up, this is more in the early morning hours. Can someone please mention to them to put the containers out of the bike lanes after they are emptied. Also, we noticed pain on the ground by Chase Street and Colchester Avenue just wondering if the construction was going to happen. Director Spencer stated we are doing a temporary quick build there this year.

Commissioner O'Neill-Vivanco asked if the purchase of a little vacuum to clean the bike lanes would be better than sweeping. Saw this in a parking lot in Chittenden County. Also asked if Public Works was involved in the discussion for the new location for the high school to make sure the infrastructure fits in. Director Spencer stated he sent out an e-mail to Tom Flanagan today requesting the Public Works be engaged in the site selection.

Commissioner Overby asked about the south end construction plan. Pine Street coalition and if roundabouts were in any discussion on the construction of the street or was it designed as a signal intersection. Director Spencer stated it was designed as signals but there is flexibility to make changes. There was a question on if this could be done in the first phase of the roundabouts ends being done 2nd.

Director Spencer stated that the improvement in the south end will occur before or concurrently with the end of the parkway.

Commissioner Hogan stated a citizen called and made a complaint about the visibility of Grant Street and North Union Street the planter is obstructing the view.

Director Spencer stated they will be removing the bollards and planter and will be installing a permanent curb.

ITEM 10 – ADJOURNMENT AND NEXT MEETING DATE SEPTEMBER 15, 2021

Commissioner Barr made a motion to adjourn

Commissioner O'Neill-Vivanco seconded

Unanimous approval

.



CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
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www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: September 10, 2021

Consolidated Collection

Due to an already large agenda, the City Council and Administration have moved the Consolidated Collection item - originally scheduled for 913 - to the next Council meeting on 9/27. Staff continues to recommend advancing consolidation under a hybrid collection model - where the City would continue to pickup recycling and haulers would bid on zones to collect trash and organics. All pickups would occur on the same day. Some members of the Council do prefer a municipal model. We are still taking feedback and welcome everyone to take our survey. We've had nearly 400 responses thus far. The survey and all project materials are available at: <http://www.burlingtonvt.gov/consolidate>. For more info: Lee Perry, lperry@burlingtonvt.gov.

Crossing Guards

You may have seen our recent ads in the North Ave News or Front Porch Forum. There is a currently a constrained labor market and we have only hired about 13 of our 33 crossing guards for the school year. In addition to the advertisements and social media, we have also worked with the Burlington School District to amplify this message and raised the salary for a second straight year. We even ran a radio ad earlier in the summer for a variety of open positions. If you know of any interested candidates, please send them to:

[http://www.governmentjobs.com/careers/burlingtonvt?department\[0\]=Public%20Works](http://www.governmentjobs.com/careers/burlingtonvt?department[0]=Public%20Works).

South End Construction Coordination Plan

As reported last month, DPW staff presented the proposed South End Construction Coordination Plan including an approach to construct the Champlain Parkway in two distinct and sequential construction contracts to the Board of Finance on August 9. We are preparing to present the approach to the City Council on September 13. This proactive proposal, grounded in the support of our Federal and State partners, lays out a pragmatic path to achieving a major renewal and modernization of the City's South End infrastructure while reducing community impacts. The materials can be reviewed at the Parkway:

<http://go.boarddocs.com/vt/burlingtonvt/Board.nsf/goto?open&id=C5MKWN52598C>. The memo is also attached for the Commission's review. We've added it to the agenda for September at the suggestion of Commissioner Overby. For info: Norm Baldwin, nbaldwin@burlingtonvt.gov.

Thank you all. Please don't hesitate to reach out with any questions.



Champlain Parkway Contract Amendment and South End Construction Coordination Plan

Department of Public Works
September, 13, 2021



The South End Construction Coordination Plan and The Champlain Parkway

Reinvesting in aging infrastructure & bringing legacy projects to construction

The proposed South End Construction Coordination Plan includes an approach to phase the Champlain Parkway construction. This proactive proposal, grounded in the support of our Federal and State partners, lays out a pragmatic path to achieving a major renewal and modernization of the City's South End infrastructure while reducing community impacts.



South End Construction Coordination Plan

BURLINGTON SOUTH END PROJECT SEQUENCE

Project/Segment	2021	2022	2023	2024	2025	2026	2027
I-189 Ramps Class 1 Paving	CONSTRUCTION						
US 2, US 7 & US 7 Alt Class I Paving		CONSTRUCTION					
Vermont Rail & Amtrak Railroad Upgrade Projects		CONSTRUCTION					
Shelburne Street Roundabout		CONSTRUCTION					
Champlain Parkway Home Ave to Lakeside Ave (C2) & C1 Path	PERMITTING & DESIGN		CONSTRUCTION				
Champlain Parkway Lakeside Avenue				CONSTRUCTION			
Champlain Parkway Pine Street from Lakeside Ave to Kilburn St					CONSTRUCTION		
Main Street - Great Streets (Battery to Union)		DESIGN		CONSTRUCTION			
Railyard Enterprise Project	NEPA, DESIGN, PERMITTING & ROW				CONSTRUCTION		
Champlain Parkway I-189 to Home Ave (C1)				PERMITTING & DESIGN	CONSTRUCTION		
Champlain Parkway Pine Street from Kilburn St to Main St						CONSTRUCTION	





This achieves several important objectives:

Minimizing Construction Impacts: Careful coordination between all the upcoming South End projects can lessen impacts on homes & businesses.

Achieving Many Parkway Benefits Promptly: By splitting the Parkway project into two separate contracts, the City is able to promptly initiate project construction.

Making the Interstate Connection When Ready: The proposed sequencing provides a window to get the South End community infrastructure in place before opening the Champlain Parkway's connection to I-189, with the I-189 connection being completed in 2027 – a full six construction seasons from now, and projects an overall reduction of traffic in the King St and Maple St neighborhood.

Advancing Parkway to Completion



Achieving Many Parkway Benefits Promptly, Phase 1 work includes:

- **New 25mph grid street between Home Ave & Lake Ave**
- **New stormwater infrastructure to reduce over 3 tons of sediment from being discharged into Lake Champlain annually**
- **2 miles of shared use path**
- **Improved, raised intersections & a new midblock crosswalk @ Arts Riot**
- **An enhanced Pine St: new granite curbs, reconstructed sidewalk w/ ADA-compliant access ramps on the eastern side, new top pavement with improved surface drainage**
- **Underground utilities on Lakeside Ave, and replacing approximately 4,000 ft of waterlines and 3,000 ft of sewer lines**
- **Reconstructed rail crossings with new active warning system, including new gates**



Limited Scope Final Supplemental EIS Published Today:

- **Findings consistent with the Limited Scope Draft Supplemental EIS**
- **Copies available online (ChamplainParkway.com)**
- **Printed copies available at 645 Pine St, City Hall, Fletcher Free Library**
- **Expect the Record of Decision in mid-October**



Tonight's Contract Amendment Scope of Work:

- **Provide general support, project management and coordination**
- **Prepare initial construction contract and final construction contract final plans, cross-sections, special provisions and bid documents**
- **Provide bid phase services for the initial construction contract**
- **Provide construction phase services for the initial construction contract including shop**
- **drawing review, response to request for information (RFIs) and site visits**
- **Prepare and distribute Record of Decision (ROD)**
- **Provide environmental consulting, permit and legal support**



FHWA Repayment Provision Communication (dated 9-10-21)

“You had asked if the City was unable to maintain the momentum to advance this project would this project be subject to the FHWA 20-Year Rule requirements for repayment/payback of Federal funds. The answer to this question is yes. This project would fall under the terms of the FHWA 20-Year Rule and would require repayment of Federal funds. The FHWA 20-Year Rule states that projects must advance from the acquisition of right of way to construction within 20 years or require payback of Federal funds. The FHWA 20-Year Rule is based on Federal law 23 USC, 108... The Federal law and Federal regulations do not allow for a waiver or exemption of this provision.”



VTrans Repayment Provision Communication (dated 9-13-21)

“It is our understanding that the City is hearing from residents and others who are alleging that the repayment/payback provisions will not be exercised if Burlington were to opt out of the project. As of the date of this letter the total Federal/State/Local tax payer funding spent on all efforts associated with this project through September 3, 2021, is over \$45 million. The construction costs for the project are currently estimated at approximately \$37 million. In the unfortunate event that the City is unable to maintain the momentum to advance this project, the Agency will be required to seek project cost recovery action against the City under the FHWA 20 Year Rule (23 U.S.C. 108) requirements for repayment / payback of Federal funds invested in the project, as well as State funds invested and recoverable under the existing agreement between the City and the Agency.”



Champlain Parkway Contract Amendment and South End Construction Coordination Plan

Department of Public Works
September, 13, 2021



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
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Memorandum

Date: September 15, 2021

To: Burlington Public Works Commission

From: Norman J. Baldwin, P.E., Assistant Director/City Engineer
Corey Mims, P.E., Senior Public Works Engineer

CC: Chapin Spencer, Director of Public Works

Subject: *Briefing Recent Milestone Actions Decisions related to the South End Coordination Plan as well as the Champlain Parkway*

This past Monday evening the Burlington Department of Public Works (DPW) presented two proposals to the Board of Finance and the Burlington City Council:

- **South End Construction Coordination Plan (SECCP).** The SECCP seeks to coordinate a number of South End major capital projects in a manner that will limit the disruption associated with various projects. Staff heard from residents they were suffering from construction fatigue as well as acknowledging Shelburne Street and Pine Street are the only two major north-south transportation corridors linking the Central business district from points south.
- **Amendment #17 to the Champlain Parkway Design Contract with CHA.** Details of which include extending the contract term from October 1, 2021 to July 1, 2025, and increasing the contract amount by \$1,054,733.65, raising the total from \$12,417,369.19 to \$13,472,102.84. The local match obligation of 2% will be an additional \$21,094.67 for this amendment – totaling \$269,442.06 over the life of the contract.

The Burlington City Council unanimously approved a motion on these items this past Monday.

As a separate but related matter, the Champlain Parkway has reached an important milestone in project development in which the local Federal Highway Administration has concluded the process of review of the Limited Scope Draft Supplemental Environmental Impact Statement with revisions. The FHWA has authorized the public issuance of the Limited Scope Final Supplemental Environmental Impact Statement (LS FEIS).

In an effort to keep the public informed in a timely manner of this important project milestone the department has:

- Made available on the LS FEIS on the project website (champlainparkway.org) for public review.

- Sent out an email notifying interested members of the public that the LS FEIS is available for their review.
- Made reference printed copies available for public review at City Hall, Fletcher Free Library, and Public Works.
- Made available a small number of printed copies for members of the public to have to read at their leisure. The LS FSEIS is in excess of 685 pages. Staff does not want to be wasteful in preparing such a large document if there is limited desire/need from the public to have their own personal copies. If there is a desire from the public for additional hard copies we will submit an order for a reprint.

From a more formal FHWA process standpoint, the LS FSEIS is scheduled to be published in the Federal Registry on Friday, September 17, 2021. Once the LS FSEIS is published in the Federal Registry, there is a 30 day minimum period of public notice before a Record of Decision (ROD) can be issued by FHWA. As such, the soonest a ROD could be issued would be Monday, October 18, 2021.

As we advance the Champlain Parkway and update the South End Construction Coordination Plan, we will keep the Public Works Commission informed. We recognize there is substantial interest in the Champlain Parkway project and it is important that the Commission receive timely briefings as to our progress.

Our brief City Council presentation from Monday night is attached for your reference. Thank you for continued interest.

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING SEPTEMBER 15, 2021
FINAL MINUTES**

Commissioners Present: Commissioner Barr, Commissioner Bose (via zoom), Commissioner Hogan (Chair), Commissioner Kennedy, Commissioner Munteanu, Commissioner O'Neill-Vivanco (Vice-Chair)

Commissioner Absent: Commissioner Overby

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:32 p.m.

ITEM 2 – AGENDA

Chair Hogan stated that there was a word change that need to be made to Item B on the consent agenda.

Director Spencer stated he would state the word changes when we get to that item.

Commissioner Barr made a motion to approve with word change

Commissioner O'Neill-Vivanco seconded

Unanimous approval

ITEM 3 – PUBLIC FORUM

Wanda Hines, an Old North End – 88 Oak Coop has two startup businesses in it that are doing really well. The Making space program last year was for downtown businesses to expand as well as the grab and go pick up for short term parking. Homeowners are being affected in residential neighborhoods are being affected this year because this business signed up for parking stalls. There was no input from homeowners near the businesses. This program continued this summer and 20 businesses signed up for it. There was one business in the Old North End that signed up for this and there was no input from homeowners near these businesses on how they felt about the parklets being establishes and the grab and go parking. I live next to this business and vehicles picking up their grab and go food block my driveway. There are some safety concerns for pedestrians with the parklet on the sidewalk; people now have to go into the roadway to go by this area. This can be a dangerous situation for pedestrians.

ITEM 4 – CONSENT AGENDA

A. 37 Church Street on Cherry Street – 30 minute metered parking space

- B. Reallocate an Accessible (ADA) parking space at 360 College Street to an unrestricted parking space

Director Spencer stated the language change to Item B in the Consent Agenda would be “to approve the consent agenda noting the revised action on Item 4B which is modified to remove the ADA Space on the north side of College Street in the second space east of South Willard Street.”

Commissioner Barr made a motion to approve consent agenda

Commissioner Munteanu second

Commissioner Bose “aye”; Commissioner Munteanu “aye”; Commissioner Barr “aye”;

Commissioner Kennedy “aye”; Commissioner O’Neill-Vivanco “aye”; Commissioner

Hogan “aye”. Unanimous approval

ITEM 5 – FY’ 23-25 SUSTAINABLE INFRASTRUCTURE PLAN

Martha Keenan stated the Capital Committee seeks support from the Public Works Commission for the continuation of the Sustainable Infrastructure Plan and a request of voters or a General Obligation Bond November 9, 2021.

Over the past few years we have replaced fire trucks, rehabilitated most of the Burlington Greenway, double paving and tripled sidewalk production and improved the efficiency and comfort of public buildings and much more. We need to continue the commitment made in 2016, update the Capital Plan and propose funding strategy that includes another request of the voters for investment in the City’s infrastructure.

The opportunities today for reinvestment in our infrastructure are greater than any other is. With the American Rescue Plan and the recently passed infrastructure bill, the Capital Committee is looking at what assets can be addressed in the various funding areas. These opportunities as well as a General Obligation Bond will allow us to continue the much-needed reinvestment in our infrastructure.

Martha Keenan stated that the proposed investment of dollars is a bond for 40 million to continue the initiative advantage of the funding we have. The first year of initiatives sidewalk and streets; the next 2 years is infrastructure from the federal government. This will include money for Memorial Auditorium as well.

Commissioner Kennedy was not sure what Memorial Auditorium was about. Assistant Director Baldwin stated it is a building that was built in the 1920s with structural steel with veneer overlay. The system failed and water that has been coming through from leaks in the roof have corroded the steel making this a very unstable building to be in. The wall system is compromised, the heating systems is failing. The building has been vacant since 2016.

Commissioner Munteanu asked about traffic calming versus work. Director Spencer stated we are planning four miles of paving in 2022 and with the federal money; we can do another 4 miles. Traffic calming is in planning states looking at Colchester Avenue, Pearl and Prospect Streets. Overall looking at 8 million into projects, the bond will be a small part of it.

Commissioner Bose also stated he does not understand where the amount comes from. Norm stated the Street Capital Fund and our first priority is to fund our obligations, not as much for sidewalks and paving.

Commissioner Bose also agreed that something needed to be done with Memorial Auditorium.

Martha Keenan also stated that there was a contingency plan until the pandemic hit and everything was put on hold. This could possibly be an aid with the high school but there are some structural issues that need to be taken care of. Or we can transition out of the building.

Commissioner O'Neill stated Memorial Auditorium is a contender for the school district what do we need to make it safe. Martha Keenan stated it would be a ten million dollar mark it is a historic building. Assistant Director Baldwin stated we have certain obligations to the building

Sharon Bushor of the stated we need to think about our needs and desires versus what residents can afford. This is a big ask considering the tax payers of the city. There is a shift in the tax base predominantly on the resident. As far as tax bill is concerned delay for a year until you see what you get from the federal government.

Commissioner Hogan suggested some language changes.

Martha Keenan is requesting the item on a special ballot before the end of 2021 in a special election. Would like to see it done at the same time as BED holds their revenue bond election in December.

Commissioner O'Neill-Vivanco made a motion to recommend to city council to move the request and item on the ballot for a general obligation bond for a special election in 2021.

Commissioner Barr seconded.

Commissioner Bose "aye", Munteanu "aye"; Commissioner Barr "aye", Commissioner O'Neill-Vivanco "aye"; Commissioner Kennedy "aye"; Commissioner Hogan "aye".

ITEM 6 – SOUTH END CONSTRUCTION COORDINATION PLAN

Director Spencer stated this is a follow up by Commissioner Overby to make this an agenda item.

Assistant Director Baldwin south end construction coordination plan there are a number of projects. Schedule outlines a number of projects going on in the south end that have significant impact in people's lives and also accessing our community from the south. There are two major corridors in the south end, Pine Street and Shelburne Road that provide access from the south to the central business district. In our meetings with the public about the parkway, we heard very clearly that the public is fatigued with construction so it pushed us in the direction of thinking about what projects are in play in the south end and what is reasonable for the public to endure while these things go on.

The first phase of the parkway project is from Home Avenue to Kilburn Street. Not disruptive to access on Pine Street. Main Street great streets advance design for that and procure consultant Railyard Enterprise project. Second phase of Champlain PW Kilburn to Main Street Parkway investment Route 7 to 189.

Very pragmatic way of managing projects. Presentation that was provide to council included in packet.

Commissioner Barr 2 miles of shared use path where is it going to be. Something that already

Director Spencer two additional miles.

Commissioner Munteanu bike lanes on Pine Street. Construction done by 2025 how is going to be different four years from now.

Director Spencer Pine St will received substantial makeover. Entire new sidewalk east side, west side 10' shared use path, raised intersections where there are currently intersections, new mid-block pedestrian crossing by Arts Riot and new curbing where there is marginal to no curbing. Improved draining on Pine Street. Plan is shared use path on west side will exist, southbound bike lane removed and shoulder on both west and east side of Pine Street.

Commissioner Bose – What the impact of the roundabout project is with traffic as you are developing this more integrated plan for the south end construction.

Assistant Director Baldwin stated we consider this the framework in how we think the long view in how we are going to tie perspective projects in with existing projects to the best of our knowledge and that will change, as we know more about how people will respond and how people will endure some of those things.

Commissioner Bose do like a small study two weeks in or month in.

There is a lot of coordination among our team and we are in constant conversation about where that is progressing and how it relates to the parkway and back and forth. Corey, Chapin and I are also talking with Laura and Olivia about the major projects and the Railway Enterprise.

Director Spencer we have traffic control plans during construction and they will be modified if we see the need.

Commissioner Kennedy asked about traffic calming improvement, raised intersection.

Assistant Director Baldwin stated there are a few within the city the latest being Washington Street and Barry Street off North Avenue.

Commissioner O'Neill-Vivanco asked public comments and Director Spencer stated that there are no public comments the final document is based on comments from the public in the draft.

Commissioner O'Neill-Vivanco stated if there are updates of changes to let us know. VTRANS had updates available on their website letting people know what is going on with the roundabout.

Commissioner Hogan stated roundabout so far so good but neighboring areas are seeing increased traffic and was asking about traffic calming for the neighborhoods.

Assistant Baldwin stated there is only so much that can be done. WE are open to hearing concerns from the public.

ITEM 7 – APPROVAL OF DRAFT MINUTES 8-18-21

There are some edits to the minutes that need to be made from Commissioner Overby please review changes.

Commissioner Barr made a motion to approve minutes with changes.

Commissioner O'Neill-Vivanco seconded

Commissioner Munteanu “aye”, Commissioner Barr “aye”, Commissioner O'Neill-Vivanco “aye”, Commissioner, Commissioner Hogan “aye”.

ITEM 8 – DIRECTOR'S REPORT

Consolidated Collection will go to City Council on September 27. Staff continues to recommend the hybrid collection model, city would continue to pick up recycling and haulers would bid on zones and collect trash and organics.

Crossing guards – we are short of crossing guards and are currently looking to hire more crossing guards.

The water bills that went out this month should reflect the new rate structures and also have a different look to them.

ITEM 9 - COMMISSIONER COMMUNICATIONS

Commissioner Barr stated the crew is painting looks great 90 degrees for the turn from Chase Street to Grove but inquired if it was going to be permanent. Director Spencer stated that the street maintenance division is under resourced and we are in the process of looking for a contractor to help with the installation.

Assistant Director Baldwin stated that the repaving of North Avenue from Leddy Park Road to Shore Road would take place next years, as there is some storm water improvements that need to be done prior to the paving.

Commissioner O'Neill-Vivanco asked if on South Prospect Street near the Redstone Campus, south of Cliff Street if we could put Park Mobil there and not resident only parking

Assistant Director Baldwin stated it was blended resident parking, short-term parking until 5:00 p.m. and the resident only at night.

Commissioner Barr stated he remember when there were 4-hour limit for parking at one point. The UVM campus now has Park Mobile across the campus the meters were taken out.

Commissioner Hogan stated School District sounds good not a lot said about the transportation issues. Potential site is Institute Road, which is on the bus line. He asked about staffing here saying one department was understaffed and asked about open jobs:

Director Spencer stated we were doing okay but across every division, there are openings.

Assistant Director Baldwin stated that people have opportunities to advance as well and make sure people are not being burned out.

ITEM 10 – ADJOURNMENT AND NEXT MEETING DATE October 20, 2021

Commissioner Barr made a motion to adjourn

Commissioner Munteanu seconded

Unanimous approval

Meeting adjourned at 8:42 p.m.

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