

Future Planning for City Soil Management and the CSWD Drop Off Center

Ward 5 Neighborhood Planning Assembly

April 20, 2023





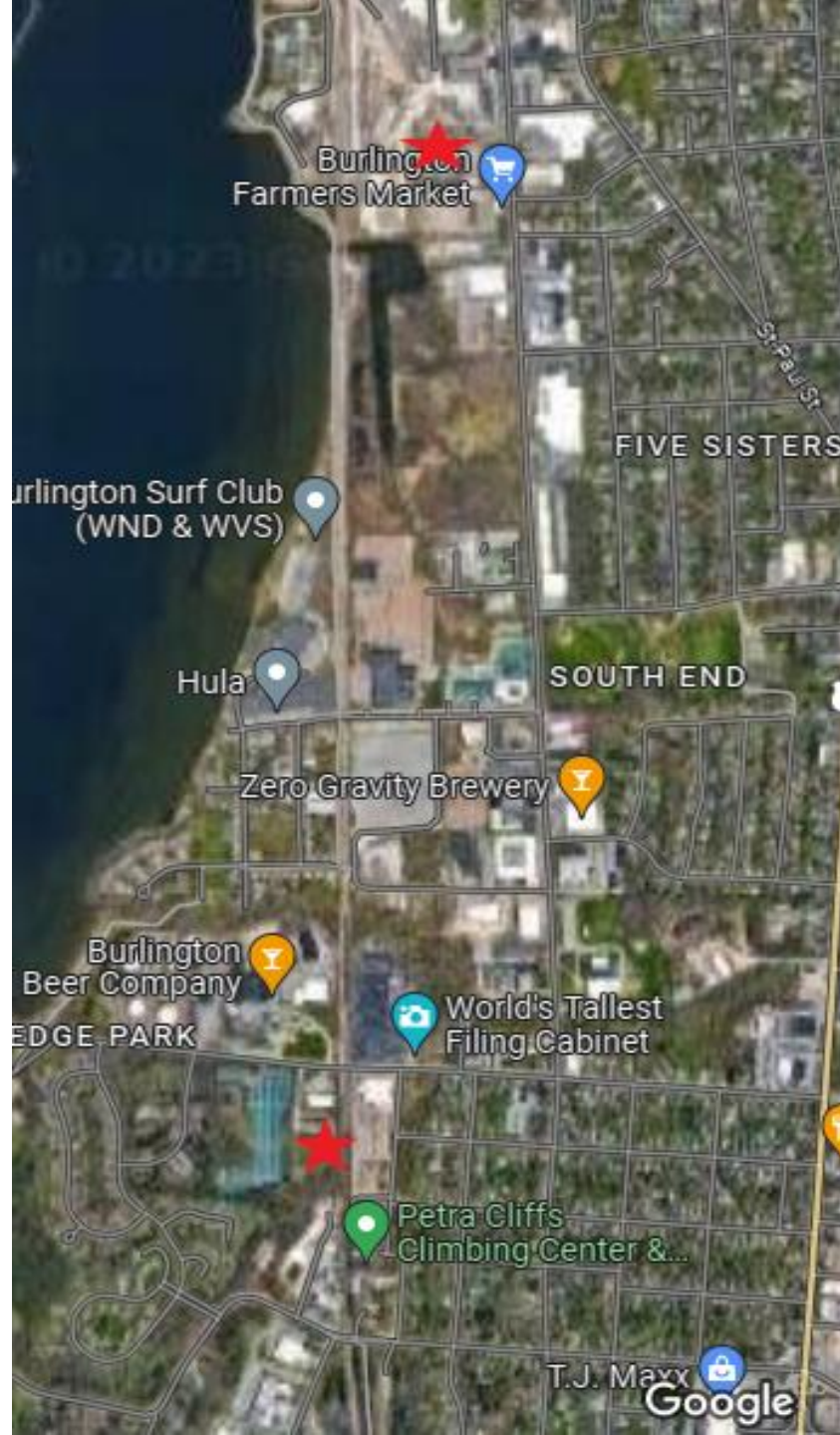
Need Statement

A sustainable City of Burlington needs:

1. A modern, expanded service Chittenden Solid Waste District (CSWD) drop-off center to support residents in responsibly and affordably managing their solid waste
2. A unified, well-designed City facility for effective, safe and compliant municipal soil management operations



SE Map



← 339 Pine Street

← 195/201 Flynn Ave

How do we meet these needs?

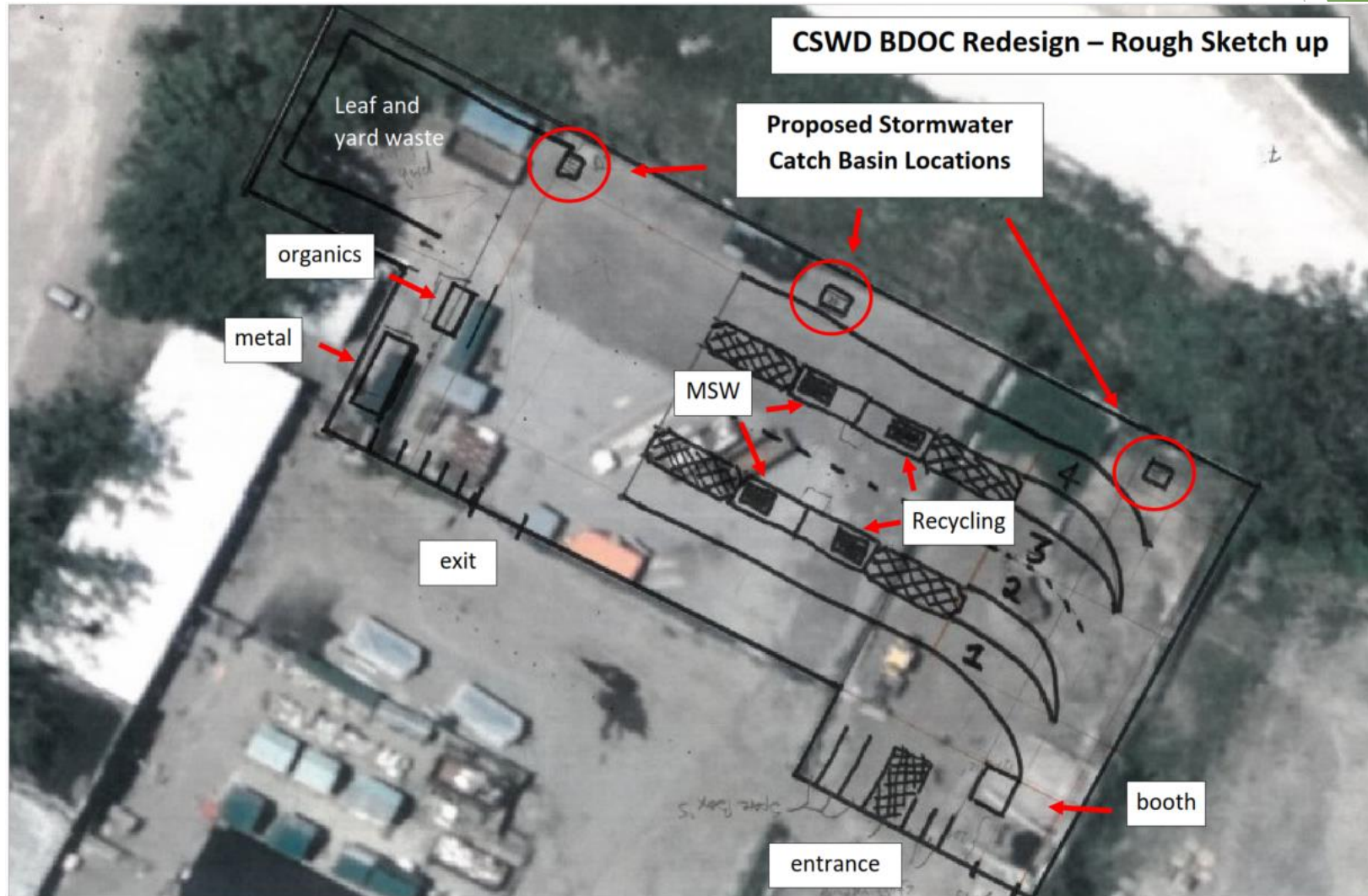
Purchasing 195-201 Flynn Ave will give the City of Burlington the ability to:

- ▶ Provide space for a permanent, well-designed location for City soil management
- ▶ Enable CSWD to expand their drop off center (DOC) operations at 339 Pine Street in the short term by removing City soil management from 339 Pine St, is also at that location in the short term
- ▶ Free up space to better accommodate the future Railyard Enterprise Project at 339 Pine Street
- ▶ Give the City and CSWD the option, long-term, to locate an expanded service, modern DOC at 339 Pine Street or Flynn Avenue
- ▶ Secure additional “enterprise” land for current and future municipal operational needs
- ▶ Accommodate interests in the Intervale to repurpose Water Distributions’ existing soils management area by relocating to 195-201 Flynn Avenue

339 Pine Street



339 Pine Street



195-201 Flynn Avenue





History

- ▶ 2001: CSWD purchased 195-201 Flynn Ave for ~\$510,000 with the intent of setting up an expanded DOC. CSWD's expectation was, and continues to be, that the City purchase the property and lease a portion back to CSWD for the DOC.
- ▶ 2015: CSWD told City they were planning to sell parcel on open market given lack of progress on a DOC.
- ▶ 2016: CSWD and City staff settled on a 3-year Memorandum of Understanding (MOU) offering the City an Option to purchase 195-201 Flynn with annual \$16,667 Option payments counted towards the ultimate purchase price.
- ▶ 2019: City and CSWD agreed on 2 year extension of 2016 MOU
- ▶ 2020: CSWD closed the Burlington DOC during the pandemic, and reopened just for organics due to the limited space and significant safety concerns
- ▶ 2021-2022: City and CSWD negotiated 2 MOU extensions to allow for negotiations for a lease purchase agreement (the current one expiring June 30,2023)
- ▶ 2023: DPW and CSWD have continued productive discussions regarding the development of an expanded service DOC in the City of Burlington, as well as a site for City soils relocation from 339 Pine St.



Risks of Not Acting:

- ▶ City will lose \$100,000 in option payments
- ▶ Burlington Drop Off Center services may not expand beyond organics
- ▶ City will continue to struggle with adequately managing urban soils at suboptimal facilities
- ▶ City will continue to store various municipal equipment outdoors in the elements
- ▶ City will be more constrained in accommodating the Railyard Enterprise Project at 339 Pine Street
- ▶ Without additional municipal property, the City will not be able to consider future expansion of municipal services such as consolidated collection as 645 Pine St is fully utilized



Proposed Timeline:

- ▶ April 20 - Present to Ward 5 NPA Meeting
- ▶ May 23 - Share draft Purchase and Sale Agreement for 195-201 Flynn Ave with City's Transportation Energy & Utilities Committee
- ▶ June - Seek Council approval to execute Purchase and Sale Agreement
- ▶ Summer/Fall - Complete environmental assessments and title review
- ▶ Fall - Complete property acquisition
- ▶ Fall - Undertake site work improvements at 195-201 Flynn Ave and 339 Pine St
- ▶ Fall 2023 / Spring 2024 - Expanded DOC opens for public service at 339 Pine Street and City soil management activities begin at 195-201 Flynn Avenue



Questions:

- ▶ Lee Perry, DPW Division Director - Maintenance Division
- ▶ lperry@burlingtonvt.gov

- ▶ Chapin Spencer, DPW Director
- ▶ cspencer@burlingtonvt.gov

Thank you for the opportunity to present to the
Ward 5 Neighborhood Planning Assembly!



City of Burlington
Department of Public Works
645 Pine St
Burlington, VT 05401
802-863-9094
Burlingtonvt.gov/dpw

Chapin Spencer
Director of Public Works

MEMORANDUM

TO: Members of the Transportation, Energy, Utilities Committee

FROM: Julia Ursaki, Technical Services, Public Works
Chapin Spencer, Director, Public Works

CC: Dayton Crites, Senior Transportation Planner, Public Works
Cindi Wight, Director, Parks, Recreation & Waterfront
Rob Goulding, Public Information Manager, Public Works

DATE: May 3, 2023

RE: E-Bikeshare Update

Update:

CATMA is in the process of negotiating their contract with Bird. Through their discussions, they have further clarified how the e-bikeshare system will work throughout our service area. In our communication to the TEUC in February 2023, we indicated that “this e-bikeshare system will be a ‘hybrid’ system, resulting in no physical infrastructure build in the right of way and storage controlled by geofenced hubs establishing drop-off and pickup zones.” While this is still generally true, we want to provide additional detail about how the system will work:

- In higher pedestrian areas, such as downtown Burlington, UVM and Champlain College Campuses, and the Waterfront Park, there will be geofenced “nests” where users are required to park the bike
- In other areas throughout Burlington, the bikes will be dockless and not need to be parked in specific nests, with prompts from the Bird App encouraging thoughtful parking locations in the ROW, and fleet managers ensuring proper parking.

This approach is intended to make bike parking more convenient for residents, commuters, and students. While we anticipate there will be an adjustment period for this type of bikeshare system in Burlington, we ultimately believe this is a good way to provide a transportation-oriented bikeshare system that serves our community.

The Department of Public Works is also working with the Burlington Walk Bike Council to explore where additional bike parking would benefit the City, in anticipation of the additional bikes that will be on our streets from this bikeshare system. The launch of this program is still scheduled for spring 2023. Director Spencer and Staff will be available to answer questions during the Director’s Report.



Memo

Date: May 2nd, 2023

To: Transportation, Energy & Utilities and Committee (TEUC)

From: Madeline Suender, Associate Public Works Engineer
Laura Wheelock P.E., Senior Public Works Engineer

CC: Chapin Spencer, Director Public Works
Norm Baldwin P.E., City Engineer

Subject: Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street Intersection VPSP2 – Burlington STP 5000 (29)

Request:

The Department of Public Works ("DPW") seeks TEUC sponsorship to bring to City Council the Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street Intersection Regional Project Refinement approval. This approval is not a change, rather a reaffirmation of DPW's project preferred alternative from the Scoping study completed by CCRPC and Stantec.

Grant Background:

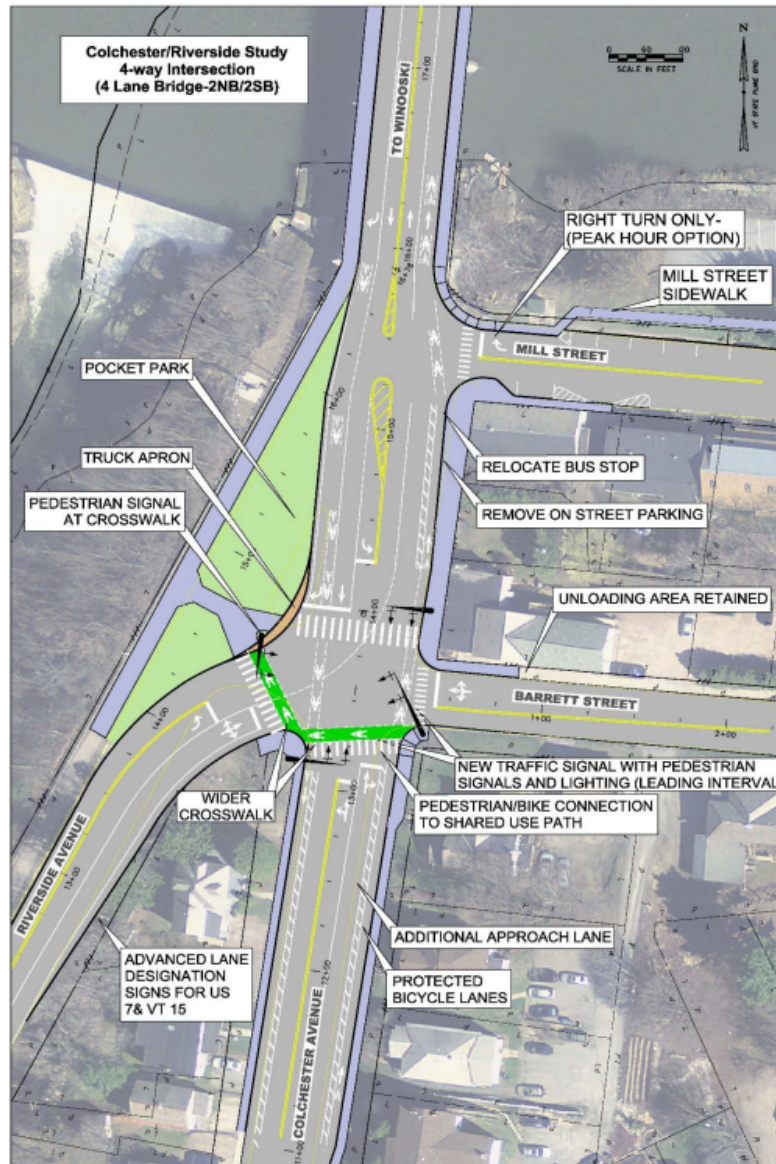
Vermont Project Selection and Prioritization (VPSP2) is a mechanism to identify, prioritize, and select state transportation capital improvement projects on the federal aid system. This new process has been a collaborative effort between national, state, regional, and local agencies and interests. VPSP2 is a system that aims to develop a performance-based, data driven project selection & prioritization framework that maximizes the "transportation value" delivered to Vermont taxpayers. This helps to maximize the way transportation funding is used in Vermont.

The City's Transportation Planning group applied for this project through VPSP2 as a funding source. The project was selected by VTrans and allocated in their FY23 budget to undergo scope review administered through Chittenden County Regional Planning Commission (CCRPC). VTrans contracted Stantec to do this work. As part of the Scope Refinement Process, the attached report (Attachment 1) outlines the draft scope of work and history of scoping work done thus far at this location. From that, the City is expected to review and if in agreement, execute a letter confirming our position on the project.

Preferred Alternative:

The [final Scoping Study completed by CCRPC and Stantec](#) analyzed three alternatives, a no build option and short term improvements. The preferred alternative was Alternative 1, shown in Figure 1. Alternative 3 – Roundabout, was eliminated from consideration due to its cost and level of risk. With Alternative 1 – 4-way Intersection and Alternative 2 – 4-way Intersection with Separate Right Turn Lane being so similar, there was much discussion between the two and finer points of difference.

Figure 1: Recommended Alternative – Alternative 1.



With support from the vast majority, the Project Advisory Committee (PAC) ultimately recommended Alternative 1 citing the potential to develop a pocket park to the west of the intersection and all crosswalks being controlled by signal. This would add pervious surface. The process included five PAC meetings, with two of these being added to the original three that had been scheduled at the request of the PAC.

After recommendation from the TEUC (see Attachment 3), on March 25, 2019, City Council voted unanimously to approve this as the preferred alternative (see Attachment 2).

This work will be fully funded under VTrans Safety Program. Non-participating costs, such as contaminated soils, are not part of this funding. **The scoping study costs are estimates and can only be adjusted for inflation.**

DPW is in support of the preferred alternative outlined in the attached report and already received approval from the City Council on March 25th 2019. Though, we already selected a preferred alternative, there are many other communities throughout the state that received VPSP2 funding that don't yet have this

approval. This second approval will conform to the State's process to bring these projects into the VPSP2 budget in a uniform way across all municipalities.

Should the TEUC no longer support this Alternative, a recommendation must be made for the full City Council to dissolve their prior resolution from March 25th, 2019. If a decision cannot be made at the TEUC, the item can be pulled from the committee and go to the Council for a motion.

Roundabout Considerations:

In the original scoping process, Alternative 3, the Roundabout, was recognized before the end of the scoping process to not be viable. Burlington may have the ability to change the preferred alternative and maintain VTrans funding, however this would likely delay the project and make advancement concurrent with bridge replacement project unlikely. A significant modification of preferred alternative in this instance would require some additional work in the project refinement stage.

- Recalculation of transportation value considering updated inputs for the proposed alternative, this should show comparable value to the initial computation and be discussed within the project refinement report.
- Additional information should be included within the project refinement reports, including discussion of changed conditions that have resulted in the modification to the proposed alternative. Being that this alternative was formally considered within the scoping effort this will hopefully not be too challenging of a task. Relating the "changed conditions" back to the criteria that are focus areas within VPSP2 would be useful.

Some concerns with the Roundabout alternative are as follows:

- Impacts of taking a house in a historic district.
 - o Location eligible for listing in the National Register of historic properties under Section 4(f).
 - o Considered an adverse effect of the project.
 - o Under 4(f), as there is a prudent and feasible alternative to adversely impacting a historic site for the roundabout, the City would need to choose the prudent and feasible alternative.
- Added impervious area.
 - o New stormwater requirements that were not reflected in original scoping study that would need to be evaluated.
- Utility impacts with substantial costs and risk.
- Contaminated soil for utility work and large project area adds substantial cost and risk.
 - o Not an eligible cost under VPSP2.
- New FHWA roundabout guidelines since this design.
- Requires redoing public process and outreach.
- Does not align with bridge design that is already underway.
 - o Strict timeline to be concurrent with bridge work. Likely not possible to meet.
 - o Design did not include shared use path that is on the east side of the bridge.

Attachment:

1. Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street Intersection VPSP2 REGIONAL PROJECT REFINEMENT (RPR) Report.
2. March 25, 2019 City Council Meeting Minutes
3. January 8, 2019 TEUC Meeting Minutes

Burlington STP 5000(29)
Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street intersection
VPSP2 REGIONAL PROJECT REFINEMENT (RPR)

RPR PROCESS BACKGROUND

The Regional Project Refinement (RPR) project associated with the Burlington STP 5000(29) is a summary of the previously completed 2019 Colchester Avenue/Riverside Avenue Scoping Report, hereafter referred to as the [2019 Study](#). The objective of the RPR is to facilitate the progression of the preferred alternative into the project design and permitting phase by reaffirming initial local consensus. This is accomplished through the validation of public support by collective stakeholder review of the summary RPR report. With an update on current challenges and opportunities, it is anticipated the preferred alternative will remain the most feasible and desirable. The expectation is that local officials will then provide formal and documented acknowledgment of the Municipality's concurrence that the project is still viable. See attached Letter of Support.

It is noted the full contents of the accepted 2019 Study were used part and parcel in the development of this RPR summary.

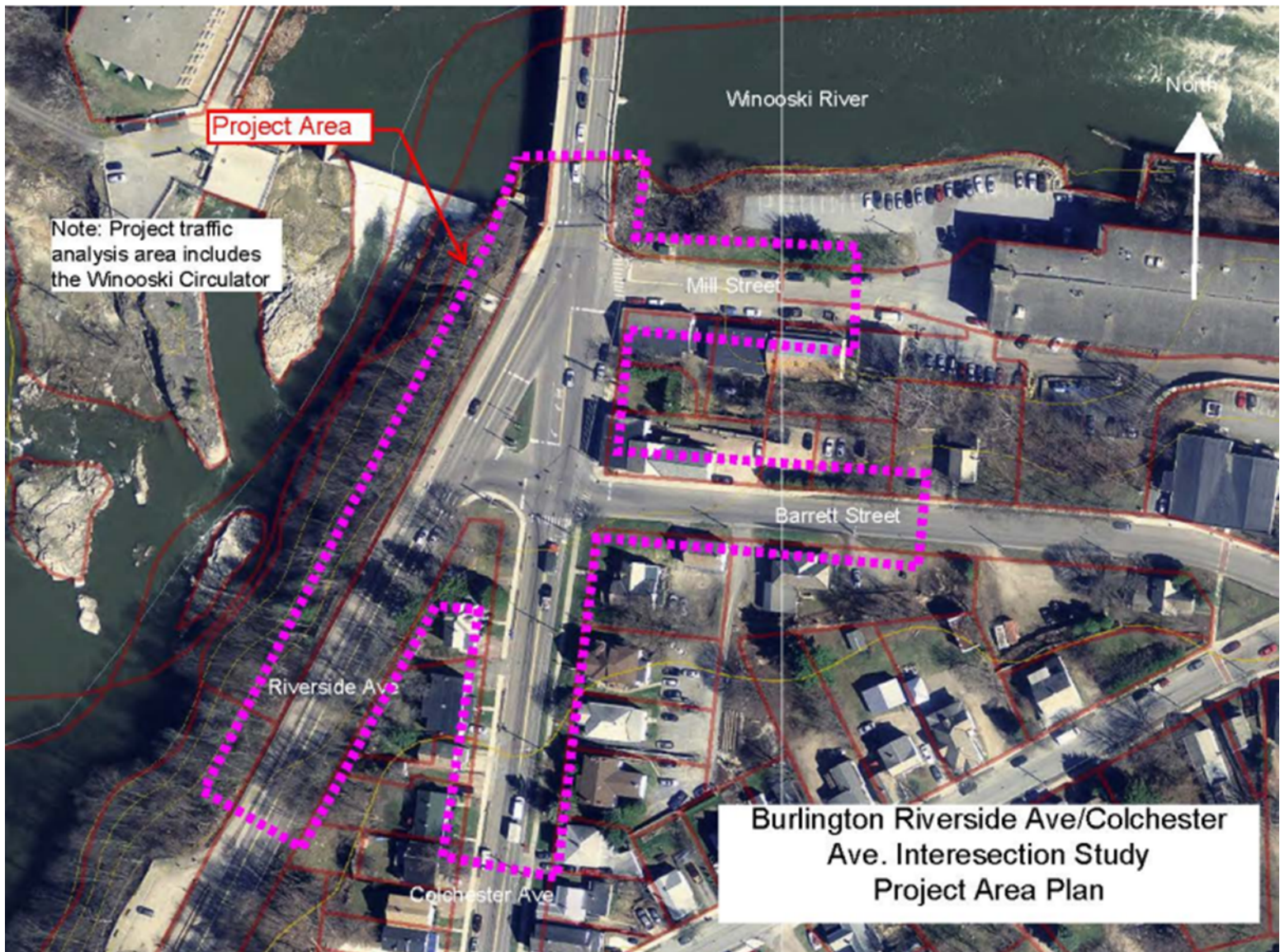
INTRODUCTION

The City of Burlington obtained transportation planning assistance from the Chittenden County Regional Planning Commission (CCRPC) to complete a scoping report for the Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street intersection. Stantec Consulting Services Inc. was retained by the CCRPC to develop the 2019 Study. Burlington's primary interest was to continue the previous planning work conducted during the 2011 *Colchester Avenue Corridor Plan* that conceptually recommended consolidating the three existing intersections into one signalized intersection. Alternatives were developed to accommodate the consolidation concept, with each alternate evaluated for its respective challenges and overall desirability. To support that activity, one of the earliest tasks completed was the formation of a Project Advisory Committee (PAC). The PAC's role was to facilitate stakeholder review, provide overall input to the scoping process, and make final alternative selection recommendations to pertinent City commissions and, ultimately, the Burlington City Council.

ROADWAY CHARACTERISTICS

1. Municipality: City of Burlington
2. Routes: Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street Intersection
 - a. Project Roadway Attributes (25 mph posted speed limit on all approaches)
 - i. Colchester Ave. (Class 2 - Urban Minor Arterial No. 3: Complete Street)
 - ii. Riverside Ave. (Class 1 - Urban Principal Arterial-other No. 4: Bicycle Street)
 - iii. Barrett St. (Class 2 - Urban Major Collector No. 5: not designated)
 - iv. Mill St. (Class 3 - Local Road unnumbered: not designated)
3. Project Location:
 - i. Approximate intersection footprint (See Figure 1)

Figure 1 Project Study Area



DISCUSSION

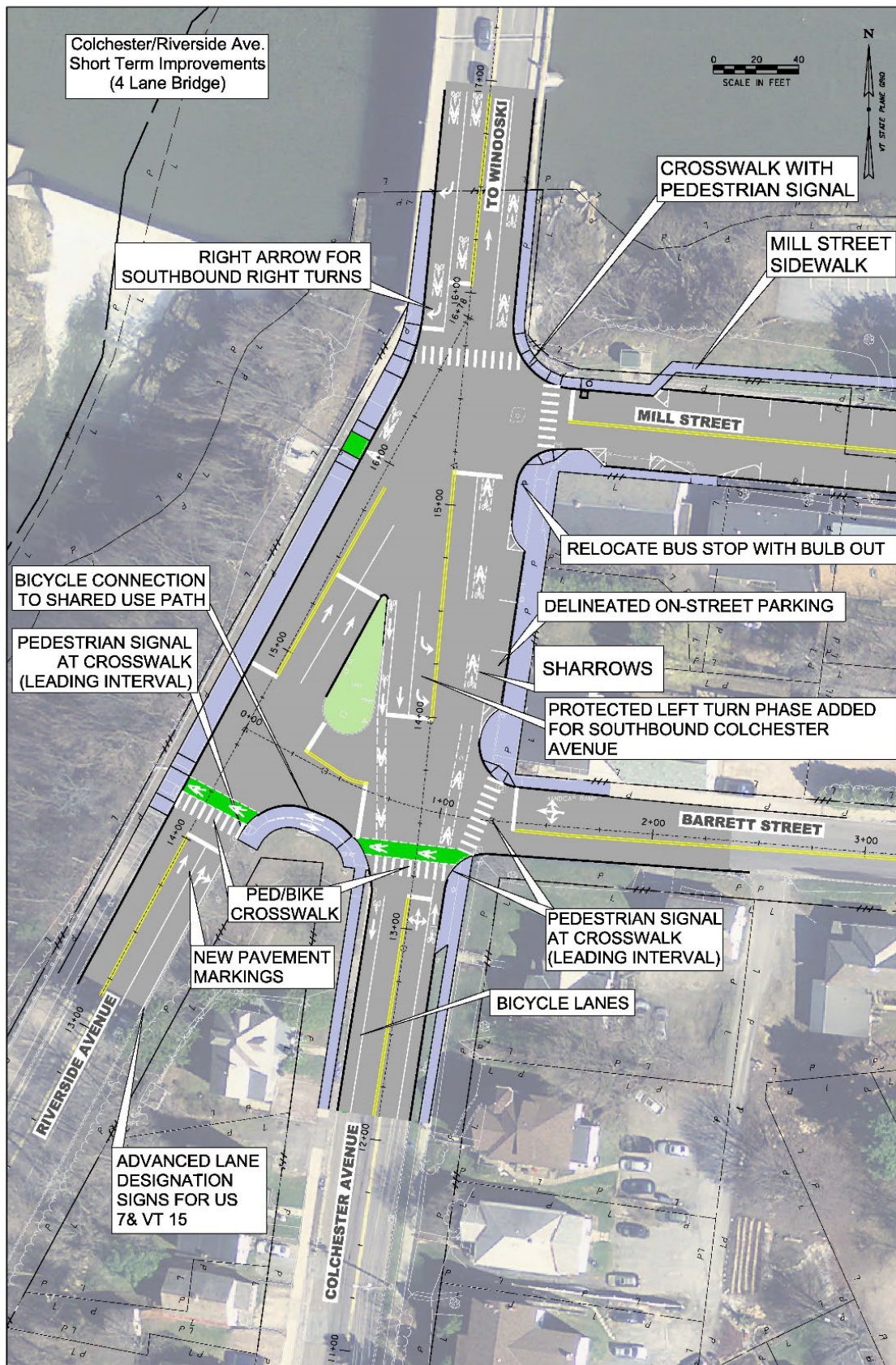
4. Community/Municipal Involvement:

- a. Describe how the Community/Municipality was involved in or participated in the identification and submittal of the project
 - i. The 2011 Colchester Avenue Corridor Plan identified improvements to the Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street intersection that could be developed as a stand-alone project contributing to the overall “Complete Street” vision of Colchester Avenue. This endorsement and associated recommendations from the 2011 study indicated stakeholder demand and support for a subsequent intersection scoping project resulting in the addition of the 2019 Study to the CCRPC annual program.
 - ii. The study process included working closely with the Project Advisory Committee (PAC) consisting of community leaders, Burlington & Winooski staff, CCRPC staff, neighborhood representatives, and others.
 - iii. Public involvement was integrated into all aspects of the work plan. A series of meetings were held with the PAC to discuss the proposed alternatives. Minutes from these meetings as well as additional documents made available to the advisory committee, are in Appendix L. (see 2019 Study Appendix L).
- b. Identify how the project contributes to the community
 - i. The existing facility is, by VTrans standards, classified as a High Crash Location (HCL) and can be tenuous for use by pedestrians and bicyclists as well. The 2019 Study sought to identify infrastructure improvements that address safety, mobility and operational issues at the Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street intersection.
- c. Identify how the project contributes to ongoing and/or future local initiatives/priorities
 - i. The City of Burlington is devoted to improving pedestrian and bicycle conditions to make walking and biking viable and enjoyable for people of all ages and abilities all year round. If pursued, the selected Medium-term alternative offers expected results that support and are consistent with the City’s initiatives and priorities.
- d. Identify how the project contributes to the local community and economic development goals
 - i. Per planBTV, the City of Burlington promotes growth in walking and biking, a philosophy that brings a host of community, environmental and economic benefits. These benefits range from reducing traffic congestion and vehicle emissions to saving money through lower road maintenance costs or healthcare costs to increased independence for those who don’t- or can’t- drive.

5. Planning and Construction Documents:

- a. Identify any studies that have been completed to inform the need of this project and/or further understand alternatives
 - i. The Colchester Avenue Corridor Study, which was completed and accepted by the City Council in 2011, evaluated and developed numerous recommendations to address operational, safety, and design-related issues along the Colchester Avenue corridor. Specific to the 2019 Study, the Corridor Plan recommended: “The complex of three intersections should be consolidated into one signalized intersection between Colchester Avenue, Riverside Avenue, and Barrett Street. The traffic signal at the Riverside Avenue-Mill Street intersection would be eliminated, and the Mill Street approach would be controlled by a stop sign and widened to include left and right turn lanes. The consolidation has design issues that need to be further evaluated through a more detailed scoping process that would include a land survey and more focused input from adjacent property owners.”
 - ii. 2019 Winooski River Bridge Scoping Study Report: Project will address deficiencies in the bridge while improving multi-modal travel for people and goods. The proposed bridge is 21 feet wider than the existing which will necessitate close coordination during the design phase.
 - iii. *planBTV Walk Bike*: Colchester Avenue and Riverside Avenue are highlighted in the plan as priority zones and indicated as areas in need of immediate attention.
- b. Alternatives (see 2019 Study chapters 7 and 8)
 - i. Short-Term Improvements (0 to 3 years to implement)
 - Enhanced accommodations for pedestrians and bicyclists were proposed to include a new crosswalk, pedestrian traffic signals, wider crosswalks, and signal system changes. (see 2019 Study Figure 2)
 - Short-term improvements considered by PAC were adopted and put in service by DPW.

Figure 2 Recommended Short-Term Improvements

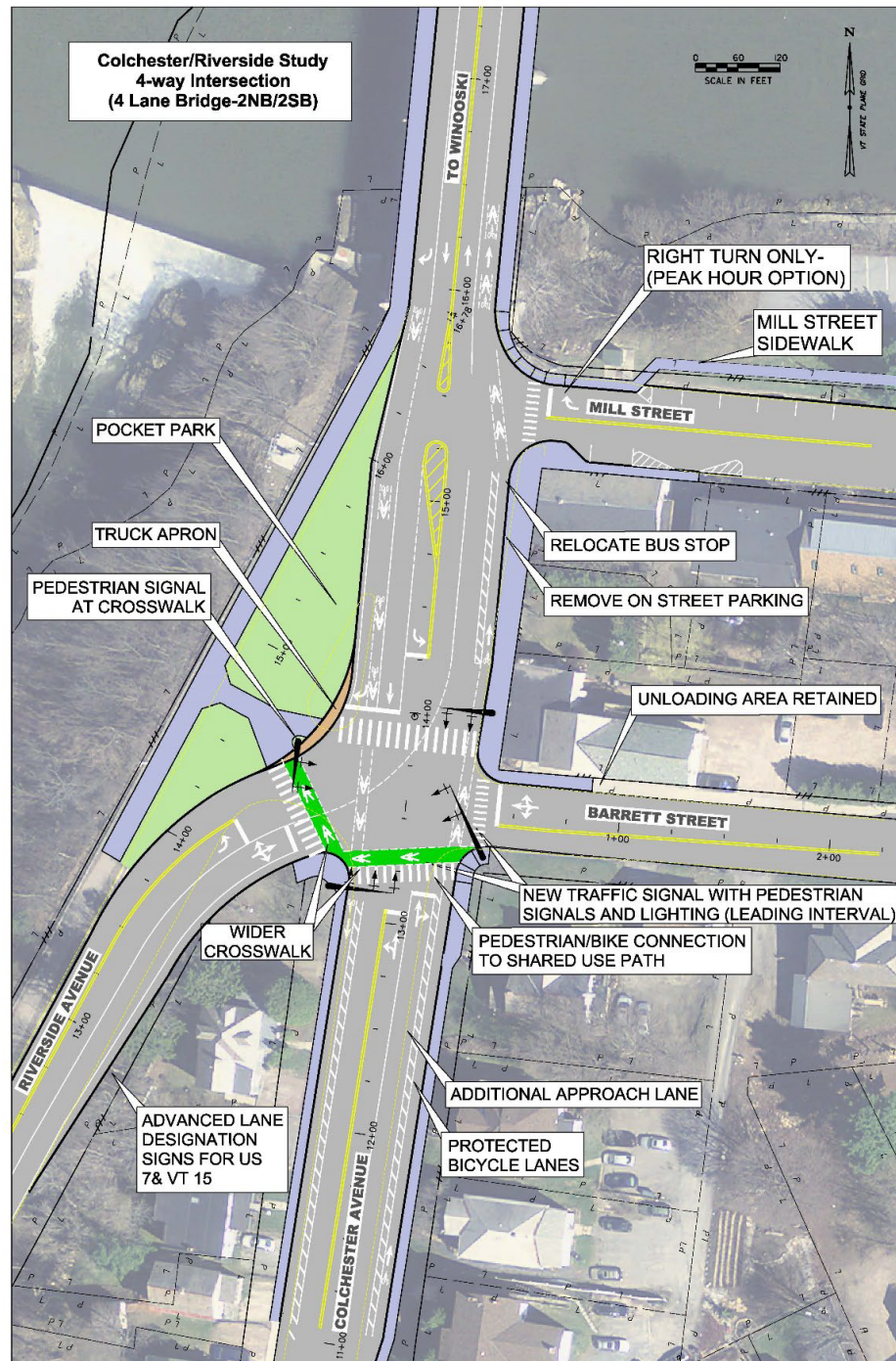


ii. Medium Term Improvements (3 to 10 years to implement)

- **Alternative 1 – 4-way Intersection - PREFERRED**

One signalized intersection, a 4-way intersection at Colchester Avenue and Barrett Street, and an unsignalized intersection at Colchester Avenue and Mill Street (Pocket Park and pedestrian signals at all crosswalks are most desirable).

Figure 3 Recommend Medium Term Alternative – Alternative 1



- Alternative 2 – 4-way Intersection
Similar to Alternative 1, it additionally consists of a separated southbound right turn lane from Colchester Avenue, creating a yield condition onto Riverside Avenue (results in a less desirable Yield controlled crosswalk).
- Alternative 3 – Roundabout
Modern, hybrid roundabout at the existing Colchester Avenue/Barrett Street intersection incorporating Riverside Avenue (Most costly with numerous significant impacts and design issues).
- No Build
Baseline Alternative for comparison

iii. Comparison of Alternatives

- The alternatives are compared according to the study's purpose and need statement in the matrix below. The costs and performance associated with Alternatives 1 and 2 are comparable. Alternative 3 offers the greatest benefits but also at the highest cost. There are also significant challenges associated with the implementation of Alternative 3, particularly with respect to right-of-way acquisition and impact on historic properties.

iv. Preferred Alternative

- Alternative 1: Pocket Park and pedestrian signals at all crosswalks are most desirable.

c. Identify any planned Corridor Planning and Adjacent Projects

i. Major Project – Winooski River Bridge Replacement

- Target 2027 begin construction.

Figure 4 Alternatives Evaluation Matrix

CRITERIA	No Build	Short Term Improvements	<u>Alternative 1</u> 4 Way Intersection	<u>Alternative 2</u> 4 Way Intersection w/ Separate Right Lane	<u>Alternative 3</u> Roundabout
Project Costs	\$0	\$875,000	\$3,300,000	\$3,430,000	\$6,700,000
PURPOSE AND NEED					
Improves Pedestrian Safety	No	Some	Better	Better	Best
Provides Safer Bicycle Connectivity Winooski to Burlington	No	Some (allows cyclists safer east/west movements)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett)
Reduces Potential for Crashes	No	Some	Better	Better	Best
Reduces Intersection Complexity	No	No	Best	Best	Better
Manages Peak Hour Congestion	No	Some	Some	Better	Best
IMPACTS					
ROW Impacts	None	None	Minor (1600 sf)	Minor (1600 sf)	Major (4000 sf/ 1 house)
Historic Resources	None	None	None	None	Major (Removes 4(f) resource)
Stormwater	No change	No Change	Treatment opportunity	Treatment opportunity	Treatment opportunity
Net Change in On-street parking spaces	0	Some (-1 – N. of Barrett St. -2 – S. of Barrett St.)	More (-5 – N. of Barrett St. -2 – S. of Barrett St.)	More (-5 – N. of Barrett St. -2 – S. of Barrett St.)	More (-5 – N. of Barrett St. -2 – S. of Barrett St.)
Aerial Utilities	0	0	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)

6. Purpose and Need:

- a. Identify what problems or challenges the project is intending to fix/improve
 - i. **Purpose:** The purpose of the Colchester Avenue/Riverside Avenue intersection scoping study is to define a safer intersection that enhances mobility and access for all users while contributing to livable and vibrant communities and ensuring efficient operations.
 - ii. **Need:**
 - Improve safety and mobility for all users of the intersection.
 - Simplify the intersection.
 - Enhance the gateway into Burlington.
 - Manage traffic congestion.

7. Project Scope:

- a. Describe intended project scope and key project elements focused on the purpose and need
 - i. Roadway surface treatment
 - New bituminous concrete pavement (BCP)
 - ii. Geometry modifications
 - Horizontal and vertical alignment shift at Riverside Ave. approach to support reconfiguration of intersection with Colchester Ave.
 - iii. Shoulder treatment/modifications
 - Full depth reconstruction for Riverside Ave. approach centerline shift. BCP surface.
 - iv. Intersection identification/treatment
 - 4 new mast arms and signals
 - v. Bicyclist considerations/improvements
 - Protected bike lanes along Colchester Ave.
 - Pedestrian/Bike Connection between Colchester Ave. and Riverside Ave.
 - vi. Pedestrian considerations/improvements
 - New Pedestrian signals for all crosswalk locations
 - New lighting at Colchester Ave. and Barrett St. intersection
 - Wider crosswalks
 - vii. Transit access considerations/improvements
 - Relocation of bus stop at Colchester Ave. and Mill St. intersection
 - viii. Access management considerations/modifications
 - 7 parking spaces removed along Colchester Ave. near Barrett St.
 - ix. Asset(s) condition/improvements
 - BCP surfaces
 - Signal systems
 - Curb and sidewalk
 - Pavement markings
 - x. Resiliency considerations/improvements
 - N.A.
 - xi. Environmental considerations/improvements
 - Potential reduction in delay for vehicles resulting in less emissions
 - Improved bicycle and pedestrian mobility encourage additional users potentially resulting in fewer vehicles and less emissions
- b. Describe how the project elements satisfy and/or meet the project's Purpose and Need
 - i. Colchester Ave./Riverside Ave. intersection reconfiguration combined with improved signage and signal systems should reduce crashes.
 - ii. Improved accommodations for bicyclists and walkers through the Intersection could increase bike ridership and pedestrian users

8. Project Estimate:

- a. Describe any assumptions, risks, and items/elements with high variability
 - i. Alt. 1 Conceptual Cost Estimate = \$3,300,000 (assume 2018 dollars)
 - ii. Adjustment for inflation (assume 5 years @ 5%/year) = \$4,200,000 (2023 dollars)
 - iii. Assume consistent inflation rate for Alt. 2 and Alt. 3, therefore Alt. 1 still low cost
 - iv. Some cost risk with excavation of contaminated soils and Development soils
 - v. Some cost risk with maintenance of traffic and pedestrian mobility

9. Project Challenges:

- a. Describe any anticipated and/or potential challenges to the development and delivery of this project (See Figure 2 for Alternatives Evaluation Matrix)
 - i. Identify potential impacts on environmental resources
 - Slight potential, low risk
 - ii. Identify potential Right-of-Way impacts/needs
 - (1600 SF), low risk
 - iii. Identify potential utility relocation routing needs/challenges.
 - Low risk, confirm in design phase
 - iv. Brown fields and contaminated soils
 - Development soils present and contaminated soils nearby, moderate risk/design phase mitigation

RECOMMENDATION

The 2019 Study for all intents and purposes has aged approximately 5 years since its development and delivery of a Preferred Alternative for improvement of the Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street intersection. The RPR process indicates the passing of time has not overtly compromised the viability of legitimately progressing the scoping/concept level recommended improvements to the design phase for further development and eventual implementation. It is recognized before moving forward there may be merit to updating crash data, traffic volume data, and cost estimates which are all inherently time sensitive. However, this information is well suited for update in the early stages of preliminary engineering along with inventories for environmental and cultural resources.

With regards to moving forward to the Preliminary Engineering phase, the relatively recent commitment by VTrans to execute a project for the replacement of the Winooski River bridge has created a new dynamic. Schedule for project development of the intersection improvements has become more constrained and dependent on the needs of the bridge project. Therefore, coordination efforts should begin as soon as possible to ensure these mutually exclusive projects progress with the greatest amount of synergy as possible.

Regardless, based on established local support and conformance to the stated Purpose and Need, the proposed project [Burlington STP 5000(29)] is a good candidate for reliable advancement within the VTrans Capital Program.

BURLINGTON CITY COUNCIL

**CONTOIS AUDITORIUM, CITY HALL
BURLINGTON, VERMONT
MINUTES OF MEETING
March 25, 2019**

MEMBERS PRESENT: Kurt Wright (Council President) – Ward 4
Jane Knodell – Central District
David Hartnett – North District
Joan Shannon – South District
Richard Deane – East District
Sharon Foley Bushor – Ward 1
Max Tracy – Ward 2
Brian Pine – Ward 3
William “Chip” Mason – Ward 5
Karen Paul – Ward 6
Ali Dieng – Ward 7
Adam Roof – Ward 8

ADMINISTRATION: Miro Weinberger, Mayor
Beth Anderson, CAO
Rich Goodwin, DFO
Eileen Blackwood, City Attorney
Justin St. James, Assistant City Attorney
Joy Hovestadt, Assistant City Attorney
Jordan Redell, Mayor’s Office
Olivia LaVecchia, Mayor’s Office
Deanna Paluba, HR
Brian Lowe, IT
Lori Olberg, C/T
Amy Bovee, C/T
Chapin Spencer, DPW
Nicole Losch, DPW
Norm Baldwin, DPW
Laura Wheelock, DPW
David White, CEDO
Meagan Tuttle, Planning & Zoning

OTHERS PRESENT: Andy Montroll
Ali Ziparro
Charles Simpson
Donna Walters
Brian Precourt
Lauren Glenn Davitian
Charles Delaney
Barb Alsop
Andy Jones
Kathleen Ryan
Charles Messing
Jill Allen
Wylie Reading
Lynn Martin
Wayne Senville
Richard Hillyard
Maxine Holmes
Erik Hoefstra
Amanda Hannaford
Andrew Champagne
Jim Lockridge
Liz Haskel
Cindy Turcotte
Paul Bushner
Carolyn Bates
Jessica Oski
Michael Long
Caryn Long
Steve Goodkind
Kelly Devine
Susie Sugar
Patrick Dunstein
Peter Keating
Jason Cherest

[Note: Minutes reflect the order of the published agenda.]

1.0 CALL TO ORDER and AGENDA

Following a special work session, Council President Wright called the meeting to order at 7:40 PM on March 25, 2019 and led the assemblage in the Pledge of Allegiance.

1.01 Agenda

MOTION by Councilor Knodell, SECOND by Councilor Bushor, to approve the agenda with the following amendments:

- **Note updated material for Item 3.34 (Airport Budget Amendment FY2019)**
- **Note written material for Item 3.36 (Airport Rental Car Lease Agreement)**
- **Note written material for Item 3.45 (Fire Grievance Settlement)**
- **Remove Item 3.52 to Deliberative Agenda as Item 4.055 (ECHO Lease Amendment)**
- **Add Item 3.53 (Update on CityPlace Burlington)**
- **Note additional information for Item 4.06 (City Hall Park)**

VOTING: unanimous; motion carried.

2.0 PUBLIC FORUM

Public forum was opened at 7:45 PM.

COMMENTS

- Ali Ziparro expressed gratitude to Councilor Knodell for her many years of service on City Council.
- Charles Simpson listed suggested uses for the \$6.3 million cost for the park project.
- Donna Walters and Monique Fordham spoke of the source of funding for the park project and the lack of a robust, transparent public process. City Council is asked to vote down the project. How the Administration is doing business is appalling. The process was rushed.
- Brian Precourt, owner of the building at the corner of Pine/Pearl Street, opposed the sale of the front lot and the loss of parking. In 2001 CEDO promised the parking would remain municipal. Thirty spaces are being lost though the municipal spaces were counted in the zoning calculation in 2001 and are being recalculated in the new development (double dipping).
- Lauren Glenn Davitian thanked city councilors Deane, Hartnett, and Knodell for their service to the city. A statement written by Megan Humprey honoring Jane Knodell as a magnificent example of a public servant was read.
- Barb Alsop asked about the cost increase for City Hall Park and the money to pay for it, especially when the sidewalks are unwalkable in the winter. Also, City Council will change by a quarter of the members so this is a lame duck session and a vote should not be taken on the park.
- Andy Jones, Intervale Farm, spoke of pedestrian and bike access on Intervale Road and urged support of the transportation improvements to make the road safer. The Intervale needs to be taken into the 21st Century and made into the cornerstone of Burlington's public resources for decades to come.
- Kathleen Ryan, landscape architect, spoke about the Mayor's quality changes to the design of City Hall Park and switching concrete for granite. Concrete will not last as long as granite.
- Charles Messing spoke in support of keeping the free college street bus shuttle.
- Jill Allen urged City Council not to vote on the bid to reconstruct City Hall Park and getting rid of the greenery for paving which will send the message that Burlington does not care about greenery in Vermont.
- Wylie Reading expressed concern about City Hall Park being pushed through when people are against the design.
- Lynn Martin expressed sadness over losing City Hall Park and losing the trees.
- Wayne Senville thanked the city councilors for their service and spoke of the half million dollars in changes to City Hall Park mainly by a decrease in quality of materials. The public had little opportunity to review the changes in design. The DRB permit will have to be modified due to the changes.
- Richard Hillyard thanked city councilors for their service and requested funds in the FY2020 budget earmarked for City Hall Park be used in Schmanska Park instead. Mr. Hillyard asked why the city cannot seem to get good bids, adding the people deserve competent financial management and transparency.
- Maxine Holmes said she is upset about the amount of money for the park when money is needed for after-school programs and initiating the Icelandic Program. City Council is urged not to vote on the park and to ask the voters to decide on the increased amount of money for the project.
- Erik Hoefstra read a statement honoring and thanking Councilor Knodell for her service on City Council.
- Amanda Hannaford, Andrew Champagne, Jim Lockridge, Lizzie Haskel from Wards 2 and 3 NPA read a statement of thanks to Councilor Knodell for her service and presented flowers and framed words of thanks.
- Cindy Turcotte, Gardner's Supply, spoke about the need for improvement to Intervale Road for safe pedestrian and bike access.
- Paul Bushner urged City Council to move forward with City Hall Park and look for ways to decrease the cost without decreasing the quality.
- Carolyn Bates urged pausing on City Hall Park to work on redesign within budget and remediating the trees before more die.
- Jessica Oski thanked Councilor Knodell for her service to the city.
- Michael Long said the park plan was secretive, heavy on hardscape, cost millions more than advertised, and 3,300 voters urged reconsideration. There will be new councilors on City Council so it is not rational to conclude the plan now. City Council should refrain from the vote.
- Caryn Long expressed frustration with the condition of sidewalks in the city being unwalkable yet there is \$6.2 million to tear up the park and get rid of half the shade trees people love. City Council is asked to reject the plan. The design fee for the plan was too high (\$750,000). People were misled. The people of Burlington need to be served more than tourists.
- Steve Goodkind said the bidding process for City Hall Park has been unsuccessful and should not be the basis for moving ahead. Additional design work and value engineering is needed. The bids are out of line and should not be the basis for construction. It is only for political reasons the project would go forward otherwise it makes no engineering or financial sense.
- Kelly Devine spoke in support of the City Hall Park project. There was an extensive process. It is hoped City Council can move forward and work on having public bathrooms. Ms. Devine thanked councilors Deane, Hartnett, and Knodell for their service and

- said it has been an honor to work with them.
- Susie Sugar said there is some work to be done in the park, but the costs are exceeding the return to the community, especially when there will be fewer vendors at the farmers market and a massive amount of concrete is being added. No one is moving to Burlington because of the park. There are other pressing issues in the community. City Council is asked to reprioritize and recheck the proposal.
 - Patrick Dunstein spoke of the Bike and Pedestrian Access Study and Intervale Road as the point of access to the largest block of open space and a favorite outdoor space in the city. The Intervale Center is committed to managing the space and providing amenities to the city such as trails, gardens, agriculture. The city needs to support the study.

There were no further comments from the public. Public Forum was closed at 8:43 PM.

3.0 CONSENT AGENDA

- 3.01 PROCEDURAL: Amend/Adopt Consent Agenda and Take Action(s) as Indicated
- 3.02 COMMUNICATION: Accountability List
- 3.03 COMMUNICATION: Minutes, Special City Council, 10/15/18
- 3.04 COMMUNICATION: Minutes, City Council, 10/15/18
- 3.05 COMMUNICATION: Minutes, Special City Council, 10/29/18
- 3.06 COMMUNICATION: Minutes, Full Board of Abatement, 10/29/18
- 3.07 COMMUNICATION: Minutes, BCA, 10/29/18
- 3.08 COMMUNICATION: Minutes, Mayor Presiding, 10/29/18
- 3.09 COMMUNICATION: Minutes, Local Control, 10/29/18
- 3.10 COMMUNICATION: Minutes, City Council, 10/29/18
- 3.11 COMMUNICATION: Minutes, City Council, 11/13/18
- 3.12 COMMUNICATION: Minutes, Full Board of Abatement, 11/13/18
- 3.13 COMMUNICATION: Minutes, BCA, 11/26/18
- 3.14 COMMUNICATION: Minutes, Special City Council Work Session, 11/26/18
- 3.15 COMMUNICATION: Minutes, City Council, 11/26/18
- 3.16 COMMUNICATION: Minutes, Special City Council, 12/3/18
- 3.17 COMMUNICATION: Minutes, City Council, 12/10/18
- 3.18 COMMUNICATION: Minutes, Local Control, 12/17/18
- 3.19 COMMUNICATION: Minutes, City Council, 12/17/18
- 3.20 COMMUNICATION: Minutes, City Council, 1/7/19
- 3.21 COMMUNICATION: Minutes, Mayor Presiding, 1/22/19
- 3.22 COMMUNICATION: Minutes, Local Control, 1/22/19
- 3.23 COMMUNICATION: Minutes, City Council, 1/22/19
- 3.24 COMMUNICATION: Minutes, City Council, 1/28/19
- 3.25 COMMUNICATION: Minutes, Resignation, Cemetery Commission, Melissa Cain
- 3.26 COMMUNICATION: Renovations Fire Station 2
- 3.27 COMMUNICATION: Fire Alarm System Contract
- 3.28 COMMUNICATION: Board and Commission Openings
- 3.29 COMMUNICATION: Church Street Marketplace Webcam, Harvey Cheek
- 3.30 COMMUNICATION: Self-Aggrandizement, Daniel Albert
- 3.31 COMMUNICATION: Election Results March 2019
- 3.32 COMMUNICATION: Elected Candidates March 2019
- 3.33 COMMUNICATION: Reclassify Community Engagement/Office Assistant II
- 3.34 COMMUNICATION: Airport FY19 Budget Amendment
- 3.35 COMMUNICATION: Livable Wage Rate FY2020
- 3.36 COMMUNICATION: Airport Rental Car Lease
- 3.37 COMMUNICATION: Airport QTA Contract Changes
- 3.38 COMMUNICATION: Paddlesurf Champlain Contract
- 3.39 COMMUNICATION: First Steps Scholarships
- 3.40 COMMUNICATION: 2019 Water Line Rehab Contracts
- 3.41 COMMUNICATION: Storm Water Easement, 311 North Avenue
- 3.42 COMMUNICATION: Order and Finance 13 noncommercial Vehicles
- 3.43 COMMUNICATION: Reappointment: Michael Knauer, Burlington Housing Authority Board
- 3.44 PERMIT: Indoor/Outdoor Entertainment Permit Renewals 2019-2020
- 3.45 COMMUNICATION: Fire Grievance Settlement Agreement
- 3.46 COMMUNICATION: FIO Document(s)
- 3.47 RESOLUTION: Standby Letter of Credit, Workers Comp
- 3.48 RESOLUTION: City Financial Health Report
- 3.49 RESOLUTION: Appointment: Acting Inspector of Elections, Ward 7
- 3.50 RESOLUTION: Quitclaim, 63-65 Turf Road
- 3.51 RESOLUTION: Appointment: Inspection of Elections, Ward 3
- 3.52 RESOLUTION: ECHO Lease Amendment
- 3.53 COMMUNICATION: CityPlace Update

MOTION by Councilor Knodell, SECOND by Councilor Bushor, to adopt the Consent Agenda and take the actions indicated for Items 3.01 through 3.53. VOTING: unanimous; motion carried.

4.0 DELIBERATIVE AGENDA

- 4.01 Scoping Study: Main Street/Winooski River Bridge – TEUC

Peter Keating, CCRPC, gave background information on the Winooski River Bridge and reviewed the alternatives to widen the bridge to add a bike and pedestrian lane on both sides and widen the travel lanes. The cost of Alternative 4 to expand the current abutment is \$18.3 million. The cost of Alternative 5 to replace two piers under the bridge with one is \$22.7 million.

MOTION by Councilor Tracy, SECOND by Councilor Bushor, to approve the resolution and waive the reading on the scoping study for Main Street/Winooski River Bridge project.

DISCUSSION:

- Councilor Tracy mentioned the collaboration between DPW, CCRPC, and adjacent communities on the project.

VOTING: unanimous; motion carried.

4.02 Bicycle and Pedestrian Access Feasibility Study of Intervale Road - TEUC

DPW Director Spencer and DPW Senior Engineering Planner Losch, reviewed the study to identify ways to enhance access and add bike and ped improvements to Intervale Road. Alternative 3 is the preferred alternative for the asphalt section (11' wide travel lanes, striped shoulder and 10' wide shared use path with a 3' buffer) at an estimated cost of \$1.67 million. Alternative 2 is the preferred alternative for the gravel section (stone dust path on the east side of the road) at an estimated cost of \$230,000. Strong intervention with the Intervale Center is necessary for installation and/or maintenance since the path is outside the public right-of-way.

MOTION by Councilor Tracy, SECOND by Councilor Bushor, to waive the reading and approve the resolution for the Bicycle and Pedestrian Access Feasibility Study of Intervale Road.

DISCUSSION:

- Councilor Bushor asked if the gravel segment will be maintained by the Intervale Center. DPW Senior Engineering Planner Losch said the Intervale Center has expressed a willingness to do this.
- Councilor Dieng asked for an outline of the timeline for the work and if access to the Intervale will be impacted. DPW Senior Engineering Planner Losch said the construction timeline is not yet available. Funding will be pursued from the state's bicycle and pedestrian grant program or through the city's annual capital program. Work will be done around the busy months at the Intervale.
- Councilor Deane mentioned the value of the largest open space in the city and a possible Wildways connection.

VOTING: unanimous; motion carried.

4.03 Intersection Scoping Study: Colchester Avenue/Riverside Avenue/Barrett Street/Mill Street - TEUC

Jason Cherest, CCRPC, reported the main purpose of the project is to improve the safety and mobility of the intersection. The work will be done after the bridge project is complete. The recommendation is Alternative 1 with a four-way intersection, signalized Barrett Street, stop control on Mill Street, possible right turn only at the intersection, and removing on-street parking between Barrett and Mill Street for a pocket park. Estimated cost of the alternative is \$3.3 million.

MOTION by Councilor Tracy, SECOND by Councilor Deane, to waive the reading and adopt the resolution on the intersection scoping study of Colchester Ave./Riverside Ave./Barrett Street/Mill Street.

DISCUSSION:

- Councilor Bushor said Mill Street has been revitalized and has lots of activity. Restricting traffic to one-way needs further consideration.
- Councilor Dieng confirmed UVM was part of the study and asked about funding. Jason Cherest said there is the possibility of safety funding.

VOTING: unanimous; motion carried.

Council President Wright recessed the City Council meeting at 9:45 PM to convene the Liquor Control Commission meeting followed by the Board of Civil Authority. The City Council meeting reconvened at 9:50 PM.

4.04 Appointment: Human Resources Director – Mayor

Mayor Weinberger reported on the experience and expertise Deanne Paluba brings to the Director of Human Resources position.

MOTION by Councilor Shannon, SECOND by Councilor Deane, to approve the Mayor's appointment of Deanna Paluba as the city's Director of Human Resources and to grant the personal hardship exception for residency.

DISCUSSION:

- Councilor Dieng asked if there is a specified time for the new employee to relocate. Mayor Weinberger explained the appointee has up to a year to become a citizen of Burlington. City Council can grant an extension. In this case the appointee owns a house occupied by her family for decades and is one mile from the city border. It would cause a hardship if forced to sell the long standing family possession for a maximum two year appointment. City Council has granted the exception to four other employees in the past.
- Councilor Tracy said he has been consistent on his position with the resident requirement for department heads.
- Councilor Mason said the Ordinance Committee may need to work on bringing greater certainty to the exemption to avoid the conversation of an employee needing to live in Burlington.
- Councilor Pine said department heads are not subject to the residency requirement and the HR Director should be in that group.
- Councilor Paul said exceptions have been made. The policy should be changed to say living in Chittenden County does not require a move to Burlington.
- Deanne Paluba said she is excited and honored to have the opportunity to serve the city in the HR Department and will focus on employee engagement, equitable and fair policies, and diversity inclusion.

VOTING: 11 ayes, one nay (Councilor Tracy); motion carried.

4.05 Appointment: Chief Innovation Officer – Mayor

Mayor Weinberger said Brian Lowe was the Interim CIO and has an incredible record of achievement in the past year.

Brian Lowe said it has been a privilege to serve and work on projects across the city.

Councilor Hartnett acknowledged the work by Brian Lowe on the Early Learning Initiative. Councilor Dieng spoke positively of Brian Lowe as a person and for his work for the city.

MOTION by Councilor Shannon, SECOND by Councilor Roof, to confirm the appointment of Brian Lowe as Chief Innovation Officer. VOTING: unanimous; motion carried.

4.055 Fourth Amendment to Agreement with Leahy Center for Lake Champlain (ECHO)

MOTION by Councilor Knodell, SECOND by Councilor Roof, to waive the reading and adopt the resolution on the 4th Amendment to the Lease Agreement for the Leahy Center for Lake Champlain (ECHO).

DISCUSSION:

- Councilor Knodell said the lease is long standing and the change acknowledges the change in governance of the Leahy Center which has been in place for over 10 years. The lease will be in conformity with the bylaws. The city has many ways to assure accountability.
- Councilor Bushor recalled the original lease included a third of the members from the city, a third from UVM, and a third from the public at large, but in 2018 there was a drift from this and a decision in the bylaws. It is still important to have representation from the city on the board.

VOTING: 10 ayes, 2 nays (Councilor Bushor, Councilor Tracy); motion carried.

City Council took a brief recess at 10:15 PM.

4.06 Reconstruction of City Hall Park – Board of Finance

MOTION by Councilor Knodell, SECOND by Councilor Hartnett, to waive the reading and adopt the resolution on the contract for reconstruction of City Hall Park.

DISCUSSION:

- Councilor Knodell said the error in the Whereas clause on Line 81 will be corrected with the amendment to be offered. The vote is to approve the construction contract for the park, not the design. The design already went through many public meetings and permitting through the DRB. The bids came back higher than the January estimates. Staff offered an explanation in their memo. City Council has some responsibility for the changes. Value engineering has been ongoing.

MOTION TO AMEND by Councilor Deane, SECOND by Councilor Hartnett, the resolution be amended after Line 57 regarding the date of acceptance or the bid is lost.

DISCUSSION OF AMENDMENT:

- Councilor Deane said if City Council wants the project to go forward then the bid must be accepted because the city does have a low bid.
- Councilor Bushor asked if SD Ireland was asked if they would change the bid beyond the March date. Mayor Weinberger said the company is under pressure and cannot guarantee the price.
- Councilor Tracy said he will not support the amendment because there is a low bid.

VOTING ON AMENDMENT: 10 ayes, 2 nays (Councilor Bushor, Councilor Tracy); motion carried.

MOTION TO AMEND by Councilor Dieng, SECOND by Councilor Pine, to amend the revised resolution after Line 94 regarding a good faith effort to seek philanthropic donations toward the project and provide a regular update to the Board of finance. VOTING ON AMENDMENT: unanimous; motion carried.

MOTION by Councilor Mason, SECOND by Councilor Pine, to suspend the rules at 10:32 PM and complete the agenda.

VOTING: unanimous; motion carried.

DISCUSSION ON RESOLUTION AS AMENDED:

- Staff addressed reasons for the changes including:
 - Unanticipated finding of contaminated soil
 - Tree management plan
 - End of competitive bidding period
 - Contractor availability
 - Value engineering that covers fence, sod, tree protection, drainage, pavers, concrete, bathrooms, landscaping, reduction in contingency MPM services, contracted engineering services
- Of the \$820,000 that can be allocated elsewhere \$500,000 is needed for the contaminated soil.
- Councilor Pine noted the bid reflects market conditions and the Administration shaved project costs accordingly. There are no additional taxpayer dollars pledged.

MOTION TO AMEND by Councilor Pine, SECOND by Councilor Deane, to effectuate the changes outlined by staff by amending Line 58 to reflect value engineering and doing some work inhouse as detailed in Table 1, amending Line 90 to accept the construction budget and scope of changes in Table 1, amending Line 96 to show a maximum of \$1.250 million of property taxes for capital and parks and \$3,415,163 from other listed sources, amending Lines 83-84 and 92-93 to show \$4,474,282, contingency of \$445,854.80, and total maximum contract of \$4,920,136.80, and amending Line 102 to show \$358,807.

DISCUSSION OF AMENDMENT:

- Councilor Paul asked about having more pervious surface and how more work can be done inhouse with the current workload and staff. Staff indicated the changes will increase the amount of pervious surface in the park, and staff will handle the extra work.
- Councilor Mason confirmed there will be \$327,000 available to the city if the project does not go forward.
- Councilor Hartnett said the park is a diamond in the rough right in the heart of downtown. The park should be the best it can be.
- Councilor Bushor said the cost is related to materials such as using concrete versus granite. There is more concrete in the design and changes to the plan. Eliminating the raised beds, for example, will mean the plants will likely be trampled.
- Councilor Tracy suggested eliminating the splash pad rather than the public bathrooms. Staff explained a donation was received to reconstruct the water feature in the park so that is not a feature to easily remove. Councilor Tracy spoke of the process and the changes not having adequate public review.
- Councilor Paul recalled the splash pad was donated by an individual with the intent to provide a water opportunity in the summer for a handicapped family member. When a project is significantly changed than a permit amendment is needed which could lead to new costs.
- Councilor Deane stressed the city team worked hard, material costs are up, and the work plans for companies are full so costs are up. The project is in the value engineering process, but will get to a point where cuts will have to be made. Value engineering or value management is a normal part of the process. Staff is commended for bringing a project forth that can move forward.
- Councilor Pine confirmed the current value engineering eliminates the public restroom and shows more concrete, but less impervious surface.
- Councilor Dieng asked about the cost increase to add a public bathroom. Staff said the cost of a stick-built bathroom is \$40,000. Councilor Dieng said without a bathroom the project cost is \$5.84 million of which \$1.53 million is from donations. Mayor Weinberger said the underground utilities will still be included so the bathrooms can be added when funding is found. Staff will continue to work to have the bathrooms in place when the reconstructed park opens. The change from pavers to concrete will allow more infiltration of water. Staff will bring forward a solution for the College Street terrace. The city is on the cusp of a decision to dramatically improve a key public space to benefit the community.
- Councilor Roof said there has been a good faith effort to get the plan budget accepted by City Council. The project design has already been approved.

VOTING ON AMENDMENT (by roll call): Councilor Bushor – nay, Councilor Deane – aye, Councilor Dieng – aye, Councilor Hartnett – aye, Councilor Knodell – aye, Councilor Mason – aye, Councilor Paul – aye, Councilor Pine – aye, Councilor Roof – aye, Councilor Shannon – aye, Councilor Tracy – nay, Council President Wright – aye (10 ayes, 2 nays); motion carried

CONTINUED DISCUSSION ON RESOLUTION AS AMENDED:

- Councilor Hartnett stressed the need for public bathrooms in the park.
- Councilor Roof reiterated there will be bathrooms in the park. The infrastructure will be in place.
- Councilor Dieng said Burlington needs to stay as the best city in the state and region, and needs to build beautiful assets. The concern remains that residents were refused the opportunity to vote on the park.

VOTING ON RESOLUTION AS AMENDED (by roll call): Councilor Bushor – nay, Councilor Deane – aye, Councilor Dieng – aye, Councilor Hartnett – aye, Councilor Knodell – aye, Councilor Mason – aye, Councilor Paul – aye, Councilor Pine – aye, Councilor Roof – aye, Councilor Shannon – aye, Councilor Tracy – nay, Council President Wright – aye (10 ayes, 2 nays); motion carried

4.07 Public Hearing: Burlington Municipal Development Plan Update to planBTV

The public hearing was opened at 11:31 PM. Staff noted this is the second public hearing on the update to planBTV that includes the south end.

Councilor Bushor asked if centennial woods was omitted from the plan. Staff said the plan does talk about a network of open spaces that includes centennial woods.

There were no further comments. The public hearing was closed at 11:32 PM.

4.08 Burlington Municipal Development Plan – Planning & Zoning

MOTION by Councilor Deane, SECOND by Councilor Roof, to waive the reading and adopt the resolution on the 2019 update to and re-adoption of the planBTV Comprehensive Plan – the city's Municipal Development Plan.

DISCUSSION:

- Councilor Deane noted the plan is important as a vision for the entire city. City Council is urged to support the plan,
- Councilor Mason pointed out the revised plan moves forward planBTV South End.

VOTING: unanimous; motion carried.

4.09 Charter Change: Councilor Recusal for Conflict of Interest – Councilor Hartnett

MOTION by Councilor Hartnett, SECOND by Councilor Pine, to waive the reading and adopt the resolution on the charter change pertaining to city councilor recusal for conflict of interest.

DISCUSSION:

- Councilor Hartnett said the charter change is about the responsibility of City Council and being transparent to the public. The charter is vague on recusal and needs to be clarified. It is hoped the Charter Change Committee can strengthen the language to avoid losing the public trust.

VOTING: unanimous; motion carried.

5.0 COMMITTEE REPORTS

- Councilor Tracy reported the TEUC discussed recycling totes (312 have been ordered in 30, 60, and 90 gallon sizes) and E-bikes/scooters (no contracts have been signed). There will be another round of public engagement. Future discussion items include crosswalks (North Avenue is coming forward) and Water Resources staffing and how the department works.
- Councilor Roof announced the Public Safety Committee will meet 3/28/19 to hold a public hearing on several policies (social media and others).
- Councilor Hartnett said PAAC will meet 3/26/19 to hear an update from departments.

6.0 CITY COUNCIL – GENERAL AFFAIRS

- The spouses of councilors Deane, Hartnett, and Knodell were presented with flowers.
- Councilor Hartnett expressed thanks and appreciation to his wife and family, mother and sister, the residents of the new North End, the City Clerk's Office and staff for their support during his service on City Council. Councilor Hartnett said there is nothing more humbling than to grow up in the city and then serve the city.
- Councilor Deane thanked his constituents, wife and family, and city council colleagues for their support during his term on City Council. Councilor Deane said everyone is important to city government. The city is complex and the staff is dedicated.
- Councilor Shannon presented the "Tin Man Scarecrow Paper Plate Award" to Councilor Deane for his intelligence and heart and soul in decisions. Councilor Hartnett was presented with the "Door Knocker Paper Plate Award" for knocking on doors all over the city and even in South Burlington. Councilor Knodell was presented with the "My Friend is a Republican and I'm Not Afraid to Admit It Paper Plate Award" for having courage and to standing up against "isms".
- Councilor Pine gave credit to Councilor Deane for the new high school, Councilor Hartnett for the warming shelter, and Councilor Knodell for getting to the root of issues.
- Councilor Bushor recognized Councilor Deane's rationale voice and good listening, Councilor Hartnett for his passion and having a finger on the pulse of the city, and Councilor Knodell for going into depth with issues.
- Councilor Tracy said he enjoyed serving on various committees with Councilor Deane, and sparring with Councilor Hartnett because it made him think more deeply, and the complex dynamic with Councilor Knodell and what was done in the old North End.
- Mayor Weinberger said working with Councilor Knodell through ups and downs has made many decisions better. Councilor Deane brought hard skills to City Council. The city is very fortunate. Burlington Wildways will have a huge impact on the quality of life in the city. Councilor Hartnett always found a way to get things done and was in touch with the people.
- Council President Wright said Councilor Deane had a great impact on City Council and was very thoughtful. Councilor Hartnett cares about family, friends, and the city. Councilor Knodell's intelligent leadership is unmatched. All the exiting councilors will be greatly missed.
- Councilor Knodell said she is humbled by what has been said and appreciates that the people trusted her to represent them.

7.0 CITY COUNCIL PRESIDENT – COUNCIL UPDATES

Council President Wright spoke of the 20-year career of Jane Knodell and the magnitude of her service to the city. The gavel was turned over to Councilor Knodell to close out the meeting. Councilor Knodell read a statement on democracy coping with the complexity of the world and the obligation of elected officials to help the public understand the complexities they are facing. City Council votes have stood the test of time and it is anticipated this will continue. It is hoped City Council's approach is one of measured and mature decisions.

8.0 MAYOR – GENERAL AFFAIRS

Mayor Weinberger reported on the following:

- Early Learning Initiative budget was passed and the First Steps Program fleshed out. The scholarship app is available.
- The update from Jeff Glassberg is on BoardDocs. CityPlace project is back on track.
- The CAO's annual financial health report shows the city is moving in the right direction.
- The State of City address is April 1, 2019.

9.0 ADJOURNMENT

MOTION by Councilor Hartnett, SECOND by Councilor Deane, to adjourn the meeting. VOTING: unanimous; motion carried.

The City Council meeting was adjourned at 11:53 PM.

RScty: MERiordan

Transportation, Energy and Utilities Committee of the City Council

Tuesday, January 08, 2019 5:30 PM

Burlington Department of Public Works – Front Conference Room

645 Pine Street – Burlington, VT

–AGENDA–

1. Agenda

Chair Tracy calls to order at 5:34PM

Cnclr Bushor makes motion; Hartnett seconds; Unanimous

2. Minutes of 10/24/2018

Bushor: under B discussion, item # 8. Didn't understand, 8th line down, 'looked at conditions that drove worse to worse ... focused on local nature streets w/ no transpo needs.' Needs clarification what this means.

Norm will circle back w/ PP.

Norm: Greenbelt, occupancy of parking, local vs arterial. I will circle back w/ PP.

Bushor: Important to understand w/ clarification. Moves minutes

Seconded by Hartnett

3. Public Forum

Richard Hillyard: Resident of W1, Active on NPA. We had a pedestrian tragedy over Xmas period on North Ave. One of our NPA members produced FPF posting asking what is W1 NPA doing to support ped safety, etc. Highlights something we have tried to address, that there is a gap between city formally recognizing a safety problem (of whatever sort), not about Chapin or DPW directly, there is a lead time for traffic engineering ... 4 to 5 years -- perfectly understandable. We addressed a problem on East Ave, Traffic calming, 2 years ago. Engaged police to see what traffic enf could take place. Anecdotal evidence, East Ave is a racetrack, little sign of ENF, no traffic calming. In response, BPD officer wrote that the residents of East are correct in assessment. Issued \$1700 in tickets. Two residents went through stop sign, speeding, cyclists waiting to cross. Highlighted issue in this ward, just as residents of North Ave did. Three of our members went to Police Commission, challenged Chief del Pozo. If a safety issue identified, what do we do as a city to mitigate problems before DPW can do a study, recommend a fix. Brought up at NPA mtg in Sept, this is going to be a problem, we need to address it. We need to address it as a city. Chief said we are reluctant to

dedicate resources to traffic ENF, loathe to expend a lot of resources on traffic details. Speed radar signed installed, quickly failed and hasn't been replaced. We need to mitigate chances of an accident happening. We've done everything we can do as an NPA.

Richard: the other thing, in Oslo - capital of Norway. Just in process of dispensing with last 700 downtown parking spaces. Something to think about, when doing something environmentally rather than building a few stories of car parking.

Bushor: Question as followup from forum. Regarding speed radar sign. I can validate almost everything Richard and police have said, very close to stop sign. I yell at drivers that go through stop sign. Incredibly frustrating, drivers seem oblivious to stop sign. Very visible sign. This is my ward, very familiar with section. I do think that we don't have all the money, but you will talk about prioritization. Pedestrian lights are incredibly effective. Lot of places in city need them.

4. Intersection Scoping Study Recommendations for Colchester Avenue / Riverside Avenue / Barrett Street / Mill Street

- a. Nicole Losch, DPW presenting
- b. 15-minute duration
- c. Action: Action requested.

Nicole: Memo included

Chapin: Introduces Jason, CCRPC

Nicole: RPC partner, Bushor and Richard also on advisory committee.

Just wrapped up intersection scoping, quick intro to process. ::Nicole presents presentation::

Bushor: Important for other two members to see what tipped scale for Alt 2, show picture. This seemed to create an unsafe intersection, a vulnerability. (Asks Richard and Jason)

Jason: You've hit the sticking point for disliking this alternative. Members on the committee uncomfortable with slip lane across sidewalk and the ped experience having to cross two crosswalks. Liked traditionality of Alt 1. Just one crossing, and completely

signalized. Only other thing is people like the opportunity of green space in Alt 1 and not having right turn lane.

Harnett: What's there now

Nicole: don't have crosswalk across northern barrett, or bridge on this side of mill st intersection.

Bushor: It's a nightmare, you really can't cross by the bridge

Harnett: Where was the pedestrian killed.

Jason: Barrett crosswalk

Bushor: I'll move the motion

Tracy: Looks great, thank you for your work

Richard H: I'd like to add a few things, outside scope of presentation. First is Mill St, nice little busienss incubator, promising businesses. There is no elegant way of dealing with that junction at this stage. My view is that the city to decide what it wants with Mill St, or potentially a safety issue going forward unresolved. Other thing is that part of Barrett onto Colchester junction is constrained a little by the Dominos operation. To me, it is a sacred cow, 18 wheelers, parking there, protected b/c it's a historic building dressed up as pizza parlor.

Bushor: historic commercial

Richard H: Does not help that the business there obviates against a more elegant junction. Don't know how long the city wants to tolerate that.

Harnett: Most cars parked there are delivery cars

RH: 18 wheeler delivery trucks. Not good all teh way further up Barrett. Two things I'd say the city needs to figure out. Elegant gateway into city is wonderful, with bridge replacement will be great. Couple things hanging out.

Hartnett: Have we run this by Winooski Public Works or City Council?

Bushor: No, not part of Winooski, they were offered an opportunity

Hartnett: will impact residents

Jason: if they decide they want to

Bushor: Odd b/c on Winooski side, right on top of water/bridge/road they planned this hotel

Jason: that has moved, not going to be planned in that location

Hartnett: do we work well w/ Winooski

Norm: partnered on bridge repair

Nicole: great working relationship, and talked with their staff today on some of these recommendations. Gave them an idea to look at pavement markings going into Winooski side.

Harnett: probably one of the most dangerous intersections in the city in years, from bikes to walkers, even now.

Bushor: Move to accept intersection scoping study and do you want me to read whole thing. Move to accept intersection scoping study.... (reads language)

Harnett: Second

::Passes Unanimous::

5. FY 2020 Chittenden County Regional Planning Commission's Unified Planning Work Program Projects

- a. Nicole Losch, DPW presenting
- b. 15-minute duration
- c. Action: Action requested.

Nicole: we work through RPC UPWP, due every January. Transportation link. Work w/ other city dep'ts on projects we should apply for for upcoming year. Requires public forum and community. Updates since memo went out.

Nicole: The one project we know we're including Winooski Ave Transpo Study, continuing to list that. Will be partnering w/ S Burl on Queen City Park Rd and Bridge - to improve ped safety and bridge. App will be submitted by S Burl, we will support. Not requiring local match as it is regional. We also include several small requests on inspections and counts: pavement inspections (1/3 of system every year), parks facilities being added into pavement inspection, we always submit list of traffic counts, ped and bike counts, will continue including. Under tech assistance category, may require match depending on hours estimated for project: landfill led by CEDO and PZ - will likely not pursue. Some work has been done on Accessory dwelling units.

:::notes not take:::

Nicole: As we submit, we prioritize. We do have suggested motion at beginning of memo. Relates to supporting the process and local match allocation.

Bushor: There are two, my personal favorites. Sidewalk gap analysis, responsive to residents who talk about sidewalks all the time. I oversee a lot of things in the blood bank, what we come to know, sometimes you can't see your own shortcomings. When you say 'in-house' it's most appropriate, other times good to get someone else to look at it. I would like to see improvement in approach on sidewalk repair. Hoped this would begin that foundation. Based on what you said, you said new and not existing sidewalks. It's not that I don't care about new, I just want focus on repairing existing sidewalks. Should be considered as an item on this list.

Chapin: We discussed that

Nicole: We know we need to redo our sidewalk assessments, every few years, coming up. RPC does have asset inventory, and we are planning on that for next year to look at prioritizing system and which sidewalks to replace.

Bushor: Colchester PBL. Ever since you did work towards Barrett and narrowed the lane, the bicycles .. now two lanes of traffic can't go down the hill and bikes have nowhere to go so they ride in the middle because they are sharing the road. Creates anger, frustration, as I see a dangerous situation. Contemplate that as you look at it. Urgency to look at what can be done. Does get dark early and a lot of bicyclists don't have adequate lighting and wear dark clothing. Just pointing this all out, a real safety issue. What's the interim solution before you look at this globally.

Hartnett: Is this federal dollars?

Chapin: Much is federal, yes.

Jason: Match of federal, state and local. You pay dues.

Hartnett: When we talk about crosswalks w/ lights, are those projects part of it?

Chapin: these are planning dollars, through planning design, but not engineering.

Jason: Our monies can't be used to go past conceptual design. No construction, engineering or equipment

Nicole: Important program if we will be using state grant, as they require projects go through scoping, we need that level of detail in order for FHWA.

Hartnett: So where does that funding source come from, with protected crosswalks and lights?

Nicole: One funding source is through state's bike/ped program, 3 grant categories in annual program (1-construction of large projects using fed money; 2- scoping process, higher match than rpc and after 2015 3- small construction funding using only state money - lower dollar amounts, very competitive around state and they expect the projects to be constructed much quicker as there are less reviews than fed process. That program is only grant opportunity for those types of improvements.)

Hartnett: 6 or 7 on Pine and 1 on Shelburne Rd

Chapin: 2 on Shelburne

Hartnett: Any other protected, lighted crosswalks?

Chapin/Nicole/Norm/Rob: confirm locations, etc.

Hartnett: frustrating that we live in the district with most kids, most schools, most seniors and we can't get RRFBS.

Chapin: you're getting them

Hartnett: somewhere along the line we lost our way. I think everybody that lives in BTV has seen the benefit of these lights. They are life-savers, it's what it boils down to.

Programs you automatically, looking for them to come on, huge benefit. Forget

state/federal dollars, I want them, it's time we incorporate that expense into city budget. Can't understand why it's not.

Norm: In this process, this corridor came from state \$, unique, econ dev b/c of Dealer.com. For awhile FHWA banned rrfs, but has lightened up. Caused hiccup in advancing project.

Hartnett: Message from me here is we could talk about different dollars, at the end of the day, we need to incorporate in city budget

Norm: Trying to navigate that

Bushor: Placing of them is mysterious. My residents petitioned on East Ave, but all of a sudden it came up on Colchester Ave.

Chapin: Wasn't all of a sudden, process involved

Bushor: Feels like things drop from the sky, we have a communication issue when we don't understand timelines and how things happen.

Hartnett: General public doesn't understand it. To tell somebody that Colchester was involved in state/federal project, people don't care about that. Should be priority in our city, given these lights, people want them.

Bushor: good for committee to know the cost for purchase and installation. # of requests for these.

Tracy: My feedback is Winooski Corridor is imperative, pretty much many things we hope to accomplish. Creates network. Already started. We really need to do a good job of keeping it out there. Support that. I second Bushor's sidewalk gap analysis. Quite a few areas where access can be improved like on Archibald to cemetery. I do also agree w/ Bushor on Colchester bike lane issue, have heard from different folks.

Hartnett: particularly in NNE, have had that conversation about new sidewalks, fixing what we have. Have more sidewalks in NNE. Quite a few that don't have sidewalks.

Bushor: we have to have motion. ::reads motion::

Hartnett: seconds

Unanimous vote.

6. DPW Pedestrian Safety Efforts

- a. Nicole Losch, DPW presenting
- b. 15-minute duration
- c. Action: Informative, no action needed.

Chapin: Thanks Bushor, helpful for us to get thoughts together.

::Chapin presents::

::Norm presents Ped Safety in 2019, going forward::

Norm: to give important history that isn't in this presentation. How people use the streets. For instance, years ago changed ordinance to lower speed limit; 30 to 25 is

important safety measure. Some streets, like North and Shelburne, didn't get the speed limit reduction. Communicated w/ Transportation Board.

:::Norm goes back to presentation:::

Bushor: We all get emails from Tony, re: roundabouts. I'd respectfully ask if there is anybody who was in a city that had a roundabout that allowed the safe passage of pedestrians w/ high volume of cars. I don't understand it, but keep hearing it about roundabouts. A lot of us are ignorant about roundabouts in an urban center.

Norm: Biggest benefit is it eliminates T-bone accidents, no angle. But they are difficult to fit in urban environment. Can it perform with that lifecycle? Considerable amount of effort, resources, displacement of utilities.

Bushor: So, other thing. I grew up in MA, with some roundabouts. Never saw a bike or pedestrian ever. Want to dispel or collaborate on this. Learn if there are places where this works.

Chapin: We will share our roundabout briefing. Difference in modern roundabouts and larger rotaries.

Chapin: Fundamentally, how we prioritize intersection upgrades come through corridor or planning studies. Comes through private development, public or City Council directing us to look at problematic intersection. As you saw earlier, through UPWP we prioritize requests which starts project development process.

Bushor: On behalf of Jared Wood, someone who now needs assistance as he moves around, he feels much more keenly aware of limitations and challenges. He questions the allocation of money to pedestrian safety versus vehicular and bike safety. He wants to understand that. Feels like pedestrians get short end of stick. I have no way to respond. He wants us to make sure that is a priority.

Norm: Last 3 years of sidewalk investment answers that questions. Bike investments pale.

Tracy: I'd appreciate a funding briefing to understand the capital planning we've done: bike, walk, drive. Don't need a lot of detail.

Chapin: yes, happy to put together.

Tracy: Thank you for this, very helpful. Very appreciative Vision Zero is included. Haven't systematized yet. When I see the answers to these questions, I see that coming together. We do make planning, engineering, staff resource choices. There seems to be/is a necessary lag time between crashes and change. Who is seeing this info and when? Councilor Dieng interested in moving a resolution forward on bike safety, and only bike safety. I've asked him to be broadly inclusive and respectful of VZ. They all interact all the time, hard to look at only one at a time. ENF isn't necessarily the answer. Infrastructure changes, like beacons or bumpouts, are needed. My question is: how do we systematize the VZ stuff - that uses data, makes the data accessible, how do we bring a regular review. I say that with respect to the ComStat effort, as every time they bring up people who have passed away from overdoses. Grounding this at human level and have data. Injuries should be included - shakes people up. How possible is this - do we work with BPD to get more info? Do we have that referred to TEUC or Commission and do we review quarterly or at the end of our meetings? BPD gets data around crashes, tells us what happened. Gets passed to Committee or DPW to look at infrastructure changes. Then comes to Committee for conversation. Is this reasonable?

Norm: I think we are doing that largely now. We do corridor analysis, what are the situations causing accidents, how do you balance the safety improvements against operational expectations of public and how do you accommodate those modes in corridor. How do you work through the public process. North Ave, for instance, if you go 3 or 4 lane config - it brings significantly different design. We are already worried, and need to know which techniques to apply. All of these conscious decisions are driven by economics and timing. Sometimes takes a long public process. Heart-broken on North Ave tragedy.

Chapin: You are aligned with where we want to go. We can have this conversation at a policy level. Look at data, how we knock down crashes. Councilor Dieng can reframe his resolution. If Council wants us to develop material for future consideration, we are open.

Nicole: data collection and evaluation has room for improvement. VZ would move us to more proactivity, rather than just reactive. Resource allocation to prevent crashes. That is part of the conversation. If we were envisioning broad VZ policy, but larger team necessary.

Bushor: this is a really good idea, as it addresses one aspect that's important - the residents. Answers the question "what's being done?" Begins process of resolution, prioritizes something we've analyzed. Adds accountability. This is what people want to hold us to. Great suggestion by Max.

Tracy: What I'm looking for is holistic approach. May miss things not falling under scope of corridor study, want to see continued focus & accountability. This keeps coming up from public, and consistently have a check in. Wake up call for me serving on this committee. We could be doing more on this committee. Want to ask staff to work with this committee. Be strategic and not reactive.

Hartnett: Do we know how many pedestrians have been killed in BTV - last 25 years? Any progress from when we went from 30mp to 25mph.

Chapin: Very few deaths, fortunately, but certainly property damage.

Norm: In my career, I can think of a handful. In my history of doing this work, I follow up with Police to understand contributing factors.

Hartnett: I chose not to speak publicly about this. If you look at the fog, dark, rain, driver following law .. just a tragic accident. Crossing lights may not have changed anything. Two other issues, re: safety to address as city moving forward. Street lighting is not great, even on regular basis. Want to understand how we light our streets, what we use. Even before accident, we need to look at that. Streets are pretty dark, particularly on North Ave. Another area, waiting for something bad, we need to address design or with resolution. Someone soon is going to get hit coming off a bus. These drivers just going around the bus. Either need a law in BTV where you can go around a pulled over bus OR we need to add a cut-in for bus to pull in. Totally dangerous on North Ave - more so from 4 to 3 lanes.

Chapin: crosswalks going in. BED comment on lighting is a good one. BED has clear lighting standards and has been reviewing corridors. Good conversation to have with fellow departments. LED lighting is good for downward and adjusted.

Bushor: For next time, thank you. Want to say that at one of our next meetings, need an update on ReUse zones -- any activity? By April 1, want to know experience on Narrow Streets. One of the things I feel is we don't evaluate post-implementation enough. Want to hear from you and residents.

Norm: Engineering team has for many years been short staffed. Within next few weeks, we will be fully staffed and can answer these questions and do more follow up. Thank you to Council for that.

Bushor: When will they come forward?

Norm: Olivia (PWE) and Matty (APWE). We've created a team for ladder of opportunity for growth.

Jason: Matty is former RPC intern.

Tracy: Today was windy, twitter discussion on toters. Want to have conversation on agenda. We are near end of phase-in period. Not seeing a lot of rental properties covered with this. Add this to agenda.

Chapin: Adding to agenda. Budgeting to get more of these out there. We're not as far as we want to be, but will bring those #'s.

Tracy: Thank you. Let's set our next meeting.

Hartnett: Back to safety presentation -- would be a great NPA agenda item.

5:30PM on 2/5 set as next meeting.

Bushor motion to adjourn
Unanimous.



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

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Transportation, Energy and Utilities Committee of the City Council
Wednesday May 3, 2023 - 5PM

DPW Front Conference Room
645 Pine St, Burlington, VT 05482
Masks Optional

Join via Zoom, <https://us02web.zoom.us/j/84603122855>

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

Phone number: 312-626-6799, Webinar ID: 846 0312 2855

If you prefer to attend in a physical location, you may join us at 645 Pine St in the front conference room

–DRAFT AGENDA–

- 1. Agenda**
- 2. Minutes of [3.28.23](#)**
- 3. Public Forum**
- 4. New Committee Organization and Priorities**
 - Chair Barlow, Director Spencer
 - 15 minutes
- 5. VPSP2 – Colchester Barrett Intersection**
 - Laura Wheelock, Maddy Suender
 - 15 minutes
 - [Memorandum](#)
- 6. North Winooski Ave Metrics/Time Limited Parking Violation Changes**
 - Phillip Peterson, Norm Baldwin, Chapin Spencer
 - 15 minutes
 - Memorandum
- 7. Roundabout Naming**
 - Chapin Spencer, Hayley McClenahan
 - 10 minutes
- 8. McNeil Symposium Update**
 - Chair Barlow
 - 15 minutes
- 9. Director's Report**
 - [195-201 Flynn Ave and 339 Pine Street](#)
 - Hazard Mitigation Plan
 - [Written Bikeshare Update](#)
 - Other
- 10. Councilors' Update**
- 11. Next Meeting 5/23/23**
- 12. Adjourn**



Memo

Date: May 3rd, 2023

To: Transportation, Energy, and Utilities Committee

From: Chapin Spencer, DPW, Director
Phillip Peterson P.E., DPW, Public Works Engineer
Jeff Padgett, DPW, Division Director for Parking & Traffic

CC: Norm Baldwin P.E., DPW, Division Director – Technical Services, City Engineer
Rob Goulding, DPW, Public Information & Customer Service Manager
Kara Alnasrawi, Business & Workforce Development, Director
Will Clavelle, Business & Workforce Development, Business Support & Policy Mgr.

Subject: Winooski Avenue Corridor Study Implementation Update

Project Update:

At the April 17, 2023 City Council meeting, DPW Staff provided an update on the implementation of the Winooski Avenue Transportation Study (<https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/winooski-avenue-corridor-study/>). The City Council approved the following motion at the meeting:

“Move to accept the communication, request the Administration to continue to engage with the community, including but not limited to the requests made by the public at our April 17, 2023 meeting, and refer the matter to the TEUC in order to work with the Administration on the plan to monitor and evaluate the changes to the North Winooski Avenue corridor and any proposal to address the transportation and neighborhood needs arising from the evaluation.”

Staff has put this item on the upcoming Transportation, Energy & Utilities Committee (TEUC) agenda to discuss the elements and scope of future monitoring.

As part of the implementation of the Winooski Avenue Transportation Study, the Public Works Commission (PWC) traffic regulation approvals include removing parking on the east side of North Winooski from Union Street to Riverside Avenue. Consolidation of on-street parking on the west side of North Winooski Avenue between Union Street and Riverside Avenue will allow for the installation of bike lanes while retaining on-street parking on the west side to serve the demands and needs along this section of North Winooski Avenue.

Based on the recent comments from City Council, DPW Staff are developing the following proposed traffic regulation changes for PWC approval at the 5/17/2023 meeting:

1. Reducing the time limited parking violation penalty from \$75 to \$15.
 - a. This adjustment seeks to create financial parity between overstaying a metered space and overstaying a time limited space. This responds to Councilor comments at the 4-17-23 City Council meeting where Councilors did not want parkers at the time limited spaces on North Winooski Avenue to be unduly burdened if they overstayed the time limit.
2. Establishing that a vehicle will be towed after 3 or more time-limited parking violations over a three year period.
 - a. With the penalty reduction above, there needs to be a way to keep any repeat offenders from routinely overstaying time limited spaces. These high-turnover spaces provide access to adjacent businesses and services – and ensuring this turnover is needed to provide reasonable access.
3. Establishment of time limited parking spaces on North Union Street during specified daytime hours.
 - a. This addition of a few more time-limited spaces on the north end of North Union Street seeks to be responsive to Councilors and North Winooski Avenue stakeholders looking to have more parking turnover immediately adjacent to the Winooski corridor.

Off-Street Public Parking:

- DPW Staff continue to actively work with North Winooski Avenue businesses and non-profits to attempt to secure off-street public parking options *[Staff has actively worked with entities and has secured some off-street public parking options:*
 - *The City has provided a proposal to property owners to have the City manage off-street parking during off-peak times and share 80% of the revenues with the owner, see Attachment-3. Discussions with businesses and organizations regarding this opportunity are ongoing.*
 - *Vermont Legal Aid has said that they will be offering adjacent businesses affected by the roadway changes, and their customers, an opportunity to use their 274 North Winooski Avenue parking lot during nights and weekends. There are approximately 20-25 spaces in this lot. At this time, VT Legal Aid does not want/need the City to manage this as a paid after-hours lot as they plan to manage the lot under their own terms and without a charge.*
 - *Burlington Housing Authority has offered 5 to 6 off-street spaces to the Community Health Center of Burlington for their employees and the two organizations are working out the details on this arrangement.*
 - *The condo owners at the former bus barn (323-343 North Winooski Ave) have indicated to City staff that they will continue with the current practice of sharing off-street spaces among all condo owners, employees and customers and will revisit later in the summer once the new lane configuration is implemented.]*
 - *The Community Health Center of Burlington has undertaken some conceptual planning for a potential additional off-street parking facility adjacent to their parcel, but given site constraints the development hurdles and overall cost considerations are significant. Additional parking solutions are being considered.*

North Winooski Project Next Steps:

1. May 2023: VTrans Class-1 Milling North Winooski Ave.
2. June 2023: Paving and Striping of North Winooski Ave; traffic regulations will become effective.

Please reach out to us with any questions or additional information:

- Chapin Spencer, cspencer@burlingtonvt.gov
- Phillip Peterson, ppeterson@burlingtonvt.gov
- Jeff Padgett, jpadgett@burlingtonvt.gov

McNeil Symposium Format

Greeting and Introduction from TEUC members (5 minutes)

General Overview of McNeil from GM Springer (5-10 minutes)

Panel Discussion with Prompts (60 minutes?)

For each prompt with question on slide

McNeil proponents present

Other Panelists comment/respond

McNeil proponents responds to other panelists.

Pre solicited and curated questions from public (30 minutes?)

Public Forum (30 minutes?)

Panel and BED respond to Public Forum (30 minutes?)

Closing (5 minutes)

Questions about McNeil Generating Station:

1. What are the annual GHG emission related to the operation of McNeil and how are they calculated?
2. What scientific methods exist for estimating the climate impacts of burning biomass, considering the global warming effects of the greenhouse gases released at burning and the time needed for forests to reabsorb those gases (grow and store or sequester)? What considerations related to forestry practices are relevant to this discussion? Based on the above, can the emissions from burning wood be reabsorbed in a timeframe that ameliorates the climate impacts? How does this compare to a forest that is not harvested and burned (some or all the harvest)?
3. Can the emissions from wood burning at McNeil be charted over a life cycle so that the processes of storage and sequestration can be accounted for so that actual emissions are accurately counted in each year or group of years?
 - a. If Yes, then what is the period of years to look at and has there been such an accounting? What is it?
 - b. If No, then what would it look like, how long would it take, and who would be best to do this?
4. The community will be considering a district energy project to use the waste heat from McNeil:
 - a. What is the remaining useful life of McNeil and how will implementing the plan change that remaining useful life?
 - b. Will the project require more wood to be burned to service the district energy customers?
 - c. How will the proposal offset current energy use by customers served by the district energy project?
 - d. What is the net GHG emissions offset created by this project?
5. Does the debate over the renewability of biomass present risks to the economics of McNeil generally and more specifically regarding the sale of renewable energy credits as part of McNeil's revenue model?



CHITTENDEN COUNTY RPC
Communities Planning Together

Colchester Avenue / Riverside Avenue / Barrett Street / Mill Street

**Review Previously Developed
Alternatives and Seek
Recommendation**

Presentation to TEUC

May 3, 2023

Agenda

- **VPSP2 and VTrans Regional Project Refinement**
- **Review of the 2019 Scoping Study and the Alternatives Developed**
- **Coordination with Winooski Bridge Project**
- **Consensus on Next Steps**
 - **Endorse previously selected Preferred Alternative**
 - **Continue to review and consider other options**

VTrans Transportation Project Prioritization and VPSP2

- In 2021 VTrans rolled out a new project prioritization process known as VPSP2 (Vermont Project Selection and Project Prioritization Process).
- The goal was to develop a performance-based, data driven project selection & prioritization framework that maximizes the “**transportation value**” delivered to Vermont taxpayers.
- In 2021 projects in the categories **Roadway** and **Traffic and Safety** were identified and scored for consideration to be added to the Transportation Capital Program



VTrans Transportation Project Prioritization and VPSP2

- In 2021 the CCRPC TAC review 29 potential Traffic & Safety projects and voted to forward 12 projects to VTrans for scoring
- Colchester Avenue / Riverside Avenue was identified as a potential project
- The preferred alternative from the 2019 Scoping Study was submitted to VTrans and was scored using the VPSP2 Workbook
- The project was selected by VTrans for advancement
- It was added to the Transportation Capital Program as a Development & Evaluation project in 2022

VPSP2 – Regional Project Refinement

- Summary of the 2019 Scoping Report – does not include new analysis
- Facilitate progression of the preferred alternative into project design and permitting
- Reaffirm local consensus for the project

Project History

- In 2010 Burlington requested CCRPC conduct a **Colchester Avenue Corridor Plan**.
- This plan was prepared collaboratively by staff from Burlington Department of Public Works, CATMA, and CCRPC with assistance from transportation planning and engineering consultants.
- A Colchester Avenue Task Force was established by resolution of the City Council and provided general oversight and policy direction.
- Input from the general public was gathered at three public meetings.
- Recommendations for Colchester Avenue/ Riverside Avenue Intersection:

“The complex of three intersections should be consolidated into one signalized intersection between Colchester Avenue, Riverside Avenue, and Barrett Street. The traffic signal at the Riverside Avenue-Mill Street intersection would be eliminated and the Mill Street approach would be controlled by a stop sign and widened to include left and right turn lanes. The consolidation has design issues that need to be further evaluated through a more detailed scoping process that would include a land survey and more focused input from adjacent property owners.”

Project History

- In 2016 Burlington requested a Scoping Study from CCRPC to evaluate the Colchester Avenue/ Riverside Avenue Intersection
- CCRPC hired Stantec to conduct the study
- The project was led by a Steering Committee that included
 - Ward 1 City Councilor
 - Ward 1 Neighborhood Planning Assembly
 - Burlington Department of Public Works
 - Burlington Planning & Zoning
 - Local Motion
 - VTrans
 - Campus Area Transportation Management Association
 - AARP
 - Green Mountain Transit
 - Chace Mill Property Manager

Project History

- The Project Committee met 5 times during the duration of the project
- There were 2 Public Meetings
- On January 8, 2019, the TEUC endorsed Alternative 1 – 4-way intersection
- On March 25, 2019, the City Council endorsed Alternative 1 – 4-Way intersection
- In 2024 the Winooski River Bridge was awarded a \$24.8 million RAISE Grant. Upgrades to the Colchester Avenue/Riverside Avenue Intersection will be coordinated with the bridge project as long as it doesn't result in delays.

Colchester Avenue /Riverside Avenue Scoping Study, 2019

Project Purpose

- Purpose: The purpose of the Colchester Avenue/Riverside Avenue intersection scoping study is to define a safer intersection that enhances mobility and access for all users while contributing to livable and vibrant communities and ensuring efficient operations.

Project Needs

1. Improve safety and mobility for all users of the intersection.
2. Simplify the intersection.
3. Enhance the gateway into Burlington.
4. Manage traffic congestion.

Colchester Avenue / Riverside Avenue Scoping Study, 2019

Project Study Area



Alternative 1 – 4-Way Intersection

- One signalized, 4-way intersection at Colchester Avenue and Barrett Street
- Unsignalized intersection at Colchester Avenue and Mill Street
- Pocket park on Colchester Avenue
- Pedestrian signals and crosswalks on all legs of Colchester/Barrett/Riverside intersection
- Avoids Historic District



Alternative 3 - Roundabout

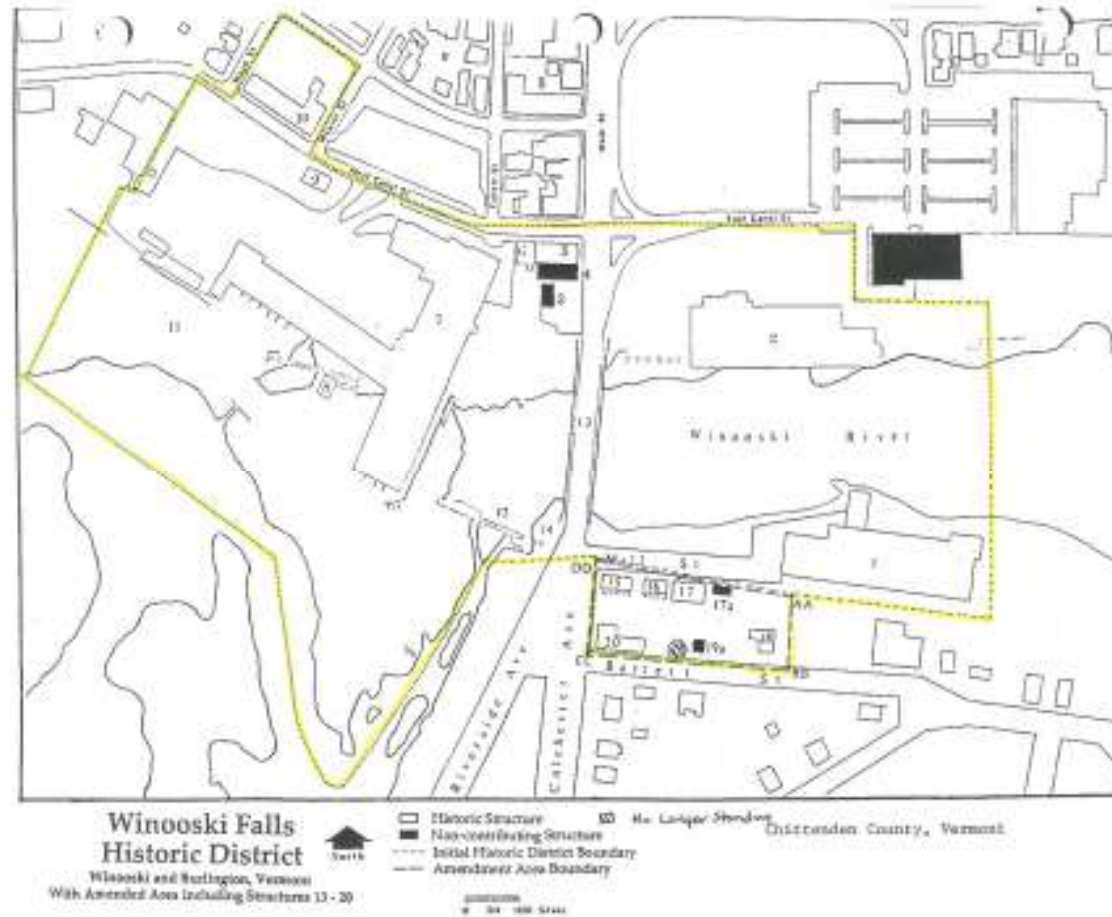
- Hybrid Roundabout – 2 lanes
- Requires construction of retaining walls on southeastern and southwestern corners of Colchester due to steep grades
- Avoids the national registered historic district but requires full taking of one property at the southwest corner of the intersection and impacts to the front/side yard of a second property.
- Impacted property would contribute to an expanded historic district and therefore its removal is considered an Adverse Effect on Section 106 and Section 4(f) resources



Considerations

- Impacts of taking a house in a historic district.
 - Location eligible for listing in the National Register of historic properties under Section 4(f).
 - Considered an adverse effect of the project.
 - Under 4(f), as there is a prudent and feasible alternative to adversely impacting a historic site for the roundabout, the City would need to choose the prudent and feasible alternative.
- Added impervious area.
- New stormwater requirements that were not reflected in original scoping study.
- Utility impacts with substantial costs and risk.
- Contaminated soil for utility work and large project area adds substantial cost and risk.
 - Not an eligible cost for federal reimbursement
- Requires redoing public process and outreach.
- Does not align with bridge design that is already underway.
 - Strict timeline to be concurrent with bridge work. Likely not possible to meet.

Winooski Falls Historic District



Winooski Falls Historic District

- ▶ #460 Colchester Avenue was recommended as a contributing resource in an expanded historic district that is already listed on the National Register of Historic Places.
- ▶ An expanded district means that the property is outside the boundaries of the already-listed historic district, but its character-defining features fit the requirements of that district and the district boundaries could be expanded to include them.
- ▶ **For purposes of Section 106, being eligible for listing in the National Register is equal to being listed in the National Register; there is no difference in how an eligible property is treated when compared to a listed property.**
- ▶ The full demolition of #460 Colchester Avenue would be considered an Adverse Effect under Section 106. The extent of the adverse impacts would be considered for both the individual property and the overall historic district.
- ▶ FHWA/VTrans could not approve the roundabout project under Section 4(f) because there is an alternative that would not require adversely impacting a historic resource.

“Section 4(f) requirements stipulate that FHWA and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply: There is no feasible and prudent avoidance alternative to the use of land; and the action includes all possible planning to minimize harm to the property resulting from such use; OR The Administration (FHWA) determines that the use of the property will have a de minimis impact.” (From <https://www.environment.fhwa.dot.gov/legislation/section4f.aspx>)

Evaluation Matrix

CRITERIA	No Build	Short Term Improvements	Alternative 1 4 Way Intersection	Alternative 2 4 Way Intersection w/ Separate Right Lane	Alternative 3 Roundabout
Project Costs	\$0	\$875,000	\$3,300,000	\$3,430,000	\$6,700,000
PURPOSE AND NEED					
Improves Pedestrian Safety	No	Some	Better	Better	Best
Provides Safer Bicycle Connectivity Winooski to Burlington	No	Some (allows cyclists safer east/west movements)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett)
Reduces Potential for Crashes	No	Some	Better	Better	Best
Reduces Intersection Complexity	No	No	Best	Best	Better
Manages Peak Hour Congestion	No	Some	Some	Better	Best
IMPACTS					
ROW Impacts	None	None	Minor (1600 sf)	Minor (1600 sf)	Major (4000 sf/ 1 house)
Historic Resources	None	None	None	None	Major (Removes 4(f) resource)
Stormwater	No change	No Change	Treatment opportunity	Treatment opportunity	Treatment opportunity
Net Change in On-street parking spaces	0	Some (-1 - N. of Barrett St. -2 - S. of Barrett St.)	More (-5 - N. of Barrett St. -2 - S. of Barrett St.)	More (-5 - N. of Barrett St. -2 - S. of Barrett St.)	More (-5 - N. of Barrett St. -2 - S. of Barrett St.)
Aerial Utilities	0	0	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)

Questions/Discussion

FIVE MODES

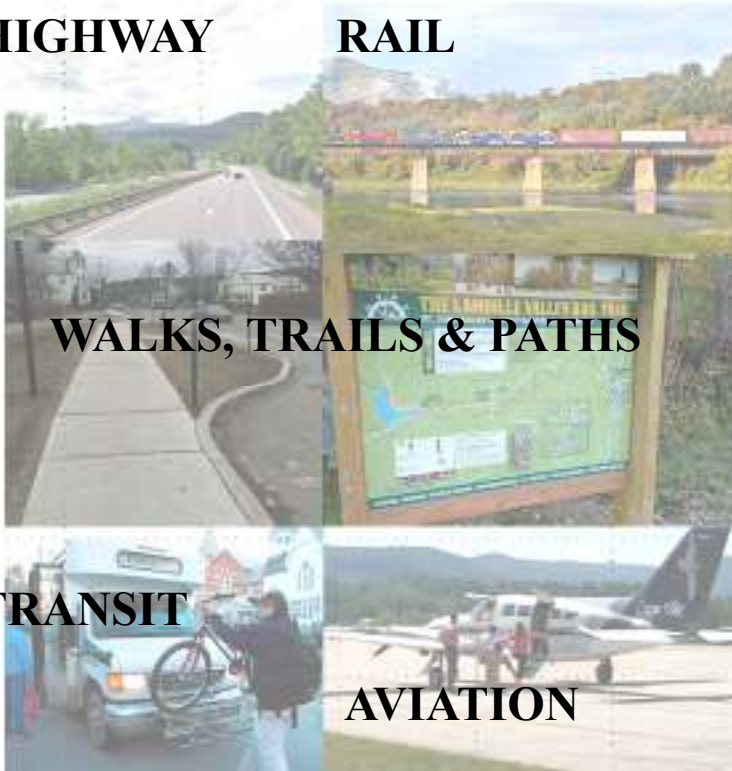
HIGHWAY

RAIL

WALKS, TRAILS & PATHS

TRANSIT

AVIATION



EIGHT CRITERIA

SAFETY

Max points = 20

ASSET

CONDITION

Max points = 20

**MOBILITY /
CONNECTIVITY**

Max points = 15

REGIONAL
Max points = 10

**ECONOMIC
ACCESS**

Max points = 10

ENVIRONMENT
Max points = 10

RESILIENCY
Max points = 10

HEALTH ACCESS
Max points = 5

Email from Councilor Bergman to Chapin Spencer May 2, 2023.

Barrett St: I've read the materials from the advisory group and spoken to both Jason and former CC Bushor. I understand the concerns with a complex 2 lane roundabout.

First, I'd like to know if traffic volumes have declined significantly since the designs were created such that volumes would now support a single-lane roundabout like the Shelburne Road roundabout.

Second, assuming for argument's sake the preferred alternative is taken, it has been suggested to me that two important safety improvements to that alternative would be to (1) raise the entire intersection to the level of the curb by adding a noticeable "ramp" at each entrance to the intersection to force vehicles to drive slowly as they bump up onto the crosswalks/cross-bikes and (2) elevate the protected bike lanes to the level of the curb, so they are grade-separated from traffic, thereby dramatically increasing safety for people who are not in cars (and probably for drivers as well) and also setting things up well for the future construction of a bridge with protected bike facilities. Can these 2 ideas be reviewed and commented on, please?

Third, there are a number of other walk-bike improvements to the preferred alternative that have been suggested to me. Can these be reviewed and commented on? They are:

- Coming off the bridge, add a bike "offramp" into the pocket park that allows people riding across the bridge with traffic to cross the intersection more safely (with ped signals) if they choose
- Make the cross-bike across the mouth of Riverside two way (and therefore twice as wide) to accommodate people on bikes who want to use the ped signal to cross riverside and head up Colchester Ave
- Make the turn from the bridge onto Riverside tighter (so vehicles can't take the turn at more than 15 mph) by making the truck apron stick out more into the intersection
- Redesign the crosswalk and cross-bike at the bottom of the Colchester Ave hill so it is at right angles to traffic (not realistic/safe to expect people on bikes who are coming down the hill to make that hard of a turn)
- Tighten up the turning radius at the NE corner of Colchester and Mill -- it's way bigger than it needs to be -- and use the extra sidewalk space to create a bike "offramp" that allows northbound cyclists to exit the road and get on the sidewalk when the bike lane ends
- Ensure that the signal design includes an exclusive bike-ped phase (i.e., all vehicles are stopped, and people can walk/bike in all directions across the intersection safely)

North Winooski Ave: It would be helpful to know how many tickets for on street parking in the study area were issued last night during the street sweeping ban/beginning of the paving project on N. Win. We eliminated all on street parking in the area last so people had to go somewhere. The folks in the complex next to me had to stack up cars in their driveway, thereby blocking it entirely, so clearly they don't have enough off street spaces. The number of tickets will give us a real time indication, although not foolproof, of the deficits in off street parking.

Dear

We are reaching out to you to invite you to present and participate in a symposium the City of Burlington, Vermont's City Council Transportation, Energy, and Utilities Committee ("TEUC") will be holding on the climate and related economic implications to the operation of its Electric Department's ("BED") McNeil Generating Station ("McNeil").

McNeil is a 50 MW wood burning facility located in the Burlington Intervale adjacent to the city's Old North End community. Information from BED on the plant and its energy profile can be found on the following links:

<https://www.burlingtonelectric.com/mcneil>

<https://www.burlingtonelectric.com/our-energy/>

<https://www.burlingtonelectric.com/our-energy-portfolio>

The burning of wood chips, the primary fuel for McNeil has become a significant issue of public interest and concern relative to the climate emergency. There are plans to invest in a McNeil district heating system to capture and utilize the waste heat generated by the plant. People are questioning those plans due to the carbon emissions associated with burning biomass and the major capital investment district heating entails. There have been calls to phase out the renewable energy credits linked to McNeil and calls to phase out the plant itself.

We are inviting you to present and participate in this TEUC symposium on the harvesting and burning of wood at McNeil because of you have been recognized for your work on this complicated subject. We've attached list of questions to answer at this symposium and the basic format the committee is reviewing.

The TEUC is the city council committee with jurisdiction over these matters and makes policy recommendations to the full council and Mayor's Administration. We are committed to making good policy based on good science and economics. One of the major goals is to come to common understandings and agreements about the science and about language so that the city can make its decisions based on this common understanding. We know there are different policy choices that can be made based on the interests to be weighed and the consequences of one action versus another but agreement on the science and the language we use is essential to making these decisions in the fairest and most democratic way.

We are currently in the planning stages and are considering holding a 2 day event due to the significance and complexity of the issue. We are interested in learning whether or not you would be willing and able to participate, any time and other considerations, and the cost, if any, for your participation.

Thank you for your consideration and we hope you will be able to participate in this symposium.

Sincerely,



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

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Councilor Mark Barlow, Chair, North District
Councilor Gene Bergman, Ward 2
Councilor Hannah King, Ward 8

Inquiries:
Madeline Suender
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msuender@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council
Wednesday May 3, 2023 - 5PM

DPW Front Conference Room
645 Pine St, Burlington, VT 05482

–DRAFT MINUTES–

Meeting starts at 5:02PM

1. Agenda

Councilor Bergman moves to adopt agenda. Seconded by Councilor King. All in favor. Passes unanimously.

2. Minutes of [3.28.23](#)

Councilor Bergman moves to adopt minutes. Seconded by Councilor King. All in favor. Passes unanimously.

3. Public Forum

Liz Curry, Ward 3 – N Winooski Ave bike lane: Requests evaluation of impact of bike lanes on low-income neighborhoods effected. Parking equity around the city – evaluation could start with the ratio of free parking spaces to businesses in residential commercial areas. Spaces to business ratio for free parking.

Phillip Merrick – Ecco Liz.

Andy Simon, Locust St resident– Sent an email ahead of the TEUC. Reddington roundabout advocate. Ward 5 NPA steering committee member previously. Ward 5 NPA voted unanimously to rename roundabout. May 1st CC meeting airport was renamed for Patrick Leahy which is under federal provision. Would like it to be named and apprise the FHWA of the change. Deliberations of TEUC are important and would like them to be on CCTV.

Ashley Adams – McNeil emissions needs immediate action.

Peter Duval – Supports Redington roundabout and evaluation of McNeil.

Item close at 5:13PM

4. New Committee Organization and Priorities

– Chair Barlow, Director Spencer

Chair Mark Barlow – Wants to set up objectives for committee for next year.

Councilor Gene Bergman – McNeil and the Airport continued, new ordinance on carbon fee, GMT and sustainable funding and transit equity otherwise – TDM, carshare, bikeshare. N Winooski Ave. Solar Installation and building code for private homes – state codes. Electricity and encouraging more solar in town.

Councilor Hannah King – Have heard alot about cost of transit. N Winooski Ave. Solar.

MB – McNeil and Airport, carbon fee. Sustainable GMT funding and TDM, N Winooski Ave. Meetings available on CCTV. Fine with recordings or live. Vehicle for Hire Board: review and recommend how to update system through council supported ad hoc committee or TEUC.

Ordinance on Carbon fee later this month

cityofburlingtonvt.sharepoint.com/:w:/r/teams/DPWCityMeetings/_layouts/15/Doc.aspx?sourcedoc=%7B5

0A44949-500E-45C4-8CAF-

1A886F8FA613%7D&file=5.3.2023%20TEUC%20Meeting%20Minutes%20DRAFT.docx&action=default&mobileredirect=true&cid=13734912-c02b-48f8-8961-c57b17149fd1

McNeil and Airport and GMT ongoing

Item closes 5:22PM

5. VPSP2 – Colchester Barrett Intersection

- Laura Wheelock, Maddy Suender
- [Memorandum](#) and [Presentation](#)

Christine Forde, CCRPC – Gives overview of presentation providing project history and logistics of grant.

Jason Charest, CCRPC – Gives overview of preferred alternatives as manager of 2019 study. Main reason the advisory committee did not prefer alternative 3, the roundabout, was because of historic impacts. Very constrained site, likely no way to avoid taking historic house.

Norm Baldwin, City Engineer – Federally funded and we would be following their process. Even if we wanted to, VTrans process would not allow us to choose roundabout.

JC – Councilor Bergman's [email concerns](#) can be pursued in design phase of project if Alternative 1 moves forward.

Laura – These questions could be addressed in tandem with bridge work.

Councilor Gene Bergman makes a motion to have TEUC sponsor Alternative 1 with consideration of ped/bike and safety concerns listed in email. Seconded by Councilor Hannah King. Unanimously passes.

5:57PM closes

6. North Winooski Ave Metrics/Time Limited Parking Violation Changes

- Norm Baldwin, Chapin Spencer
- [Memorandum](#)

Chapin Spencer – Provides overview of parking mitigation strategies for three revisions on ordinances going to commission. Metrics for parking and modal counts around corridor. What additional metrics would TEUC like to see?

Norm Baldwin – Need to determine what stats can be available to us to see impacts of these changes and what resources and access City has to these metrics.

Councilor Gene Bergman – Would like request from Liz Curry to be part of evaluation - an assessment of this zone and equity in relation to the rest of the city.

Chair Mark Barlow – Requests we continue to engage businesses on corridor. Anecdotal data will show if there are issues. Walking tours, were helpful, continued engagement of Community Health Center, survey at some point like parks and rec did for off leash dogs.

Liz Curry – There are neighborhood commercial zones, it makes sense to use these zones.

CS – Propose we draft a scope of work based on committee input tonight and then confirm next steps.

GB – Would like for us to evaluate bike racks, carshare, bikeshare, and head times for transit, that could help neighborhood.

Councilor Hannah King – Monitor how many parking tickets are given out in comparison to before changes.

CS – Five tickets related to VTrans paving. One ticket for clean sweep in two block area.

GB – Expand the scope of this to see side streets. Area looked at in Parking Management Plan study.

Councilor Melo Grant – Tracking parking tickets is good. Put in a request to see if mayor can reach out to landlords who have been unresponsive to opening up private parking spaces.

CS – Passed it on to the mayor's office and know he reached out to Michael Montey as owner of many properties here, can reach out for update.

LC– Would like for requested free parking study to be done before time limits signs are implemented.

HK – Would be interesting to see how landlords communicate parking changes to tenants.

GB – What is timeline of parking signage and outreach?

Chapin – Turnover needs came from property owner meetings. Approved at DPW commission. Motion was that once paving was finished that those would go into effect. Commission would need to do some other action to change this. Paving projected to be done in June, state schedule, not ours.

NB - Generally the City's parking management ties back to adjacent use. It is foreign to think that one street could be compared to the other. We want to best support adjacent props depending on the demand.

MB – If you think there are constraints, bring them back and we can process.

GB – Can be phased approach.

Item closes at 6:43.

7. Roundabout Naming

- Chapin Spencer, Hayley McClenahan

Director Chapin Spencer – We have reached out to City Attorney's Office for FHWA and VTrans guidance.

Hayley McClenahan – Memorial or dedication for roundabout is most feasible. TEUC would have to make recommendation to full City Council and by resolution a road feature could be recognized. There are federal requirements for where and how a memorial can be placed and its size. I don't think we have the authority under Title 23 for it to be the official e911 name for road feature. Memorial would name it with a plaque and in City's records.

Councilor Gene Bergman - Motion to have Roundabout dedication with a plaque for the Reddington Roundabout.

Councilor Hannah King – Seconds.

Chair Mark Barlow – Supportive.

GB – Will draft a resolution with help of Hayley and share with committee.

Peter Duval – How was Montpelier able to name Spring and Main roundabout?

MB – We can look into this.

Unanimous approval.

Item closes 6:46PM

8. McNeil Symposium Update

- Chair Barlow
- [Draft Questions](#)
- [Draft Invite](#)
- [Draft Format](#)

List of presenters to be invited:

John D Sterman – MIT

Juliet Nicole Runivarga – UMass Lowell

William Mooma – Fletcher School at Tufts

General Manager Springer at BED to invite staff and Local Forester Harris Roan

Hannah King – Male heavy panel, be mindful of who is speaking. Over an hour before there is public forum, might be better to have this sooner. Maybe let people write down notes and leave them with contact info.

Chair Mark Barlow – Idea is to solicit feedback to consolidate similar questions to have them ready to ask to panelists. Idea for public forum at the end was to allow people to react.

Councilor Gene Bergman – Supports additional public forum after intros. Purpose is to get scientific info out.

MB – Contois so would have screen and set up on stage.

HK – Second 10-minute reflection time with the people next to you and then 10 minutes of a group question where one person from each group can ask a question.

HK – Supportive of questions. If there is public forum before this then that will help guide conversation.

MB – Potential dates for evening week days: 6/2, 6/6, 6/12 – 6/14, 6/21 – 6/23, 6/26, 6/28 – 6/30
We have council meetings on the 5th 12th and 20th is TEUC

MB - Will take request to BOF

Councilor Gene Bergman moves that we request up to 5k from City Council Councilor Initiatives Fund to pay for cost of honoraria and other expenses for a symposium on the burning of biomass at McNeil plant and its associated impact on environment.

HK Seconds.

Item closes 7:08PM

9. Director's Report

- [195-201 Flynn Ave and 339 Pine Street](#)

Lee Perry, DPW, provides overview of presentation.

Chair Mark Barlow – How was it received at Ward 5?

LP – Well, a lot of questions were about drop off center and interest in expanded services.

Councilor Gene Bergman – Supportive.

- Hazard Mitigation Plan

Director Chapin Spencer provides overview of what was given to council. May 1, 2023 Item 6.24

<https://go.boarddocs.com/vt/burlingtonvt/Board.nsf/Public>

- [Written Bikeshare Update](#)

CS – Update on bikeshare in packet. Dockless system – E-bikes placed at existing city racks and virtual hubs. Late May early June launch with Bird. We are one partner of many, goal is for opportunity each year to meet with provider and see what is and is not working and ability to terminate contract. Will follow up with prices.

Item closes 7:25PM

10. Councilors' Update

Chair Barlow – Paving: Staniford Rd and other streets in bad shape. Would like to talk about this as we get into budget season to understand how we can address needs.

Ticketing and towing during clean sweep. In NNE, cars were moved onto other streets creating noise and activity. Have heard people were ticketed/towed before or after they were supposed to be off the street. Hoping there can be some ticket forgiveness. Can follow up with specifics.

Chapin Spencer – We want to encourage people, that some areas need a second pass. We pivoted today to not towing cars to residential areas.

Closes 7:32PM

11. Next Meeting 5/23/23

Councilor King – Has CEDO orientation on May 23. Can follow up on TEUC date if it needs to change.

12. Adjourn

Chair Barlow adjourns at 7:34PM