



City of Burlington

Department of Public Works

Technical Services Engineering Division

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www.burlingtonvt.gov/DPW

Memo

Date: March 2, 2017

To: Transportation, Energy, and Utilities Committee

From: Nicole Losch, PTP, Senior Planner

Cc: Ian Jakus and Kirsten Merriman-Shapiro, CEDO; Nina Safavi, BPRW; Martha Keenan, DPW

Subject: FY2018 Chittenden County Regional Planning Commission – Unified Planning Work Program Projects

Background

The Unified Planning Work Program (UPWP) is the Chittenden County Regional Planning Commission's (CCRPC) annual work program for planning activities and deliverables funded by and through the CCRPC for the upcoming year, which runs concurrently with the City's fiscal year (July 1, 2017 – June 30, 2018). The UPWP is the mechanism to implement the regional strategies outlined in the ECOS Plan (www.ecosproject.com) and also helps the City implement local plans.

The UPWP provides funding assistance for a range of project types and through funding from diverse State and Federal sources. The majority of funding is Federal and is provided by the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration. As such, most funding is available for projects with a transportation nexus, including transportation planning, land use planning, and stormwater planning.

UPWP projects are conceptual in nature and funding is for planning assistance only, which excludes the cost of municipal employees, detailed design or engineering, right-of-way acquisition, construction, and capital implementation. Requests for assistance can be for projects or for technical assistance; either minor or major assistance using only CCRPC staff time.

For FY2018 the CCRPC anticipated having about \$850,000 available for project requests, with some of that funding already allocated to additional phases of current projects. Project requests generally require a 20% local cash match from a non-federal source. Regionally-significant projects usually do not require a cash match. Small transportation projects that can be completed by CCRPC staff usually do not require a cash match, but small non-transportation projects that exceed more than 12-hours of staff time are charged \$50 per hour.

To be considered for assistance, project applications must be submitted by January 20, 2017. The CCRPC's UPWP Committee then determines the allocation of local, state, and federal funds that advance their planning programs.

The UPWP development process includes input from the public, stakeholders, interest groups, and CCRPC member communities.

All applications, including local match amounts, must be presented to and approved by the local governing body. The purpose of this meeting is to inform the community about the project requests, to solicit public comments, and confirm the availability of local matching funds and staff time. In previous years, the Transportation, Energy, and Utility meetings have fulfilled this requirement for the CCRPC.

FY2018 Requested Projects and Local Match Requirements

The City's UPWP projects are developed by the various departments engaged in community planning: Public Works; Parks, Recreation, and Waterfront; Planning and Zoning; Community and Economic Development; City Arts. In addition to the individual project requests, the City must prioritize all projects to assist the CCRPC as all requests may not be funded due to financial constraints.

For FY2018, the City requested (listed in order of priority, within each project category):

PROJECT		DESCRIPTION	TOTAL COST	LOCAL MATCH AMOUNT	DEPARTMENT MATCH SOURCE
FY2017 Carry Forward	Winooski River Bridge Scoping	Evaluate design and construction alternatives for improved roadway and sidewalk alignment of the Main Street Bridge across the Winooski River between Burlington and Winooski	Regional	n/a	
	Winooski Avenue Corridor Study	Engage the community and identify alternatives for transportation improvements to the Winooski Avenue corridor between Riverside Avenue and Howard Street	\$90,000	\$18,000	DPW Draft FY2018 Transportation Capital
	Railyard Enterprise Phase 2a	Pending the results of the Phase 2 study currently underway, there may be additional need for continued study in FY2018	\$50,000	\$10,000	DPW Draft FY2018 City Capital Program
New Regional Project	VT Passenger Rail	Continue to work with railway stakeholders and partner agencies in preparation for passenger rail in Burlington by 2020	Regional	n/a	DPW

New Local Projects	Intervale Road Pedestrian and Bicycle Access Feasibility Study	In partnership with the Intervale Center, identify options for people to safely walk and bike to the Intervale	\$60,000	\$12,000	DPW Draft FY2018 Transportation Capital
	Shelburne Street Roundabout Centerpiece Study ¹	Coordinated with final design and permitting of the Shelburne Street roundabout: facilitate a process to work with artists, the community, and the Agency of Transportation to identify options and a preferred alternative for a centerpiece to enhance the roundabout	\$18,000	\$3,600	DPW Draft FY2018 Transportation Capital
	Church Street Marketplace Vendor Siting	Analyze an underutilized segment of the right-of-way near the Marketplace Garage to identify design and construction considerations for storage of vendor supplies that support the Marketplace operations	\$11,500	\$2,300	DPW + CSM Draft FY2018 City Capital
	Bike Share Station Siting and Feasibility ²	Continuing the 2016/2017 work of the CCRPC, University of Vermont, and Champlain College, provide guidance on station citing beyond campus districts and provide guidance on the utility of the infrastructure being piloted by the institutions	\$30,000	\$6,000	DPW Draft FY2018 Transportation Capital
New Technical Assistance	Housing Demand Build-Out Analysis	Comprehensive assessment of housing needs or projections of housing demand through the next 5 – 10 years, by type of housing that could be built in Burlington to satisfy unmet needs and including an analysis to determine the capacity for additional homes in Burlington given existing density requirements,	\$7,500	\$7,500	CEDO Budget TBD ³

¹ CCRPC staff has indicated that FHWA may not consider this an eligible project.

² The project budget was reduced from the original application.

³ CEDO has not yet identified a local match source but will either identify funding by the end of March or withdraw this application from the UPWP's request for assistance for FY2018. Based on CCRPC input, the project estimate has been reduced from the original application.

		current home/lot configurations, and if possible, market feasibility			
	Parks Project Mapping	Map BPRW's recently completed, active and upcoming projects, and make the information available to the public	\$2,250	\$2,250	BPRW FY2018 Draft Budget
	Pavement Inspections	1/3 of roadway network (annual request)	n/a	n/a	
	Traffic Counts	Vehicular, pedestrian, and bicycle counts (roadway and intersection)	n/a	n/a	
	Guardrail Inventory	Map-based inventory of guardrail locations and types	n/a	n/a	
	Austin Drive Data Collection	Pending potential 30-day pilot protected bike lane, collect data related to pilot	n/a	n/a	

Recommended Motion

Authorize the Departments of Public Works; Parks, Recreation, and Waterfront; and Community and Economic Development to pursue the allocation of FY2018 local match amounts and allocate staff time for the UPWP Projects as described.



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Memo

Date: February 28, 2017

To: Transportation, Energy, and Utilities Committee

From: Nicole Losch, PTP, Senior Planner

Subject: planBTV Walk Bike Updates and Request for City Council Adoption

Background

PlanBTV Walk Bike was endorsed by the Public Works Commission at their October 2016 meeting and subsequently endorsed by the Planning Commission at their January 2017 meeting. The Plan will return to the Planning Commission to be considered for inclusion in the Municipal Development Plan during its next update.

PlanBTV Walk Bike was briefly introduced to the Transportation, Energy, and Utilities Committee at their December 2016 meeting. Updates to the plan will now be introduced, as the final Plan advances to City Council for their consideration.

Updates to planBTV Walk Bike

In response to feedback from the Public Works Commission, Planning Commission, and the community, the following changes have been made to the draft planBTV Walk Bike:

Corrections

- Base maps and sub-area maps were corrected for accuracy and references
- Outdated information was updated (CCTA to GMT, Palo Alto pilot case study, UVM's Active Transportation Plan reference, Community Demonstration Project Policy)
- Copy edits, fonts, and colors were corrected
- Table of Contents: includes all Appendices and adds Public Comment Summary to Appendices
- To improve flow within the plan:
 - The first Action Plan is titled "Engineering Action Plan"
 - The 2-5 year project lists were relocated to appear before the 5-year maps in each sub-area

Minor Revisions

(no effect on the function of the plan)

- **Priority Streets for Speed Control** (map) were adjusted to improve connectivity
 - North Street between North Champlain Street and Elmwood Avenue for the Sustainability Academy
 - Extended Pine Place
 - Extended Locust Street Slow Zone east to Shelburne Street
- **Citywide Walk Plan Priorities** (map) were adjusted to streamline categories and suggests Flynn Avenue as a Priority Corridor for safety and placemaking
- **Projects**, Sub-Area maps, and the corresponding project bank (Appendix) were revised
 - Leddy Park Road Advisory Lane markings have replaced Sharrows
 - Intersection upgrades were added to North Winooski Ave / Decatur Street, Kilburn Street / St. Paul Street
 - Sharrows are suggested for Summit Street
 - Depot Street Neighborhood Greenway replaced Sharrows
 - Willard Street / Bradley Street crosswalk was added
- **Neighborhood Greenways** were further described in both the Shore Road Neighborhood Greenway description and in the Field Guide, noting that Greenways should only apply to streets with less than 3,000 average annual daily traffic or less.
- Action regarding **Neighborhood Activity Centers** now clarifies that this plan does not make any recommendations related to the details of Burlington's land use or zoning regulations. It suggests that any future changes to zoning codes would be undertaken through a separate planning and public outreach process and should recognize the connection between land use and transportation. For example, keeping essential services like drug stores or grocery stores in neighborhoods allows people to have the option of walking or biking to meet their daily needs. And, it is essential that new development in Burlington not undermine the walkable environment that already exists in many NACs.
- **Bicycle Parking Ratios** and the process to change the ratios were clarified. Developing ratios is outside the scope of this plan, but recommendations direct the City to calibrate ratios for the city's present and future land use, urban form, density, and urban design, and mode share characteristics; and to review these at least every five years and update as necessary.
- **Definitions in the Illustrated Glossary** were clarified:
 - Colored Pavement and Intersection Crossing Marking definitions both recommend that green paint be prioritized at intersections/conflict points, for creating green-backed super sharrows along neighborhood greenways, and advises the use of solid green paint only be used when traction is not a safety concern.
 - Bicycle Priority Lanes (Super Sharrows) and Sharrows definitions recommend applying green-backed super sharrows to neighborhood greenways only, applying super sharrows without green where sharrows are recommended in a corridor context (e.g. North Street), and recommend sharrows for more limited connectivity.

New Additions and More Substantial Revisions

- **Phased implementation and project timelines** are acknowledged to be one potential scenario – flexibility is essential to capitalize on opportunities as they arise (mentioned in the Safe Streets Design Principles for Action, within each Sub-Area project list)
- **E-bikes** are recognized in a new paragraph on pg. 61, calling for consideration in bike share fleets and recognizing their general importance for people who may be otherwise discouraged to bicycle because of age, disability, limited physical fitness, or convenience.
- **The Downtown Alley Walk** Action Item (Engineering Action #9) was removed and merged with Engineering Action #8, “Create more walk priority or walk-exclusive spaces.” The subsequent metric is to, “Support investments in additional storefronts and outdoor dining spaces in downtown alleyways,” and the responsible parties also include local businesses, and private property owners.
- A new page has been added, to answer, “**What is a slow zone?**” and “What makes a street an appropriate location for speed control?” (Attached)
- **Crash reporting** has been recognized to need training regarding the use of updated protocols, including best practices for unbiased data collection and crash investigation.
- **Metrics have been finalized:**
 - Neighborhood Activity Centers, “Through appropriate existing processes, support zoning codes that encourage walking and biking at neighborhood scale and that advance the active transportation modeshare goals defined earlier in this plan.”
 - Transit and cycling integration, “All high-volume stops to have bike racks by 2021.” In addition, metrics related to 3-bike racks on buses have been removed at GMT’s suggestion.”
 - Transit and cycling pavement markings, “Conflict markings are installed at bus stops in all new bike facilities or as existing facilities are repaved” and “Conflict markings are installed at all high-volume bus stops by 2021”
 - Professional driver trainings, “DPW-sponsored driver trainings hosted by advocates bi-annually beginning 2018” and “100% of City employees trained by 2020”
 - Equity and Enforcement, “Continue to assess and control BPD parity of initial enforcement stops, versus demographics of searches during stops or issuance of tickets vs warnings; By 2018, explore differences between demographics of windshield surveys (not Census data) vs demographics of stops; Issue data quarterly to both BPD officers and the community.”

Final Revisions Pending

- Project timelines may be adjusted as the City continues to consider how to capitalize on opportunities

Recommended Motion

1. Endorse planBTV Walk Bike, and
2. Recommend that City Council:
 - a. Approve planBTV Walk Bike with the revisions described and subject to technical corrections, formatting, graphics, and other minor non-substantive editing that change neither the concept, meaning, nor extent of the plan as presented; and
 - b. Consider inclusion of planBTV Walk Bike in the Municipal Development Plan during its next update, after MDP consideration and recommendation by the Planning Commission.



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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Rob Green
*ASSISTANT DIRECTOR
RIGHT OF WAY*

Memo

March 8, 2017

To: City Council Transportation, Energy & Utilities Committee

From: Rob Green, Assistant Director DPW

Re: Recycling Cart Update

In preparation for the ordinance (18-105) change possibility, I wanted to supply to TEUC with some informational updates;

In FY17

- ordered 254 recycling carts (\$8000 DPW + \$2700 CSWD Grant)
- 44 remain in stock
- 250+/- to be ordered this week (\$8000 DPW + \$2700 CSWD Grant)
 - \$8000 budget amendment from DPW Streets to Recycling
- 375+/- to be ordered early FY18 (\$12000 DPW + \$3600 CSWD Grant)
 - Based on FY18 budget approval