



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

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Councilor Maxwell Tracy, Chair, WARD 2
Councilor, Tom Ayres, WARD 7
Councilor William "Chip" Mason, WARD 5

Inquiries:
Guillermo Gomez
802.540.0557 DIRECT
ggomez@burlingtonvt.gov

Transportation, Energy and Utilities Committee

DRAFT MEETING MINUTES:

Tuesday, January 21st, 2014 at 4:45 – 7:00 PM

**DPW – Front Conference Room
645 Pine Street – Burlington, VT**

Members present: Chair, Maxwell Tracy (TEUC)
Tom Ayres (TEUC)
Chip Mason (TEUC)

Others present: Norm Baldwin, DPW
Katelin Brewer-Colie, Local Motion
Guillermo Gomez, DPW
Rob Green, DPW
Nicole Losch, DPW
Andy Montroll, CCRPC
Chapin Spencer, DPW

Chair Tracy called the meeting to order at 4:53 pm.

1. Agenda

Chair Tracy moved to change the order of items in the agenda. Item 4 will be Bike Parking Requirements and Item 5 will be Snow and Ice Removal Process and Budget. All in favor.

Public Forum

2. Minutes of 12/11/2013

Councilor Tracy moved to approve the minutes from the 12/11/2013 TEUC meeting. All in favor.

3. Public Forum

4. Bike Parking Requirements – Katelin Brewer-Colie, Local Motion

Brewer-Colie: I have been working in collaboration with City Staff and community members examining the bike parking requirements as they relate to the zoning code in the City and developing the memorandum attached, providing some recommendations on the next step, as well as what is being done in other communities across the country. This also relates to the City's commitment to go for Gold Status by the Walk Friendly Communities program.

To provide some context, parking requirements were introduced in 2008 in Burlington. The Association of Pedestrian and Bicycle Professionals recommends a revision to requirements every five years, to make sure we are keeping up with the current conditions and trends. The memorandum submitted to the TEUC compares Burlington's requirements with those of three other cities that have already achieved Gold Status (Corvallis (OR), Missoula (MT) and Cambridge (MA)). These cities also have a significant college population and share Burlington's winter conditions. The numbers in these cities give us a benchmark of what we should be aiming for. This memo reviews bike parking requirements related to the zoning code, and as part of the development review process. Burlington is lagging compared to the other cities that we looked at. This can be explained in part because the parking requirements were introduced relatively recently (2008).

Some of the recommendations that we have after our analysis are:

- Review the minimum requirements for the different types of zoning, and consider updating these requirements
- Review the zoning code applicability for bike parking (the threshold that triggers the requirements).
- Investigate how incentives can encourage more bike parking. To give an example, some cities lower the minimum parking requirements for developers who provide additional bike parking.
- Continue to work with the business community to illustrate the benefits to businesses of bikers and pedestrians. Work also with the business community to collect more data from them and continue to explore opportunities outside the zoning requirements.

Mason: One of my questions is if what we are trying to fix is something that needs to be fixed. Is this an issue for downtown only or is it citywide?

Brewer-Colie: We don't have a lot of data, but based on my professional experience and from what I have seen in other cities, it's not just an issue for downtown. Areas outside of downtown could benefit from changes. Pine Street and North Street for example are two corridors that in some ways are more adequate for change. Downtown is built out for the most part. Pine Street for example is seeing a lot of redevelopment and infill development. This is an opportunity to get things right. The revised guidelines should include more examples of how to do things correctly. What is sometimes complicated is that there is no exact way to determine the right amount of bike parking that should be provided. It is easier to determine this for cars.

There are some trends that I want to mention:

Approximately 5% of Burlingtonians bike to work. In 2000 this was only about 1%. This trend is not only seen in Burlington. There has been an upward trend nationwide. There was a significant increase during the recession. The upward trend has continued even after the recession. Improvements in bike parking requirements will help continue this increase use of bicycles as means of transportation and will help Burlington become a more sustainable city. Developers are starting to catch on this trend and have started to see bike parking as a desirable amenity to include in their projects.

Spencer: What is the expectation from this commission, relating to this topic?

Tracy: This is a topic that will come up in the future in the Ordinance Committee. This was meant as an introduction.

Mason: I am not opposed to anything that being presented here. I am just interested in knowing how everything ties together.

Brewer-Colie: From the information we got from the studies done for PlanBTV, there is an oversupply of car parking, and undersupply of bicycle parking.

Baldwin: It is important for us to think about the issue of bike parking requirements. When people don't have a convenient way to park their bicycles, they will start deciding against riding.

Brewer-Colie: There is more and more evidence that bicyclists are good for business. Magnolia Street in Fort Worth, TX is a success story. They added 160 bicycle parking spaces and saw its businesses benefit from a significant increase in revenue, even with the removal of some car parking. To read more about this subject, I recommend a book called Bikeonomics.

Our next step is to work with the City to draft the language for an amendment to the requirements.

Tracy: Thanks for presenting.

5. Snow and Ice Removal Processes and Budget – Rob Green, DPW

Green: We have a snow removal program based on a well thought out plan. This plan is flexible, as every storm is different. The level of service we provide needs to be consistent. Snow removal in an urban environment can be very challenging. We do surface treatment with salt, mixed with a product called "ice-be-gone", which is made with a by-product from the production of rum.

The staffing of the snow removal program is done with 18 regular employees, 2 seasonal employees and the rest is done with employees from other departments, depending on the intensity of the storm. During a storm event, both road and sidewalk plows are out at the same

time. They have to cover approximately 150 miles of sidewalks and 90 miles of roads. It is especially challenging to plow streets during rush hour.

We are always getting ready for the snow. During the spring and summer months, equipment needs to be maintained. Around October we start rounding up people and conducting training. We are always looking at how we can make improvements.

The budget for snow & ice removal for the current fiscal year is approximately \$1 million. The majority of the budget is spent in salt and in salaries. This year has been especially hard on the budget with the ice storm that we had, and the timing of the storms, with most of them falling during the weekends.

Whenever it is deemed necessary, we declare a parking ban. Getting the word out can sometimes be a challenge. We announce the bans in TV and media, but sometimes even that is not enough and cars need to be towed. There is an option through the City website to sign up to gov delivery to receive e-mail or text messages announcing bans. Parking bans are usually declared after events with more than 3 inches of snow. We work closely with John King from Parking Enforcement to have cars out of the way if needed.

Tracy: Who can we refer constituents to for questions, issues, etc?

Green: They should contact DPW Customer Service. They will contact the foreman. If someone needs to talk to a supervisor, that would be me.

Spencer: During off-hours, people should use e-mail. Their concerns will be passed along to the person in charge.

6. FY2015 Projects for the CCRPC's Unified Planning Work Program – Nicole Losch, DPW

Losch: The Regional Planning Commission is asking communities in the county for ideas for planning projects to be funded during their Fiscal Year 2015, as part of the Unified Planning Work Program. Municipalities must submit an application, which is due this upcoming Friday. We have a shortlist of projects that we will be submitting to the Commission for their consideration:

- PlanBTV South End: PlanBTV
- North Winooski Avenue Corridor
- Colchester/Barrett/Riverside Intersection: this is expected to be of regional relevance, since the location of this intersection is right next to Winooski.

Montroll: The RPC staff goes through the recommendations and present them to the Planning Commission for their consideration. This year, I am interested in knowing where Burlington's planning priorities are.

Losch: The list is in the priority order. There is one other related project that I did not mention in the list: the Parking Initiative. The Burlington Business Association (BBA) is leading this effort.

Tracy: The North Winooski Avenue Study is great news for the Old North End, especially with all the redevelopment that is happening right now in the area.

Losch: The budget for this study is approximately \$80,000 during two fiscal years.

Ayres: Does this follow the North Avenue Study?

Losch: These projects will start on the following fiscal year.

Mason: How much funding are we pursuing for PlanBTV South End?

Losch: Around \$50,000.

Mason: Is that enough?

Losch: There are multiple funding sources planned for this project. This would be one of the sources.

Montroll: This project is one of our biggest priorities. The South End presents a great opportunity. Once more of the funds are secured, there will be a big rollout, similar to the one done for PlanBTV Waterfront & Downtown.

Mason: I share the enthusiasm.

Spencer: I recently talked to the Mayor about having a press conference, since we have a lot of things happening in the area.

7. Councilors' Update

Regarding the recycling totes:

Green: We got the recycling totes, but not a lot of them are selling. Code enforcement will start communicating with property owners.

Mason: How was the rollout?

Green: Code Enforcement has been the organization leading this effort.

Next TEUC Meeting

Next TEUC meeting will be held on Thursday, March 6 at the Front Conference Room at the Department of Public Works (645 Pine Street)

8. Adjourn

Tracy moves to adjourn. All in favor. Adjourned at 6:30 PM

DRAFT