



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

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Councilor Karen Paul , Chair
WARD 6
Councilor Bill Keogh, WARD 5
Councilor Marrisa S. Caldwell,
Ward 3

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Minutes of 6/15/2009 meeting of the City Council Transportation, Energy and Utilities Committee

Members present: Chair, Karen Paul, Marrisa Caldwell, Bill Keogh

City Staff Dan Bradley, Steve DPW
Sandrine Thibaut, Planning and Zoning

Others Barbara Beal, Roger Cole, residents
Chris Cole, Meredith Birkett, CCTA

Chair Paul called the meeting to order at 12:00 Noon.

Agenda

The agenda was amended to add discussion of park and ride facilities as item number 7.

Public Forum

Members of the public did not wish to speak at this time.

Minutes

Minutes of 5/26/09 were approved as presented.

CCTA Rt. 2 corridor planning

Chris Cole and Meredith Birkett described the planning and grant application process associated with planned expansion of transit service in the main Street/Route 2 corridor from Downtown Burlington to Tafts Corners and Williston Village. CCTA staff has developed three alternative service scenarios which are being presented at public meetings throughout the corridor. They intend to apply for a grant on August 7, funds to be awarded on by October. The planning process will help define the eventual service which will be finalized by the CCTA Board. All three service scenarios include fifteen minuet peak hour service in Burlington and connect downtown to UMal and Tafts Corners and will result in no additional cost to Burlington.

Transportation Plan

Bradley presented background on the origins and intent of the Transportation Plan. DPW prepares the transportation element of the Municipal Development Plan which is forwarded to the Planning Commission after adoption by the Public Works Commission. The Planning Commission will then incorporate the approved plan into the MDP which will be forwarded to the

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full council for adoption as a whole. As it had been fifteen years since the transportation element had originally been written DPW launched a complete re-write. The purpose of the plan is to determine what needs to be done to realize the vision and meet the goals of the Municipal Development Plan; to identify what projects, policies and organizational changes are needed.

The transportation vision in the *Municipal Development Plan* (2001 and readopted in 2006) is:

...transportation functions as part of an interconnected system which offers a range of choices that are safe, affordable, efficient, and convenient for residents, employees, and visitors alike. As a result, rail, air, ferries, transit, cycling, and walking are successfully competing with the automobile for the dominant mode of choice. Local and regional multimodal corridors and centers are maximizing our use of existing infrastructure, while eliminating congestion, preserving air quality, and conserving energy. Commuters, families, and employers are benefiting from a diverse array of transportation demand management strategies such as car and van-pools, flexible work schedules, and telecommuting. Land use and transportation decisions are considered together, significantly reducing the need for individual automobiles and large parking facilities. Greater use of rail for freight has been embraced as an effective means of removing trucks from neighborhood streets. City streets are attractive public spaces, and function as part of a system of interconnecting streets. Circulation within the downtown, waterfront, neighborhood activity centers, and institutional campuses is predominantly oriented to the pedestrian. A series of trails and paths provide access between neighborhoods and areas of protected open space.

Bradley then described the process for developing the plan and approvals to date.

The committee will address the remainder of the plan over the course of their next three meetings. The July meeting was rescheduled for 7:00PM Monday, July 20 and the August meeting for 7:00PM Monday, August 3.

Park and Ride

Councilor Keogh asked whether consideration been given to developing a park and ride facility at the northern entrance to the City. Bradley cited history with the Elks club which was not successful and regional plans that identify a site in Colchester at the intersection of Rte 127 and the future Circumferential Highway right of way.

The meeting adjourned at 1:45 PM.