



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

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Councilor Jack Hanson, Chair, *East District*
Councilor Jane Stromberg, *Ward 8*
Councilor Mark Barlow, *North District*

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Transportation, Energy and Utilities Committee of the City Council
Tuesday, January 25, 2022 5:00PM

–DRAFT MINUTES–

Call to order 5:02PM by Chair Hanson

1. Agenda

Councilor Stromberg moved to approve agenda. Seconded by Councilor Barlow. All in favor passed unanimously.

2. Minutes of 10/23/21

Councilor Stromberg moved to approve minutes. Seconded by Councilor Barlow. All in favor passed unanimously.

3. Public Forum

Rick Sharp, Segway Tours - Confirm councilor receipt of Bike Share memo.

Closes at 5:05PM

4. Bike Share – 2022 Options

- Chapin Spencer, Cindi Wright, Rob Goulding, Nicole Losch
- Potential Action

Chapin Spencer, DPW Director – No action tonight. Goals, history, and future considerations of Bike Share outlined in memo.

Brian Davis, CCRPC – Idea is to create another commuter option at the regional level. Finished Phase 1 by getting bikes on the ground and evolving the program to fit community needs. Increasing hubs is a goal.

Josh Katz, CATMA – Importance of multimodal regional transportation system and how this can help that goal. Reduces emission. Bolt is willing to work with us to improve this system.

Cindi Wight, BPRW Director – Met with some Bike shop owners to understand their concerns. Identified access to waterfront as a concern. Plan to reach out to these 6 bike shops to see who is interested in gaining better access to the waterfront and how that is best achieved.

Ashley Ayers, Bolt – We have only been on the ground with E-bikes for 8 months including through winter weather. We are looking forward to having E-bikes implemented and looked at for the full year.

Rick Sharp, Segway Tours – Data shows waterfront hub has most E-bikes used. Local bike shops need to be first option for waterfront rentals. Put a sign at the waterfront to show where local bike shops are. Any waterfront hubs need to be removed as these are not point to point hubs but rather waterfront recreational bike stops. Helmets, bike introductions, maps, and etiquette can all be given at local bike shops along with rental. Out of state business favored through this. Remove Bolts E-Bike hub from the waterfront. Memo provided to Commissioners.

Chair Hanson – Has not reviewed the date from Bolt.

Jason Stuffie – Uses the Bolt system. Pleased with the system and has a membership. Greenway is both recreation and commute so will be hard to remove. Increasing pricing for nonmembers to discourage

recreation trips. Speed limit along the waterfront did not seem restrictive enough. Local Bike shops can't compete and this needs to be considered.

JP Coseno – Point to Point trips have not been promoted well. There has to be a plan to build up subscriptions vs just adding more E-bikes. Bike shops need a level playing field on the bike path as this is big portion of revenue. Would like to see program goals laid out and how to achieve them. Shortcomings need to be addressed. Bike shop community is not told far enough in advance of plans. Waterfront changes to discourage recreation trips would help.

Zandy – Memo from DPW begins to help the community understand measurable goals, which is important. Hub data provided shows we don't have a transportation system. Need to ensure partners still think that's important. There is a cost to this program via staff time and resources. In favor of an equitable expansion of a transportation option that could be good for the environment and lower income communities. What initiatives have been made to employers or groups that have driven ridership? Are new hubs being used and by who? Has the history since 2018 of people using bike share program been primarily recreationally driven? Would like to see DPW produce an RFP for locals to help design and/or supply, to level the playing field and keep Bolt on task for point to point commuter trips. Systems like this rely on recreation but that is not good enough. Will send follow up communication to committee members.

Karen Yacos, Local Motion – Goals from DPW need to be measurable. Waterfront is primary hub but others are being used. Putting out information about proposed hubs would be helpful. Equitable and low income goals would be helpful. Supports bike share but if it impacts local bike rental ecosystem then this is bad for biking in this community long term. Clear initiatives coming forward from data would be helpful. No impact to Local Motion seen thus far.

Rick Sharp– Believes the Bolt rack cost his business.

Karen Yacos – We don't know what the true impact is but we have mostly regular bikes and run a ferry. We have seen increase in E-bike requests. We have had a good couple of years due to increased bike activity so we are a unique business.

Councilor Stromberg – Nice to see data. Inspired by the goal to increase amount of bikes that can be used in this area. Equity goal is good. What conversations did Cindi Wight have?

Cindi Wight – Reached out to a couple of local shops to meet owners. Feedback showed interest in some sort of presence at the waterfront. Will reach out to all shops to see what they need and how we can accomplish this. Any commercial use of our spaces has to be approved by park commission.

Councilor Barlow – How were hubs picked and how will future hubs be selected?

Rob Goulding – Existing green ride system hubs and 11 additional hubs. Bolt, DPW, community partners, CCRPC based on Walk Bike Plan, put together recommendations for hubs that were point to point oriented.

Brian Davis – Initially, Champlain, UVM, and UVMMC hosted a number of hubs as a pilot. Gotcha iteration had sponsored hubs by businesses. Most if not all transitioned into this latest phase and they were analyzed. Some of the hubs are hardscaped bike share racks. Other stations can be virtual on standard existing bike racks.

Councilor Barlow – Hearing hubs have had issues with winter snow pile up. Who maintains the bike hubs so they remain accessible and ready in the winter?

Rob Goulding – There are standards in place in the contract to keep these accessible. Hadn't heard about maintenance issues recently. Bolt has been responsive when we had to reach out. Winter

maintenance plan in place to dial back system when we know there will be less usage but if people are looking to use the bikes and are unable then we will look to solve this problem.

Ashley Ayers – Scale back the fleet when ridership is low, adapting to the weather/winter.

Chair Hanson – Glad we have the system. Agree with concerns raised by how the system is used currently. Its use seems to be different than it was intended and designed for. We need it to serve the community goals we have laid out.

Any demographic info?

Ashley Ayers – We don't collect demographic info, only phone numbers. We do see biggest subscription from students.

Bolt Forward program – we have had 6 users take 80 trips under this subscription. They are from DT Transit center and Cambrian rise hubs.

OOH means Out of Hub. Heat map shows where all bikes are locked and OOH lock ups are shown.

Chair Hanson – What are our goals for the balance between point to point vs recreational usage.

Rob Goulding – Current balance is not where we want it. Want mostly if not exclusively point to point. Too many pay as you go users currently. 2000+ originations from UVM and Champlain which indicates point to point and local commutes. We want to see an expansion of point to point and subscriptions in neighborhoods. We tried to mitigate against recreational rides through prices, 10 MPH speed restriction on waterfront. We moved the station from the visible College St location to a less visible Penny Lane location. We still think regional riders and commuters should still have access to the waterfront but we see there is still heavy recreation usage. We are looking into ways to further deter recreational day usage.

Brian Davis – Steps outlined in the memo to show how we can achieve this balance desired.

Chair Hanson – Process and timeline?

Chapin Spencer – Direction from TEUC at Feb meeting. Contract is up early May. Allowing time to give current vendor time to negotiate or time to pursue a different direction if desired by the TEUC. Send us any data or questions in advance.

Councilor Barlow – Influence behavior on use of the system but still remain economically viable. How do you strike this balance? How do you pay the bill but maintain equity.

Chair Hanson – City should advocate for our shared goals for community, point to point, sustainability, equitable, transportation without taking business from local shops. Memo shows this goal. Email RGoulding@burlingtonVt.gov.

Closes item at 6:12 PM.

5. Main Street Project Update

- Laura Wheelock, Olivia Darisse
- Information

Chapin Spencer – After council support to place Main St Great St on the ballot, we want to go through public engagement with TEUC.

See presentation

Councilor Barlow – Confirms funding is all TIF. What stormwater improvements? Excited about project.

Laura Wheelock, DPW Senior Engineer – No subsurface storage tanks planed but we can change to meet water quality goals. Paver belt so pedestrian section of street can infiltrate. Soil on St Paul St was fully replaced with porous stone. St Paul St entire street is now available for stormwater retention.

Chair Hanson – Excited and supportive of project. Huge step forward from climate perspective. Has there been any acceleration discussions for starting this?

Laura Wheelock – This timeline is aggressive to allow for outreach, design and construction. 15 months to design 6 blocks is aggressive. Saw acceleration opportunity and already surveyed the street, did soil and subsurface testing, and utility location.

Chair Hanson – Trying to get creative to accelerate this to reach climate goals. Happy to help address funding or other issues that councilors can help with.

Chapin Spencer – We have had conversations about this but it is a massive project so we are trying to learn from St Paul and move as quickly as possible.

Zander - Isn't the stormwater and sewer combined on Main St.? If so, why is there a plan to separate them so that the sewer tx plant is not overwhelmed during rain storms?

Laura Wheelock – Separating water provides opportunity to allow rain water to bypass systems and be discharged sooner. It is worthwhile to do this now so in the near future we can have new or improved outfalls connect to substantially change how we put water into the lake. Done on St Paul St as well.

6. Consolidated Collection Update

- Lee Perry, Chapin Spencer
- Information

Chapin Spencer – Late last year Council had a split vote. We have since engaged with stakeholders, engaged with councilors and haulers. Considering pandemic, other generational projects such as Main St, important ballot item education, winter maintenance, open positions - we would like to pause on this to focus on matters at hand. We would like to consider revisiting this in the spring.

Lee Perry – With the lack of staff, and many opened positions that require immediate attention to keep operations running, we do not have the capacity currently to work on this.

Councilor Barlow – Supportive of delay. Concerns with DPWs ability to maintain this with either route. Can you elaborate about what you've heard from haulers of compost and trash since we last spoke?

Lee Perry – Two meetings with representatives from many stakeholders who brought good questions to light about environmental goals, billing, unit sizes, cart use, dumpster use. Equitable cost along collection routes to be fair across the whole City.

Chair Hanson – Disappointing to hear this will continue to be on hold. We are deep into the process on this and have done a lot of work and outreach and created momentum may need to be redone. Would like to understand how to move forward on this as quickly as possible. Will continue conversation offline.

Chapin Spencer – Wanted to acknowledge as we struggle to take time on this. Happy to see how we can pick this back up.

Closes item at 6:53PM

7. Director's Report

Chapin Spencer – Champlain Parkway received Federal Permit to move forward. Split Parkway into two construction phases, packaged with the South End Construction Plan, and found ways to minimize community impact. REP, Roundabout, and Parkway all coordinated. Parkway planned to be out to bid in Feb and then 3/4 years for second construction contract.

Chair Hanson – Will construction contract come to TEUC first? Public wants opportunity for input.

Chapin Spencer – Typically goes to BOF first but flexible and could come to TEUC first if requested.

REP starts community engagement in late Feb for stakeholders, businesses and residents to follow.

Dates will be public in the coming weeks

Roundabout construction continues. Appreciative of public patience with detours. Website has contact info for any concerns.

Councilor Barlow – Regularly uses roundabout detour with no issues. Have you received complaints?

Chapin Spencer – Not a lot, some comments on increased traffic on surrounding streets. Surrounding streets all repaved in advance as we tried to plan ahead to insure infrastructure was ready. Pandemic changed traffic patterns. Roundabout stays open during rush hour with blasting occurring between.

8. Councilors' Update

Chair Hanson – Talking to constituents and stakeholders about issues related to the airport. Resolution postponed until Monday, there is a chance that I will add something to the agenda next month.

9. Next Meeting 2/22/22

10. Adjourn

Councilor Barlow moved to adjourn the meeting. Seconded by Chair Hanson. All in favor passed unanimously. Adjourned at 7:01PM.