



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

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Transportation, Energy and Utilities Committee of the City Council
Thursday, October 24, 2019 6:15 PM

Burlington Boys and Girls Club – Academic Center at Roosevelt Park
62 Oak Street – Burlington, VT

-MINUTES-

1. Meeting starts at 6:13 pm.
2. Agenda, adding Lee Perry consolidated collection.
3. Minutes accepted for 9.17.19
4. Public forum: no members of the public in attendance.
 - a. Daniel Pecore: Sidewalk salting is a concern. Is there a snow and ice report? Were we using something other than rock salt. Something that is gentler on pets paws. What are the resources given that we have to use less salt on the roads? How much room do we have in the budget?
 - b. Chapin: we struggled with the pilot program. The liquid application did not work very well. It did not have a good melting effect. The freeze thaw cycle has actually created more ice removal needs. We will follow up with you at a later date.
5. Consolidated collection, Lee Perry
 - a. Meeting took place last week. The notes from the TEUC will be addressed in the final version of the GBD.
 - b. The plan is broken into three different scenarios.
 - i. Can organics be billed separately?
 - ii. The haulers would like to see the City be in charge of the billing, residents would like the haulers to be in charge of the billing.
 - iii. Several other communities bill this through a utilities bill.
 - iv. This is sensitive topic, we need a fully baked program.
 - v. The draft report will be before the meeting in November - December.
 - vi. Action may take place next Spring or Summer.
 - c. Public informational meeting will take place in November. CSWD will be in attendance.
6. Narrow Streets
 - a. GMT, Jon Moore
 - b. See handout
 - c. Next generation implementation.
 - i. What is the marketing plan?

- ii. Social media campaigns. We are promoting electric buses. Unfortunately, GMT had to cut the budget for marketing. GMT has a new outreach coordinator.
 - iii. How has the time frame from 15 to 20 minutes between buses.
 - iv. GMT has not dove into that data. We want to make sure we get the most out of busy hours and less buses during less ridership. There are no capacity issues. Going from 15 to 20 minutes is one less bus per hour. During off peak the service is better.
 - v. July 1 is new fiscal year for GMT. GMT rolled out the new program on July 17. The operating costs are good, we did not add anything we did not budget.
 - vi. How buses are identified at the transit center is confusing.
 - vii. GMT is looking to have more dynamic bus labeling and identifying. GMT may need a third party to get involved to improve the labeling. We do not have a solid date on when this will happen.
- d. Fare free study.
- i. ★ Phillip sent a memo? Presentation?
 - ii. Only 25% of the GMT budget comes from fares, 10% comes from local communities.
 - iii. GMT has data on % of Burlington residents, approximately 2/3 of rides begin or end in Burlington.
 - iv. What can we do more as a City for fare free to subsidies more fare free service? Can GMT prepare some options?
 - v. Any route can be fare free, but the community requesting it would have to pick up those costs. It is possible to have a fare free zone, so long as the revenue replacement is there. GMT is a service provider and GMT wants to meet the community needs. Jon will provide numbers to the TEUC.
 - vi. Access to basic needs like groceries or the hardware store would helpful to different communities throughout the City.

7. Street Seats & Parklets Program Update

- a. Will Clavelle, CEDO presenting
- b. See presentation
 - i. Paulino: I did not get the sense the parklets were open to the public. Better signage would be important.
 - ii. There is perception to some, that there is not enough parking downtown.
 - iii. Have you ever seen a parklet in the winter time?
 - iv. They are not usually used in the winter. We may extend the time period to the end of October. We are seeing greater interest in outdoor seating.
 - v. Hanson: We should let it grow and see where it goes. I don't think we need to cap the amount of parklets
 - vi. There is a great interest community wide.
 - vii. Tracy: We appreciate the work on this project. The more we can offer for public space the better. We would like the side streets from Church Street see the benefit of some foot traffic. The ones which offer more public space should get priority over private use. Better bike parking in the parklets would be advantageous. The neighborhood scaling is something we need to consider as well. It would be great to have a parklet on North Street.
 - viii. We would love to see a community group build a parklet. A community gathering point would be great.
 - ix. Chapin: a multiyear agreement would be advantageous.

- x. Paulino: this has greater long term potential for several businesses. Could a combination of more than one business collaborate on a parklet?
 - xi. Tracy: Food trucks is another thing we need to pay attention to.
 - xii. The food truck ordinance committee meets on November 6th; Will Clavelle will send me an email with details.
8. Amtrak Storage and Servicing Study
- a. Chapin Spencer and Norm Baldwin
 - i. VTrans and VT Rail are considering a second rail service up Maple and King up to College Street. Where will the Amtrak train be stored and serviced? The land is owned by VTrans. VTrans will be looking to present to the TEUC soon.
 - ii. Hanson: what is the motivation?
 - iii. It is an operational issue for VT Rail. There appears to be land to service a platform near the ECHO Center.
 - 1. VT Rail want more commercial rail.
 - 2. The dinner train and other special events.
 - 3. Passenger rail.
 - iv. The bike path relocation is related to this issue. Parks has tried to advance several design concepts. VTrans is using VHB is a design consultant. We are sharing property rights, so we can accommodate the bike path. How do we best accommodate Lake Champlain Co so he can function. VTrans is looking to move forward this coming Spring; this has not been vetted publically. City rights are not durable for the bike path currently. We are trying to accommodate City interests with the bike path in parallel with rail and VTrans. We will be looking to give a longer briefing with City Council; this will likely be a an executive session. There are many different partners and many different interests. We should have the City Attorney available during this executive session.
 - v. Is there a potential for money or grants for reconstruction of the bike path? If the City has to bear the costs. It is important we have a plan for public outreach, we need to share information with the public. We need to provide a forum for the public to express their concerns. A singular meeting would be a good idea, so we can get in depth into this topic.
 - vi. Public Works is not advancing this design, this is a Parks project; Public Works is working in a support role.
9. Water Resources Rate Study Update
- a. Chapin Spencer
 - i. We would like your help to getting the word out.
 - ii. We would like to get approval in February and a new rate structure in place by April.
 - iii. Will there be a luxury piece? Like irrigation uses.
 - iv. The presentation is short, the hope is to brainstorm ideas with the public.
10. Next TEUC meeting. Tentative 11.19.19 5:30 pm. Chapin will confirm with VTrans. We will try to keep it at Pine Street, try BPD.
11. Counselor updates, bike lane painting, we are two to three weeks out.
- a. An after seasons report on the challenges for striping throughout the City. Archibald and Intervale intersection is a challenge; is there a crossing guards.
 - b. There is an issue with students trying to get to BHS due to the GMT schedule.

- c. What's going on with the intersection at the new Cambrian rise intersection. The crosswalk adjacent to this intersection may need some enhancements.
- d. There are discussions around what the improvements will be. The crosswalk at the Shell station is going to move.

12. Adjourned at 8:32 pm.