



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

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Councilor Maxwell Tracy, Chair *WARD 2*
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Transportation, Energy and Utilities Committee of the City Council

Tuesday, February 4, 2020 5:30 PM

**Burlington Department of Public Works – Front Conference Room
645 Pine Street – Burlington, VT**

–AGENDA–

1. Meeting started at 5:34 pm
2. Minutes of 1/22/2020 approved at 5:34 pm
3. Public Forum
 - a. Jane Knodell, There are serious concerns over the loss over parking due to the Winooski Avenue corridor work. I would like to speak to the plan, with a comprehensive parking management plan, no changes will be made until agreements have been developed. Who is doing the parking management plan? Will there be an opportunity for public participation? There should not be language in the resolution which refers to removing parking north of Pearl Street. We don't really know what the use of space is, we need to make sure we know what the use is before we just do it. We need to make sure the study has integrity.
 - b. Chris Adams, if the parking study is going to be done, it needs to be done by a non-bias party. It needs to be done at the most crucial times of the day. The reality is, people are not riding bikes 12-months out of the year. There are new businesses, and removing parking will cripple all businesses in the area, the system is already overtaxed. The loss of parking should be up to the people that live in these neighborhoods.
 - c. Eliana Fox, Can everyone who rode a bike to this meeting please raise your hand? (several members of the public raise their hand) As you can see there are plenty of people that ride their bikes 12 months out of the year. The framing of this conversation is troubling. This is reallocating public right-of-way and not loss of parking. We need to be creative when we are adding bike ped infrastructure. What would your ideal commute be? This conversation has limited our ability to look beyond this.
 - d. Greg Hostetler, I walk, drive a car, ride a bike, and ride the bus. Right now, riding a bike is the least safe. Driving a car is the most expensive.
 - e. Freddie, This area of N Winooski Ave feels very unsafe. It's a straight away and drivers go faster than other areas of the city.
 - f. My sense of safety has increased because of the work that was done on North Street, the area from Pearl to Main still feels unsafe. I appreciate your work.
 - g. Karen Local Motion, There are creative ways to make all modes work. Bikes, cars, bikes, and buses working together will make this community thrive. The next generation is not all buying cars, because they have high expenses. I believe this work is worth figuring out. The parking study needs to be done. There is a solution here, there is a tremendous amount of complexity. We would like to see the road diet with a raised boulevard in the middle, a demonstration project is the way to go.
 - h. Josh Katz is an intern with Sustainable Transportation Vermont, during my work we discussed these plans with local residents, and most people on the route really like the plans.
 - i. Tom Bisser, I rarely ride my bike because it is way too scary. I applaud this study. Where sidewalks cross driveways they sidewalks are broken up. We need to focus on sidewalk work and not just restriping.
 - j. Connor Old Spokes Home, on a frequent basis I deal with the low income Vermonters. Based on research we did a couple years ago most of the approximately 1500 people ride their bikes as their primary form of transportation. I feel it is important that I advocate for those people.
 - k. Jason Van Driesche, don't let perfect be the enemy of the good. We would like to see the street restriped right away, the earlier the better.

- l. If you made Winooski Ave one way all the way you would have all the space you need without removing any parking.
- m. Rick Sharp, I support what you do 100%. I would caution you to beware the use of roundabouts. These are not ped or bike friendly, actually roundabouts are unsafe for bicyclist and pedestrians. The quicker the better, there is no opposition between Pearl and Main Street
- n. Natalie Braun, climate justice activist. I support any initiative that reduces greenhouse gases. Active transportation reduces greenhouse gases. We have a great opportunity to provide leadership to other adjacent communities.
- o. Dylan, active biker and ped, some of my experiences on N Winooski Ave, it was very dangerous, I had a couple close calls. I work on Riverside and I still have had close calls. I lived in Copenhagen, and the use of good bike infrastructure has transformed that community.
- p. JJ Van Det, lets stick to what we decided in Plan BTV, this is public access, this is conversation about public access. We need to stick to the plans we have made.
- q. Ryan Lovejoy, the problem is that we are going all in, and you have a track record of going too far. We have to live in the real world; we need to think through things. The crosswalks on Pine Street and North Ave are not used. Bikers run red lights and this is why accidents happen. Education and enforcement would go a long way to making things safer. There needs to be more compromise.
- r. Jacob Flanagan, this corridor has changed allot in the last ten years, but the actual road has not. I'm excited to see these new plans. I hope we can actually move ahead with something. We have changing needs we should adapt.
- s. Kirsten Mermen Shaprio, Champlain Housing Trust, we have concerns about the removal of parking. While there has been a nod to a parking management plan, we are concerned the parking will be removed and what will remain is what will be managed. The parking management plan should include an economic study as well, a comprehensive look at the changes being proposed. Who is actually making this decision? The resolution being presented is lacking in detail. There is uniform agreement that some work needs to proceed, the most dangerous areas should proceed. Many low income people have bikes, many low income folks have cars and those cars are not new or electric cars and these people still need cars. Many of these people work outside of Burlington and do not have the choice to not have a car.
- t. Johnathan I would echo the sentiment to stripe the work south of Pearl. I would encourage a parking study to understand that the use of public ROW for parking cars is prioritizing the storage of personal property over safety.

4. Winooski Avenue Transportation Study

- a. Nicole Losch, DPW
- b. Public questions, short comments
 - i. Jason Van Drieshe, will the five lane conversation be held up by small details like the SSTA bus and commercial deliveries? The design will not be a quick process, there are several cascading effects. The timing of the lights the commercial vehicles etc. The commercial vehicles will be blocking a dedicated travel lane if we just stripe it without working with the local businesses.
 - ii. The roundabouts, I don't agree with your analysis; I don't think 2000 pound cars should not be at the same level as the pedestrians or bicyclists. 2/3 of the budget should not go to this project.
 - iii. Is this new system going to relieve congestion? Potentially, but this is dependent on finding solutions for commercial vehicle parking. There are new wayfinding signs which should help too.
 - iv. Concerning the median, what section will the median be on? There may potentially be a median between Pearl Street and Main Street.
 - v. How is bus traffic affected? The bus stops would not be affected. All the bust stops will remain.
 - vi. The bus is supposed to run every 20 minutes, how are bikers going to get through? You wait until the bus is done and out of the way.
 - vii. Speed is a problem, but I have not heard that addressed. How are you balancing safety improvements against these safety improvements as it relates to speed? The new striping configuration will slow people down.
- c. Councilor discussion
 - i. Councilor Hanson, climate change is a major issue and often gets lost in these transportation conversation; it is important for us not to forget the climate crisis. The City has gone through several public processes which have been approved, and we are so far from achieving what we agreed to do. It's time to stop planning and start doing. I'm excited about what we are seeing here. While we might not be able to perfect every issue, we need to move forward with something. Trying to clarify, what is this parking management plan? Nicole Losch, the parking management plan will identify what the current demands are and how we can better utilize

existing resources more efficiently. The goal is to preserve as much on street parking as possible and balance the safety of pedestrians and bicyclists. We can come to a later meeting to better describe the Parking Management Plan.

- ii. Councilor Tracy, we need to make sure we consider ADA spaces, more wheelchair accessibility.
 - iii. Councilor Paulino, from a traffic volume perspective, how will these changes affect traffic volume? I am concerned about traffic volume. How much impact will this have on volume and serviceability? Winooski Ave has approximately 13000 vehicles a day, the city initiated a phase one study which is available on the website, and vehicle traffic focused study is in this study. A common threshold is 20,000 vehicles per day a loss of vehicle lanes is when there are problems. Did you consider bus pull outs? We did, however it does not really help achieve the goals of this study. The DPW Commission will be involved with the parking management plan, because they have to approve regulatory changes.
 - iv. Councilor Tracy, when will south end striping occur? The striping will happen this year, most likely late Summer early Fall from Maple all the way to Pearl Street. The DPW Commission does not meet in August, we can find a date in August which should be able to move the striping ahead. Nicole Losch is adding language to the resolution to get striping done south of Pearl done quicker. Can we use quick build to move forward changes on Winooski and Main Street? Can we capture that in the resolution? Nicole will add that language. Who is going to do the vetting? We haven't fully vetted this out, there will be a much expedited review process. Is there anything we can do to make the Riverside and Archibald intersections safer? Both of these intersections are challenging. Perhaps a realignment at each of these intersection long-term, there is not allot we can do short-term.
- d. Motion on the Resolution to sponsor the work moves forward, this will be based on Nicole's work through the language with the TEUC. We will be adding language around 21-23, this is around the parking management plan, for the downtown section 26-30 we will add language prioritizing protection to walking and biking. Councilor Paulino will not support the resolution. Councilor Hanson, I support this because the status quo is worse than doing nothing; I know this will not be perfect. The resolution passes, Councilor Tracy and Councilor Hanson yes and Counselor Paulino no.
5. **FY21 CCRPC Unified Planning Work Program**
 - a. Nicole Losch, DPW
 - b. Motion to authorize local match requirements, the motion passes unanimously.
 6. **Adoption of 2019 VTRANS Town Road and Bridge Standards**
 - a. Laura Wheelock, DPW
 - b. Motion to sponsor adoption of VTrans standards, the motion passes unanimously.
 7. **Franklin Square Street Acceptance and Infrastructure Assessment**
 - a. Phillip Peterson, DPW
 - b. Communication submitted to the TEUC through a memo.
 8. **E-Bike Briefing**
 - a. Nicole Losch and Rob Goulding, DPW
 - b. This is an opportunity to find a more local company to do this work. What we've seen, a main reason OJO wanted to obtain Gotcha is because Gotcha is hooked into smaller markets. Our contract with Gotcha still makes sense, all signs are go from them. Is there still an opportunity for someone to form a cooperative? DO we have anything more specific? We were eagerly anticipating an April date; but we're not sure. No contract was signed; we did not sign due to escalated pricing and other issues with outdoor bike-shops. The company OJO, they only have three cities they are actually in; whereas Gotcha is scooters and e-bikes, so I am skeptical this merger means they will actually stick with what we want. Are we having an environmental impact by using these e-bikes? The way you make these things work is by tapping into the tourist market. Have there been any major changes? The escalating prices are a consideration, and this contract is year to year, so if we have a failure here or in other areas we can get out of our contract. We have many performance measures which will inform working with Gotcha as time goes by. Linka is an app which allows any bike to become shareable.
 - c. Informative, no action needed.
 9. **Next TEUC**
 - a. 3.17.20 at 5:30 pm
 10. **Adjourn**
 - a. Meeting adjourned at 8:50 pm.