



City Council - Transportation, Energy and Utilities Committee

Tuesday, February 27, 2024, 4:00 PM,

Join in Person: Front Conference Room, 645 Pine St. Burlington, VT 05401

Join via Zoom: <https://zoom.us/j/84603122855>

To call into the meeting, including to speak during public comment:

Phone: 312-626-6799, Webinar ID: 846 0312 2855

1. Agenda

1.1. Motion to amend/adopt agenda.

2. Adopt Minutes

2.1. Minutes of 1/23/24

3. Public Forum

4. Deliberative Agenda

4.1. GMT Fare Free Policy Review (Routes 11 and 8)

4.2. Shelburne St Roundabout Year 1 Evaluation

4.3. TDM Update

4.4. Bikeshare - Written Update

5. Director's Report

5.1. Battery Street Scoping Study Alternatives Meeting on March 13

6. Councilor Items

7. Next Meeting

8. Adjournment



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

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Councilor Mark Barlow, Chair, North District
Councilor Gene Bergman, Ward 2
Councilor Hannah King, Ward 8

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Transportation, Energy and Utilities Committee of the City Council
Tuesday January 23rd, 2024 – 4:00PM

645 Pine St – DPW Front Conference Room

–DRAFT MINUTES–

Chair Barlow calls meeting to order at 4:08PM

1. Agenda

Councilor Bergman moves to approve the agenda. Councilor King seconds. All in favor, passes unanimously.

2. Minutes of 1.9.24

Councilor Bergman moves to approve the minutes. Councilor King seconds. All in favor, passes unanimously.

3. Public Forum

None present.

Closes at 4:09PM

4. Main Street Great Streets Update

- Laura Wheelock

Laura Wheelock provides overview of project and outreach thus far. Parking and detour routes. Construction starting Feb 5th.

Councilor Gene Bergman – Questions about pedestrian (library route) and vehicle detours. Confirms outreach

Councilor Hannah King – What will Edmunds impacts be? Confirms they got outreach.

Chair Mark Barlow – Will closure have potential to extend?

LW – Not likely, limited scope here that is well understood.

GB– What about weather?

LW – They can continue work in cold as long as they are keeping materials unfrozen.

MB – Eclipse impacts?

LW – it is in contract as a holiday. Main St shouldn't have active construction at that time - Church St and Parking lot only.

Item closes 4:25PM

5. GMT FY25 Assessment and Fare Resumption

- Clayton Clarke

Clayton Clarke – Goes over fare status. See equity outreach [here](#). Ridership is still trending up post covid. Overall assessment up 4.1% over previous year. Goes over fiscal year budget for 2025 and Burlington's over payment for past 4 years. Goes over Fare Resumption plans and programs.

Chapin Spencer – Should there be a desire to adjust fare free designation TEUC will need to take to Council.

Councilor Gene Bergman – Would like to see numbers on ridership and how we can encourage increased ridership for TDM. Dollar for a ride does not change for short rides vs long riders which may need to adjust.

CC – this system will give us a better understanding of population that routes are serving to give us data to make informed improvements.

Councilor Hannah King – Have you experienced higher ridership when routes are free?

CC – We don't have real data to assess. During fare free time we have never gotten to peak fare ridership. We can't say if this is from fare rates or not. Short rides may decrease with fares.

GB – Open to this year returning to fares only if we have capacity and a commitment to look at TDM to see about maximization of ridership This data collected from cards will allow us to implement better fee structures in the future.

HK – Other communities in Burlington like new American communities – how is this info relayed to them? Is there translation services – how will they know about new payment structures?

CC – Translating multiple one-minute videos to show we are returning to fare and fee structure.

Partnering with community organizations for these communities to be partners.

MB – Very concerned about security described. Willing to advocate for importance at state level.

CC – Reached out and have no options for outside security with availability.

HK – What happens when this is an incident on a bus?

CC – First call is to supervisor. Then it is either deescalated or police are called. Then we determine if individual should be able to continue service.

GB – Can you provide a look at this year's assessment and what the increases are if we are to go away from fare so we can see what savings would be.

Item ends 5:14 PM.

6. Solar Ordinance and Rooftop Re

- William Ward, Permitting and Inspection Director

Chair Mark Barlow – September meeting we had South Burlington come and this is to follow up.

Bill Ward – Provides overview of Solar Ordinance, Planning and Zoning and Fire Department requirements.

Councilor Gene Bergman – Would like Burlington to be harmonious with South Burlington standards and understand where we are the same and different from.

Fire Marshal Matt Stone - Goes over state requirements.

BW – We can provide a written report with cross departmental input.

MB – We want to see where we can maximize our opportunity. If that is what So Burl has adopted, then we want to understand why we can or cannot do that. Or, if there are other ways or agreements outside of this to maximize rooftop solar, we need to understand obstacles.

GB – Need to look at other codes and give us a sense for a future regulatory system after we look at So Burl as a comparable location.

GB – How does this fit with neighborhood code Planning and Zoning is working on?

BW – Can follow up and TEUC with timeline.

Item ends 5:48 PM.

7. Director's Report

Chapin Spencer – Update on Wastewater Treatment Improvements.

Item ends 5:49 PM

8. Councilors' Update

None.

Item ends 5:49 M

9. Next Meeting 2/27/24

Potential to meet at 4

10. Adjourn

Councilor Bergman moves to adjourn. Councilor King seconds. All in favor. Meeting Adjourns 5:56 PM



Teamsters Local Union No. 597

affiliated with the

International Brotherhood of Teamsters

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OFFICIAL LOCAL 597 TEAMSTERS DOCUMENT

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CHAD BASSETTE

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Trustee

PAUL CROSS

Trustee

Dear Clayton Clark and the Transportation, Energy, and Utilities Committee of the Burlington City Council,

I understand that there is some tension about the return to fares in the City of Burlington and there seems to be an interest in creating two separate classes of customer and two separate classes of routes.

Back in the spring of 2020 we all agreed that for the safety of the drivers and passengers it would be safer for GMT to reduce fares to zero, a policy which was extended by the legislature, and later again by the company. This was done on an across-the-board basis to avoid any confusion or confrontation. For some of this time, there was a mask mandate implemented, which caused a great deal of confrontation on the buses, as handicapped passengers and children were not obligated by law to wear the masks while some people had a very strong preference not to wear them, which led to many altercations between passengers and drivers due to what was a confusing rule which many people felt was not being implemented properly or fairly. The mask rule was complex and difficult to administer.

I am sure that everyone knows that whenever there was any kind of dispute over fares prior to 2020 it ended up being the driver that was demonized and slandered by the newspapers and filmed and posted on social media like they are some kind of an ogre when they simply were enforcing rules promulgated by the employer and agreed to by the various agencies that GMTA works with that end up being confusing to some passengers because were, in fact, complex.

Further, complexity actually has a tendency to create problems where there need be none. I understand the community partners are not willing to fund the least complex fare structure, which would be fare free service as it would lead to spiraling cost increases on taxpayers. That is understandable. Complexity is not the friend of the employees at GMTA whose job is to safely deliver passengers to their destination in as timely a manner as possible. Complexity creates confrontation, as under federal guidelines the driver is obligated to at least make some small effort to enforce the bus company rules,

Teamsters, Chauffeurs, Warehousemen, and Helpers in the State of Vermont

which, as stated above, has consistently led to confrontation with a small percentage of the GMTA ridership.

These conflicts with passengers, which become more common and more inevitable as the complexity of your fare system increase, create a working condition that essentially constrains the drivers to enforce what will appear to be tyrannical rules and unequal conditions in different locations in the city. The conflicts which ensue cause drivers to take their focus off of calmly driving the bus and dedicate energy to deescalating situations that need not have happened. There are those in our driver workforce that have pointed this out to the company, and I hope that all the stakeholders will take the safety and wellbeing of the drivers and passengers into account as you work on creating a fare structure for the bus company, and that you will create something simple and easily understood by customers and drivers alike.

Respectfully,

A handwritten signature in black ink, appearing to read 'Curtis Clough', written in a cursive style.

Curtis Clough
President
Teamsters Local 597
1-802-522-4060



February 27, 2024

To: City of Burlington
Transportation, Energy, and Utilities Committee

From: Green Mountain Transit (GMT) 
Clayton Clark, General Manager

Regarding: Inquiry into GMT Assessment Overpayment
Proposal to Reduce FY25 Assessment to Burlington by \$72,435

Question:

Did the City of Burlington Overpay its FY21-FY24 Assessments to GMT Regarding Fare Free Service on the #11/College Street Shuttle, and Does the FY25 Assessment Require Adjustment?

On November 14, 2023, GMT received an inquiry from GMT Commissioner Chapin Spencer regarding Burlington assessments. A portion of the annual Burlington assessment is fare replacement for the Burlington portion of the #11/College Street Shuttle, which has traditionally operated fare free. With GMT extending fare free service to all urban routes, the question was asked if GMT over assessed the City of Burlington by continuing to include fare replacement in the annual assessment.

Background:

Fare free service on all urban, commuter, and LINK Express routes began March 18, 2020, and is scheduled to end on April 1, 2024. Fare free service was initially initiated as an infection control measure so that service could continue to operate during the early days of the COVID-19 pandemic.

In Fiscal Year 2019, the last full fiscal year before fare free service started, GMT collected ~\$2,000,000 in fare revenue on urban, commuter, and LINK Express routes.



The assessment for the City of Burlington includes a contribution towards fare free service on the first leg of the #11/College Street Shuttle. The City of Burlington's contribution towards fare free service from Fiscal Years 2021 to 2024 totaled \$336,693. These contributions have already been paid and received.

The assessment for the City of Burlington for FY25 includes a \$57,994 contribution towards fare free service on the first leg of the #11/College Street Shuttle. This contribution is scheduled to be paid by the City of Burlington to GMT by July 15, 2024. The GMT Board of Commissioners has already approved their FY25 budget, which includes this contribution.

In Fiscal Year 2023, the State of Vermont provided \$1,000,000 towards fare free service on urban, commuter, and LINK Express routes. In Fiscal Year 2024, the State of Vermont provided \$850,000 towards fare free service.

The Chittenden Area Transportation Management Association (CATMA) provided funds towards fare free service for their members, even though GMT was not collecting fares. During this same period, CATMA contributed \$300,725 to GMT.

No federal funds were provided to GMT for the purpose of offering fare free service, to include COVID relief funds. GMT used COVID relief funds to fill the gap between overall revenue and overall expenditures. This allowed GMT to operate a higher level of service than ongoing revenue would allow. GMT is projected to exhaust its reserve funds in late FY25 or early FY26. Without replacement revenue, significant service reductions will be implemented by July 1, 2025.

The GMT Board of Commissioners finalized the fare structure for the return of fares on November 21, 2023. The return to fare plan indicated that fares would apply to all urban, commuter, and LINK Express routes. The plan offered one exemption for fares on a single commuter route (116 Commuter) which is a shared service offered by Tri Valley Transit and GMT. GMT will not be providing fare free service on any of its urban routes after April 1, 2024.

Findings:

The City of Burlington paid for fare free service on the #11/College Street Shuttle as part of its assessment in Fiscal Years 2021 to 2024. GMT provided the service that was paid for, with the exception of April 1, 2024, to June 30, 2024.

At no point did GMT receive fare replacement revenue greater than projected loss of revenue from not collecting fares. GMT used the Burlington assessment, State of Vermont contributions, and CATMA's payments to decrease operating losses.



Conclusion

The City of Burlington was over assessed for FY24. It paid for fare free service on the #11/College Street Shuttle for all of FY24, and GMT will provide fare free service only for the first 9 months of FY24.

The City of Burlington will be over assessed for FY25.

To resolve both over assessments, the GMT General Manager will request the GMT Board of Commissioners amend their GMT FY25 budget so that the FY25 assessment for the City of Burlington is reduced as follows:

- The city will be credited with \$14,441, which reflects a return of FY24 assessment contributions for fare free service on the #11/College Street Shuttle from April 1, 2024, to June 30, 2024.
- The city will also have the FY25 charge of \$57,994 for fare free service on the #11/College Street Shuttle removed from its FY25 assessment.

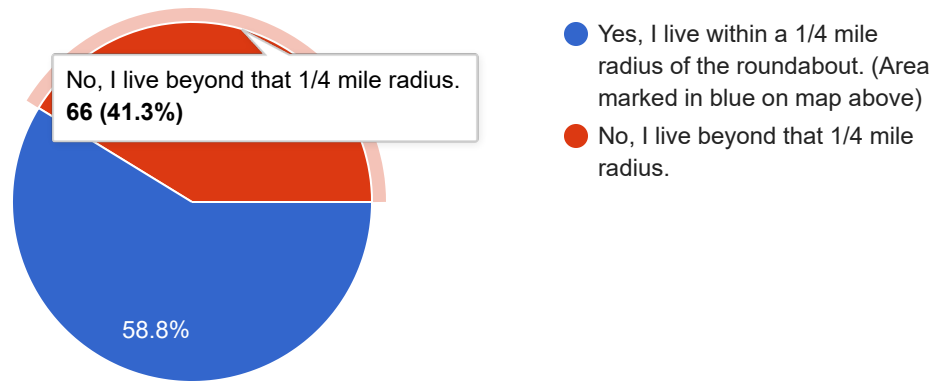
Shelburne Street Roundabout Evaluation

160 responses

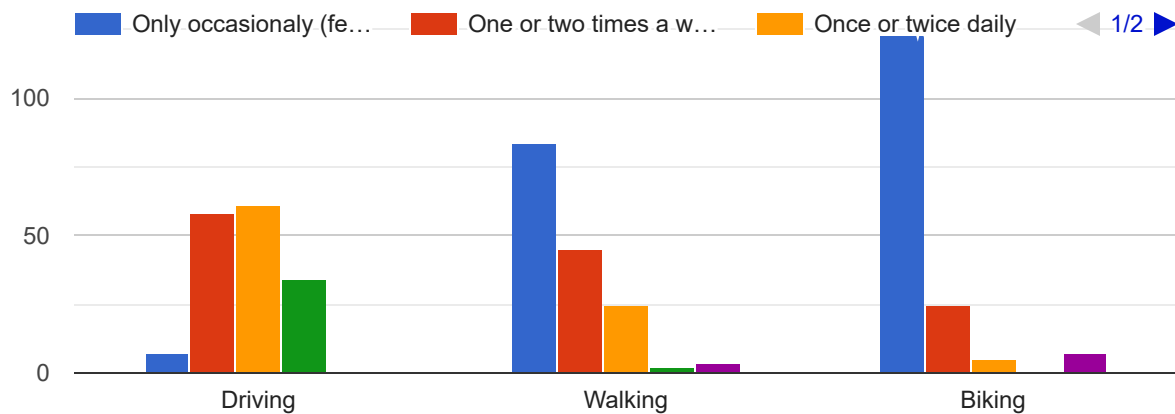
Are you an adjacent resident of the roundabout? (Area marked in blue below)

 Copy

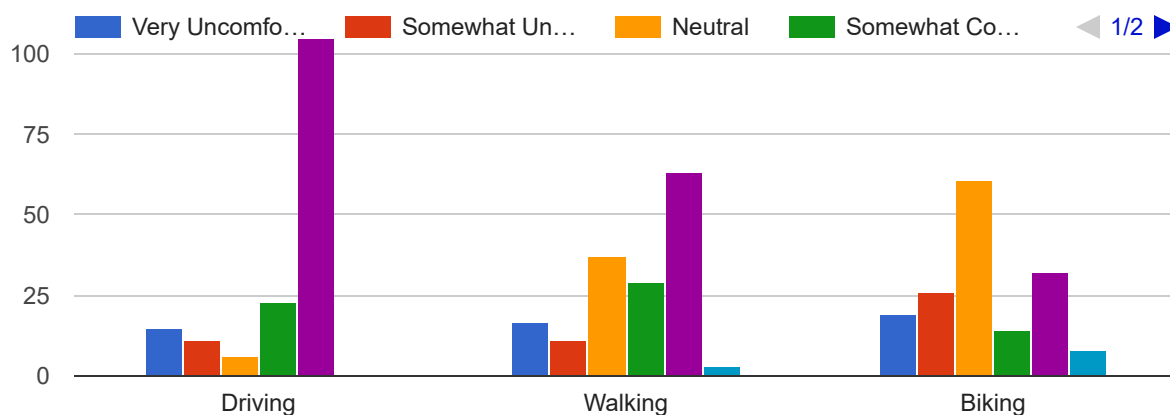
160 responses



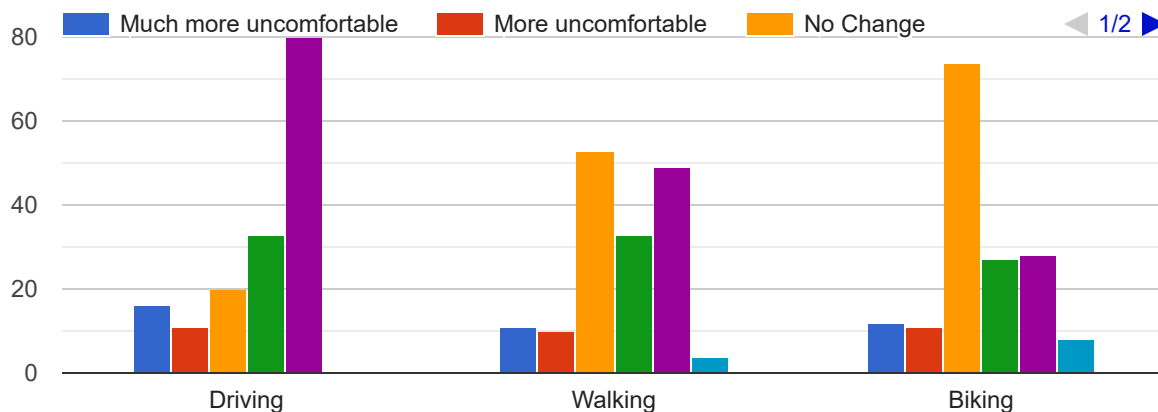
How often do you use the roundabout and by what means?

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How comfortable are you navigating the roundabout?

 Copy


How has the roundabout changed your comfort moving through this intersection?

 Copy


If you would like to tell us more about what makes movement through this roundabout comfortable/uncomfortable - please do so here.

112 responses

The roundabout both slows all traffic down and keeps it flowing. Impressive.

Lots of good signage. The walkways really make cars slow down so it's safe to cross.

Poor access to Ledge street

I feel that traffic flow is much better.

It gets dicey as cars squeeze into a single lane. Multiple near accidents

Lower speeds have made a huge difference with the added benefit of less ambient traffic noise

Old set up was rife with confusion

The roundabout feels narrow.

I'm just giving you the worst possible rating for biking because there is no way in hell I would ride a bike anywhere in Burlington.

It is so much safer and efficient. Thank you for this awesome change! A great improvement to traffic flow

love it, traffic is so much calmer, slower, and it feels more civil. My friend said she loves it so much she wants to write a poem about it.

Like the efficiency of not stopping

No matter which direction you enter from, it is completely clear who has the right of way. Pedestrian crossing lights are also great. So much safer for everyone

LOVE THE GRADING & LOW CURBS!!

Walking is more comfortable because there is more distance between the street and the sidewalk. Previously cars sometime drove onto the sidewalk on the southeast corner of Ledge Road and Shelburne Street. During the winter the sidewalk plows did an excellent job keeping the sidewalks open. When driving, it is now easier to exit both Ledge Road and Willard Street.

Great job finishing the project!

It is too big, unnecessarily so.

I like not having to stop and wait at a stoplight. It is always quick and easy for me to traverse this intersection.

Comfortable because everyone has to pay attention now, no matter if you drive walk or bike. Good lights, good crossing and the division is working well. Curbs at sidewalks are good, overall an excellent execution of a great plan. It also works well to have only low flowers in the centerpart, and not a tall sculpure, the visual field is good now.

It is now much more clear who has the right of way. In the previous rotary, this was unclear, especially as a driver.

People are starting to know how to use it so it is better.

I grew up in the area, so I never had a problem with the previous intersection, but I know it was incredibly confusing for visitors. I feel the new roundabout is much safer and more straightforward for all navigating it, contributing to greater comfort among all travelers.

Very well designed & executed.

I like the roundabout, great that it's finally come to fruition. Congratulations!

Everyone seems to know the rules, so there is no hesitation or confusion about who goes when.

I am much more comfortable walking and crossing the street with the roundabout than I was before.

I'm waiting for all drivers to understand how their supposed to drive around it.

I don't know if there is enough room for me to go on about how happy I am with the new rotary. I have lived on Ledge Road for 24 years, and have spent most of that time driving way out of the way to avoid that intersection, whether I was coming from Burlington or South. First of all, so many cars ignored the "rotary" sign and made hard lefts onto Shelburne and that always caused a panic when they were about to collide with people coming from downtown and trying to make the left onto Ledge. Secondly, making the left from Ledge was a terrible challenge. Cars heading north moved way to fast and during busy times, it was a terribly long wait to get past the intersection. Secondly, the bushes from the multi unit building where the "rotary gas station" used to be obscured any view of oncoming traffic. Crossing on foot took forever and could be terrifying. Each and every one of these problems is solved with the new roundabout. Traffic never gets clogged there. Traffic has slowed down considerably. Heading in any direction from the bottom of Ledge is easy as can be. I cannot state enough how very very happy I am. It is a major improvement in the quality of live.

Much easier to see any traffic hazards.

Ignore the above answers in terms of comfort. No change in terms of comfort.

Less wait time....much improved flow

Cars are going slow enough to see crossroad lights blinking

I have never walked or biked on the roundabout so all my answers are invalid

Fantastic improvement for the city and neighborhood

So easy now. Traffic flow so much better. No more waiting on Willard or Ledge to get onto Shelburne Road.

I think the roundabout is a massive improvement and helps the flow of traffic through the area, especially from willard onto the roundabout, compared to the traffic situation that was previously there.

It is now a raceway and drivers only focus on exiting the roundabout at speed. And the lead in from the south is extremely dangerous as drivers don't merge More signage and perhaps an earlier merge would be helpful

I just can't believe we spent all this money when all we needed was a traffic light on/off Ledge road.

Bike ways enter the roadway after the roundabout with no/little signage, road markings, or protection. Additionally, use of a bicycle on the SUPs is difficult when used to cross crosswalks given the tightness of the turns onto the crosswalks

Some people still seem perplexed on how to use it. I've seen a lot of people cut the roundabout by using the truck aprons. I've seen others yield while they are in the roundabout. If everybody uses it correctly it's very efficient and traffic does not back up.

Other drivers struggle to drive it safely; knowing when they can enter or entering too quickly. It's also difficult to tell when drivers are exiting because the circle is very small and few people use their turn signals to indicate they are exiting

Lines of sight are perfect

I think the traffic floww is smooth and quick. This has been a great change to the many intersections involved.

Overall the roundabout is a positive! It has slowed traffic into our road during busy times of day which helps with safety. However cars move very quickly around the roundabout and don't look

for pedestrians. I've seen a number of occasions where pedestrians would've been hit if they weren't prepared for the car to keep going. Typically this is an issue with cars exiting the roundabout. The constant movement is great for drivers but discourages them from pausing to check for pedestrians. Perhaps pedestrian crosses could have lights to alert drivers, or pedestrian crossings could be centralized to a few points of the roundabout rather than all exits.

No waiting. No one dashing out from So. Willard St. after the stop has delayed them for minutes.

Cars move a lot faster through the intersection than before. There is limited visibility for pedestrians because the signposts that have the walk button are on the left, blocking cars view of waiting pedestrians. I have almost been hit 3-4 times while jogging since the change. Also cars don't know how to navigate the intersection often, and are less predictable. Many stop short when approaching the intersection.

Just a word to say thank you. I love the roundabout - it has made a huge positive difference to this intersection. The whole project was carried out incredibly well and I am grateful to all the construction workers involved over the multi year project.

I notice that lots of people drive right over the roundabout not around it. I don't think that was your plan.

It's design and implementation is excellent

The middle is too wide and it funnels the cars into a tight space. Trucks and cars drive over the pavers as a result.?

Speed!

Assholes drive too fast, tailgate thru tight turns

Cars are paying attention because it is moving more slowly. It is easier and safer to walk through the intersection and it is easier to get out of our street (Adams Ct) because cars are going slower and let me in.

So needed. Night and day difference. Only improvement needed is biking signs/clarity.

It's so much safer and more logical than before and therefore much less dangerous.

It feels so much safer. Occ back ups but in general goes very smoothly.

Roundabouts are uncommon here and it seems most people don't know how to use them. People stop short at the yield signs or don't yield at all while others stop short with no yield

sign in order to let a car at a yield sign go ahead of them. I've seen many near accidents. It needs to be a normal intersection.

The problem is that Vermonters have never figured out what YIELD means. Most people come to a complete stop, with nobody else in rotary, others (esp. coming south from downtown) blast through the yield sign with zero regard for others in rotary. Finally, many drive through at about 3 mph.

improve/re-install pavement markings

Bike still go through the rotary rather than the path and people regularly enter and stop, which is concerning.

As a driver I love the predictability, as a walker I love the protected spaces and dedicated signal. As a cyclist it still feels like a deathtrap, but slightly less so than before.

Putting the emphasis on cars

I love the roundabout, but Vermont drivers are the worst drivers in the world and don't know what "Yield" means, so I am often faced with someone entering the roundabout when they should have waited for me to navigate around it, or they pull out in front of me when I'm in a turn.

I really only drive though, so this will just pertain to driving. I think the roundabout is a great concept and it works really well in this location. My only issue are the people that don't know how to use it. I use this roundabout two times a day at least and I usually have to worry about getting hit by people not yielding to the cars in the roundabout. There have been multiple instances of me having to slam on the brakes. I think the yield signs need to be more emphasized somehow.

Right turn onto Ledge Rd is very tight.

When heading North, the signaled pedestrian crosswalk is so close to roundabout that car stopping can easily be rear ended by car behind him in the roundabout

The crosswalk placement is genuinely terrifying to navigate

It's way better than before.

The roundabout is too narrow. I have no idea why you would build something so curvy that is not wide enough to accommodate snow. Given the way that the streets are maintained in Burlington (i.e., that snow is allowed to build up and is not removed immediately), it is unfortunate that you did not take that into account. The idea of traffic "calming" by making driving unsafe under normal conditions is a poor one.

As a pedestrian, cars do not always stop at the crossing south of the roundabout, despite the blinkers. They tend to come into the roundabout or exit the roundabout onto Shelburne St at

high speeds, making it more unlikely that they will yield in time. I wish there were more traffic calming measures in place south of the roundabout so that that stretch of road encouraged cars to slow their speed substantially.

More comfortable: The walk light stays on longer than before the roundabout.

(Sorry this form is hard on my phone. So out of order). One thing that scared the hell out of me was that I saw a woman almost get hit by a reckless driver. She was safely crossing (day time, regular pace, used flashing light) crossing from Union to the Realtor parking lot. The driver came through and didn't even slow down or notice. Not sure if a rumble or other mechanism would help. I cross frequently with my children so am a little worried about that crosswalk now. Otherwise I love the roundabout! Driving through it is nice and easy and traffic coming up through locust flows great! It also looks very nice! There was

The lighted crosswalk signal is a big improvement. When driving, it's more clear what the traffic pattern is from all directions.

The yeild sign coming from locust has not been replaced, the signage is awful, there needs to be better indication that people will have to zipper at the end of shelburne rd. Before the roundabout. Someone is bound to die in this intersection this summer. Disgustingly unsafe.

People don't yield. The turn up ledge road is right.

It created utter havoc for over a year while under construction. It did nothing to improve movement of traffic. What a waste of time and money

I never walk or bike through the circle so this survey will deliver an incorrect portrayal on that question.

Walking - only one way to watch for traffic. Driving easier to get on from side street

Traveling north, people merging from the lefthand lane aggressively

Very few vehicles are using indicators to notify other cars / pedestrians of their exit from the roundabout. This leads to delays and (dangerously) false entries when the entering drivers assume that roundabout traffic will exit clockwise of them. Some reminder signage "Indicators required to exit" might be helpful.

the drivers are ignoring the yield...especially y if you are rounding north on shelburne road to Christ the King- and they are entering from south- they don't yeild- almost an accident often

No designated route for bikers, when walking it's unclear if motorists will actually yield to a walker even if beacons are flashing

As a very regular walker, navigating the new roundabout feels so much safer than the old one!

Continual movement is great.

I love roundabouts!

I feel WAY safer turning onto Shelburne road from South Willard, it is just way way safer and less stressful. Also I see more pedestrians on the road.

It is such a relief not to be afraid of pulling out into oncoming traffic.

It is just a delight. It is very clear which cars are going around and where they are in the circle. So, it is obvious when it is safe for me to enter the circle. Making a right after coming down from Willard wins the most improved award. This corner was so difficult. It was a tough angle to see from and cars just seemed to keep coming. Having the circle creates order and clearly gives priority to cars that have been waiting.

I can't believe how well it works.

Traffic circles are great. There should be more of them.

No bike lane

It's too small and turning is too tight for many vehicles.

It's still a little scary to worry a few cars ignore the yield signs, but no one should be going so fast as to cause an accident no matter what.

I usually choose to bike by another route. Traffic on Rt 7 is more manageable in general.

The slower speeds and ped signals make a huge difference for us walkers.

Uncomfortable because of incoming drivers failing to yield to drivers IN the circle.

Cars traveling over 20mph entering the rotary as well as cars speeding as they exit well above the limit

The turn into the roundabout isn't curved enough to require people traveling N to S to slow down enough to yield to oncoming traffic in the circle.

It makes turning left onto Shelburne possible. Before I had to detour to Howard St. Also I no longer have to deal with backed up traffic on S Willard

It's too tight/close of exits so drivers are having to hammer on the gas or break to quickly

12 more responses are hidden

Do you have any other feedback regarding this specific roundabout project you'd like to provide the City of Burlington?

114 responses

The building process went smoothly despite being long and complicated. Very impressed by the whole project.

It was easier to use the way it was, with a stop sign before turning onto Shelburne. At least you knew what to expect.

While still not perfect for walking, it's such an improvement for traffic! So happy it's there.

Too many signs! The large number and size make the little flowers in the center look ridiculous. Step back and take a look. It's ugly and not appropriate for the prime entrance to our city. Now that drivers have become accustomed to using the roundabout I hope you will reduce to number and size of the signs. Speeds are so low they can't all be necessary

Southbound drivers don't consistently yield when entering the roundabout.

As a driver, it's very smooth. As a walker, not so much, it really feels as if drivers pay less attention to pedestrians. I avoid walking on the east side for that reason (only need to cross Locust Street that way).

This survey made no sense for someone like me who does not walk or bike the roundabout.

Great project! Thank you!

I think you should place a statue of Bernie in the middle after he dies

my other friend lives ON the round about and loves that people can cross safely now, and it went from 4 lanes flying by her house to two lanes moving at a much slower speed. She is estatic and feels her house gained value.

One sign needs to be turned around potentially? : coming south on So Willard, approaching the round about, the sign for Rt 7 is pointing to the left, which seems like Ledge Road. I think it needs to point straight.

Didn't live here before roundabout so my answers about the change don't mean anything, but do like it!

Probably the most essential and beneficial road project that has happened in burlington since I have lived here (16+ years)

Vehicles on Shelburne Street, particularly heading North, seem to be traveling way over the speed limit so that I'm concerned that there will be a crash as 2 vehicles try to merge into the

single lane.

Please change the Howard-St Paul stop light BACK to the timing it had during construction. The timing that it currently has makes no sense for the traffic going through the light from each direction.

I'm new to the area and as I live on Shelburne I'm thankful for the roundabout as it keeps traffic moving at a relatively slow pace.

I have never walked or biked through the area but drive through several times a week.

You had a great team working on the streets throughout the whole time, very patient people. Secondly, as much as I appreciate Public Art, please don't put anything in the center part of the roundabout, it will only confuse the visual field. It really should be clear like it is now in terms of seeing everyone, especially at night.

Thank you!

1) I would like to see better signage as you approach the roundabout, giving information about the streets you can access from the roundabout.

2) More roundabouts are needed across the city for safety and improved traffic flow. This will sometimes require uncomfortable decisions and landowner sacrifices.

Yes you need a better left turn down Gove Ct. right now to do it correctly I hold up all the traffic. If I pull up as far as I can and move to the left as far as possible people can race by me. Not a real comfortable choice.

It was a big project, and I'm sure it caused a lot of headaches, but I think the end result was absolutely worth it. It looks beautiful and makes me feel safer on the road.

I wish it had been built many years ago. No thanks to Bill Keough for blocking its construction for years!

Two minor quibbles: 1).It seems a little too small. 2).The narrowing of northbound traffic lanes from two to one is potentially dangerous - there's plenty of room on that footprint to keep two northbound lanes, one a straight shot up S.Willard. But overall, very positive. Thanks.

This is a great update!

The roundabout is a GREAT improvement to this once-scary intersection!

The way the 2-northbound lanes merge into one is not marked well enough. Not enough warning and barely visible roadbed markings. Overhead sign would be nice, but I realize that's much more costly.

did't I say enough?

No

It is ugly, too many signs.

One concern. I have twice experienced people driving with speed southbound on shelburne who failed to yield to me in the rotary...not sure if they didn't understand the right of way,...distracted driving etc. It perhaps appears to be a "straightaway " to them. Should a more obvious flashing yield sign be added, perhaps a curb diversion....New Jersey type barrier to swing them left then right more into the rotary,,,I'll take the over on more than one collision a month...which is an improvement from the past. Happy to discuss. Steve contompasis 35 ledge rd. 8025788110

I wish the northbound right lane stayed until Ledge Rd. This isn't the preferred through street, but it is a through street. Having to merge before then turning right adds a stressful moment in navigating this area. I also think drivers accelerate (speed) to merge in the 2 lane-to-1 lane area, but I don't think there is any good way to change that.

Some cars heading west on Ledge road think they are part of the roundabout.

Potential issue with crosswalks backing traffic into flow of roundabout.

You did an excellent job.

Still, some people have no idea how to navigate the roundabout and stop before entering it, even though there's no traffic. I really wish more people would pay attention to how to utilize a roundabout.

Walking and riding a bike through are both terrifying.

a giant waste of taxpayer money.

High speeds of vehicles on South Union coming off of roundabout

We need the occasional police presence in the area to catch people who cut the roundabout, similar to how we used to have the occasional police presence to deter speeding on Shelburne Street. Also, what's the monument base for? Will the residents who live by the roundabout have any ability to block future monuments from being installed?

Thank you! It's a big improvement!

It feels like it has slowed down traffic during peak times. I will sometimes wait in a line for 6-8 cars during rush hour, waiting to move through the intersection (I drive the St. Paul to Shelburne road route).

Love it. Much more comfortable

It is great. I live on Howard Street. I've been in Burlington for 50 years. And I have to commend the construction process. SD Ireland rocks.

Although this has slowed traffic overall, cars still move through our neighborhood at a dangerous speed. (40-50) Many of us have blind driveways which make pulling out dangerous. Anything to reduce the speed would still be a big help! Another thought- adjusting street parking zones to increase visibility as cars exit the roundabout would also offset this problem (this is an issue mostly on the entrance of south union street). Appreciate you checking for feedback! Overall I'm pleased with the improvements to the roadways from this project.

As cars are moving faster, especially north on Willard, it would be great to provide speed bumps or some type of geometric obstacle to bring cars to within the posted 25mph limit.

It would be nice to have something attractive in the middle. Maybe a welcome to Burlington sign. I love this city and have lived here for 30+ years. Keep making these kinds of improvements. So great!

You didn't plant enough trees to replace all the ones you removed; the trees you planted are so small it will be decades before we get back the tree canopy you removed. You aren't watering the trees now and they need it. They will die if you don't water them.

Thank you! We have lived next to this intersection for more than 10 years. We have commuted in multiple directions through this intersection over that time. It is so much easier and safer. Even though traffic flow is smoother it seems as though cars are more likely to follow the speed limit now that they are exiting the rotary.

You all did a great job. The design works well, it keeps traffic moving, is safer, and was completed ahead of schedule.

Intended to be a gateway project, I'm disappointed in the lack of maintenance when it comes to signage problems. Over a month ago, I completed a SeeClickFix report to note that a Yield sign had been struck and removed (Locust St.), with the support pole bent over. No action yet. Another Yield sign (Ledge St.) is now tilted over, and has been for at least a week. Pretty disappointing to see the lack of attention to these issues, as I would imagine DPW vehicles move through the intersection every day. These aren't just aesthetic matters, but safety issues. Additionally, a number of construction signs were never taken down, adding to unnecessary visual clutter in the surrounding neighborhood. Also, the paint that was apparently hurriedly applied to the crosswalks and/or at temperatures too low for proper adherence has largely peeled off, sometimes in large swaths that remain as unsightly trash in the green strip, but mainly in small pieces that continue to break down and have scattered well beyond the project location. Some of this paint will undoubtedly end up in the stormwater system downstream of the chamber and ultimately in the lake. I really hope a more durable solution is put in place this construction season and some measures taken to clean up the mess. Lastly, I'm curious about some of the sign layout decisions, which ask a lot of the driver approaching the intersection, add a lot of visual noise, and in at least one instance might be obstructed in the future by a tree planted some feet in front of them (I-189 / US-7 sign on southbound approach on

Shelburne St). All in all, while it's a well-functioning intersection in my opinion, it is far from well maintained or aesthetically exceptional.

There is so much signage, it is a distraction. Also, you did not make it pretty in the middle. It takes away from our neighborhood.

Consider adding "speed limit/ your speed" digital alerts.

Too steep if you need to get up over the center ring to get out of the way of someone entering the ring and not yielding

Well done!

Many vehicles ignore the actual lane and drive on the center of the island

Great job. So much better. The traffic calming spillover effect is also appreciated

Thank you for this great improvement!

I haven't dared bike through it, still seems a bit sketchy for bikes.

It has made that area much uglier due to the removal of the big walnut trees. While obviously the circle itself can't have trees, I wish we could at least have some sizeable trees re-planted in the corners!

People need to be educated much more on how a rotary works. Also, why the hell do VTers - out of all other drivers in the world - think that when their lane ends (ie coming north on Shelburne St) that they have the right-of-way over those already in the through lane?! I live within eyesight of the rotary, and see very few drivers who follow either the law, the rules-of-the-road, or common sense, when driving through the project.

Love it. Thank you for doing it. Vast improvement!

improve/re-install pavement markings

Parking has been much worse since the project and more spaces were taken away than we were told. Very frustrated and waiting for the town to do something about this on Locust street

Thanks for doing this! Now we can move on to the road diet for Shelburne road, right?

well done

The project itself turned out really well, even though it was VERY DIFFICULT as a neighbor of the project living in the immediate area last summer. What ruins the roundabout are drivers who drive around it, over it, through it...on portions where they don't belong. I saw their tire

tracks in the snow all winter...going around and around in circles in the inner portion of the roundabout, day after day....and these were not the tracks of big trucks that couldn't use the outer portion of the roundabout because they were too big. There really should be cameras that monitor how many pickup trucks ignore the yellow line and just drive wherever they damn well feel like it. Then these idiots should be given tickets for ignoring the rules of the road. Basically, the roundabout has calmed some of the speeding in the area, which is a very good thing and much appreciated.

Just please make sure drivers know to yield to cars in the roundabout. Thank you

It was really sad, to drive on the roundabout for the first time or even walk through it, which I do much more regularly as a member of this community who has been here throughout all of the construction. I understand that in most cases a properly placed roundabout is much more safe than a four way stop especially residential neighborhoods, but come on. Its so poorly constructed and placed, that I can't imagine Burlington will be seeing any of those benefits. As a young adult I can't imagine how much money was sunk into that roundabout that I haven't heard a single good word about, instead of going to other traffic safety matters in Burlington.

The amount of time the project took and the disruption to the neighborhood was excessive. I had more than one instance of contractors driving in an unsafe way (on phone, not looking as they went through the park while people, including me, were walking near by. The flowers are pretty. But they were pretty before.

It's a net positive for this intersection, for sure, but it still doesn't always feel safe to be a pedestrian or cyclist in this area.

Cars are going slower than before the roundabout, at least most noticeably the inbound ones. I can't drive or bike - the question about how often could be better worded to add never.

I like the roundabout but think there should be two lanes instead of one when heading north. The current lane has all cars that are going to Rte 7&2 and to Saint Paul St. When Shelburne Road is busy, it gets backed up there.

Is there a better form system to use? This is a little bulky (not sure if my above feedback made sense)

The roundabout has improved the flow and maintains a moderate speed of traffic that is appropriate for this residential area. I will submit comments separately on the community and safety challenges of many vehicles racing upon exiting the single lane in the roundabout and entering the oversized two travel lanes heading south between the roundabout and traffic signal at Prospect St. This section of Shelburne St. should be a single travel lane in each direction with a center turn lane for consistency with the roundabout traffic flow and the residential and school zone nature of this area. Unfortunately, many take the two-fold increase in travel lanes here to mean this is essentially an acceleration area and an extended on-ramp to I-89.

There need to be more speed traps and speed limit signs on locust!!!!!!! People go 35-50 on any given day. Pretty horrifying for a road with a park and a school. We have a joke in my household that it's a good day when someone doesn't come close to hitting the car in the roundabout. It is insane that tractor trailers take locust street though the roundabout daily. Living half way down locust street, I feel as though my safety had significantly decreased since this project. Hopefully something can be done before summer, when hundreds more walkers and bikers will be using the intersection.

Pedestrian safety is much improved but drivers don't always abide by the rules.

I am appalled that such an enormous amount of tax payer's money went into this. Burlington has far greater and more serious needs that supersede a roundabout. Like more police protection and more funds to the police, money towards abuse disorder treatment and mental health treatment. Shame on Burlington for allocating that amount of money to a roundabout when the city is literally falling into shambles. .

Good job! Nice work.

It still feels a bit barren -- nicer landscaping / more native plantings would be appreciated!

This is a great solution.

People leaving the roundabout southbound accelerate beyond the speed limit

Coming down Ledge road at evening rush hour, it can be difficult to get onto Shelburne Rd before the roundabout because of traffic. Overall the roundabout is a great improvement over what we had before.

Time to remove the "Road Work 100 ft" bright orange signs.

built well

Bus riders like myself have a much longer walk from rotary to nearest bus stop north of rotary.

On-street markings didn't hold up over winter and need to be refreshed.

I live on Adams Court and received the regular email updates throughout the whole project. These were super helpful and I was very impressed with the communication efforts. The workers were kind and responsive to our Adams Court needs.

My only difficulty has been where the bike lane re-enters the roadway on the southbound side of the rotary. It seems to enter the roadway at a point where there's not really space for a bike lane, so I wait until Gove Ct. Other than that, well done!

The amount of signs on the roundabout is overwhelming... but I get it

Thank you thank you!! Despite all the construction and closed roads, it was communicated well and didn't drag on and on! Well managed! It is a vast improvement over the previous intersection which was so dangerous. People generally drive slower now and I think people are getting used to yielding to people already in the circle, although some just enter despite all the signs.

The only other feedback I would say is it would be great if the lines including crosswalks could be repainted, many are already fading. Additionally some signs are getting damaged but not replaced.

The curbs turning into our property at 100 Shelburne is hard to maneuver and has blown out our tenant's tires twice. The curbs need to slant down into the driveway.

It's pretty too. Kudos to everyone.

Please paint lines showing where the northbound right lane on Rt 7 ends. A lot of people wait until the last possible second to merge, then have to be jerks about it when they do.

Nice job all around. The traffic flaggers for Ireland did a great job of managing the traffic during construction. They were very friendly.

Who is taking care of the trees? Two crab apples were not replaced in the park on Locust where there was a construction staging site. Trees are very small!!!

It would be good to have signs that say "Yield to traffic in the circle" or "Traffic in the circle has the right of way" because some people don't know how traffic circles work. There are the few cars that don't give way when entering or give way while in the circle which you need to look out for. An education program or very clear signs would be helpful

Occasionally an entering driver thinks they have the right of way

I think you've created a bigger problem than what was there before.

I LOVE it. SO much easier to get where I'm going!

More public education on moving through roundabouts. I've seen people stopping more than once at the access to the roundabout, with no traffic in roundabout - this nearly caused collisions. The more there are the better we will all be.

Install Stop Signs with more police enforcement.

The paint used on cross walks etc has largely been scraped off by plows so should be remedied - and lane signage for cars approaching from the south needs to be more clear - especially given the tendency for traveling above the speed limit.

14 more responses are hidden

Google Forms



Memo

Date: February 27, 2024

To: Transportation, Energy and Utilities Committee

From: Laura Wheelock, P.E., Senior Public Works Engineer
Julia Ursaki, P.E., Public Works Engineer

Subject: Shelburne Street Roundabout Evaluation 2023 (year 1)

SUMMARY

This memo provides traffic data, crash data, and public input to evaluate the functionality of the Shelburne Street Roundabout based on DPW's evaluation plan, as requested as requested by City Council in their February 2009 resolution. DPW and the Chittenden County Regional Planning Commission (CCRPC)'s presented the evaluation plan Shelburne Street Roundabout evaluation plan to the TEUC on October 19, 2022.

Based on this data, the Shelburne Street roundabout is functioning well, with acceptable levels of service and queueing, and positive public input. This data does not show a need to expand or change the roundabout as constructed.

TRAFFIC DATA

Traffic data will be collected at the roundabout annually until 2 years after the completion of the Champlain Parkway.

Side Street Delay (Seconds and Level of Service) | Benchmark: side street delay is LOS E or better

Street	July 2023	
	Sec	LOS
Adams Ct	32.6	D
Gove Ct	10.7	B

Side street delay is the average time a vehicle waits for an acceptable gap in traffic to turn onto the main road (Shelburne Street). In 2023, side street delay for both Adams Court and Gove Court were acceptable levels of service. This does not differentiate between people turning left or right.

Peak Hour Volumes (Vehicles/hour) | Benchmark: compare traffic forecasts to current volumes

Street	Expected 2013	Expected 2033	July 2023
Shelburne St	1196	1232	691
St Paul	892	711	550
S Willard St	239	246	213
Locust St	111	114	148
Ledge Rd	Not included		75

The peak hour for all approaches occurred during the afternoon, between 4pm and 6pm. While most approaches had volumes that were relatively close to the expected volumes, the 2023 peak hour volume on Shelburne Street was notably lower than the forecasted volumes (only 56% of the volume expected in 2033).

Average Daily Traffic (Vehicles/day) | Monitor daily volume annual changes

Street	June 2023
Shelburne St	14,254
St Paul	9,741
S Willard St	5,379
Locust St	2,042
Ledge Rd	1,194

Pre-construction daily traffic data from this intersection is not available. DPW is monitoring daily traffic volumes starting in 2023 to track traffic volume changes at the roundabout, especially as sections of the Champlain Parkway open.

Approach Speeds (miles/hour) | Monitor speeds compared to posted speed limit of 25mph

Street	June 2023	
	Average Speed	85th %ile Speed
Shelburne St	22	26
St Paul	27	31
S Willard St	30	35
Locust St	22	25
Ledge Rd	27	34

Pre-construction speed data at this intersection is not available. DPW started monitoring speeds in 2023. The 85th percentile speed is the speed at which 85% of vehicles are travelling at or below.

Speeds on Saint Paul Street, South Willard Street, and Ledge Road are above the posted speed limit, with the highest average speed and 85th percentile speeds on South Willard Street. Speeds on Locust Street and Shelburne Street are generally at or below the speed limit. DPW will continue to monitor traffic speeds over

time as drivers become more accustomed to the roundabout. If higher speeds persist on approaches to the roundabout, DPW will put that street into the Traffic Calming program.

Queueing (vehicles) | Benchmark: compare existing queues to expected queues from traffic forecasts

Street	Expected 2013	Expected 2033	July 2023
Shelburne St	20	23	12
St Paul	5	13	9
S Willard St	5	6	6
Locust St	2	2	4
Ledge Rd	Not included		3

Queueing at the roundabout in 2023 is similar to the expected queueing, except for the Shelburne Street approach, which has much shorter queues than forecasted. As shown above, the peak hour volume for Shelburne Street is also nearly half of what was forecasted, and it makes sense that the existing queueing is also about half of what was forecasted.

CRASH DATA

Post-construction crash data will be reviewed annually for 5 years.

Annual Crashes | Benchmark: compare 5 years of pre-construction crashes to 5 years of post-construction crash data

	Total Crashes	Serious Injury		Fatality		Involving Bike		Involving Ped		
		No.	%	No.	%	No.	%	No.	%	
Pre-Construction										
2015	7	0	0%	0	0%	0	0%	0	0%	
2016	11	1	9%	0	0%	0	0%	0	0%	
2017	12	2	17%	0	0%	0	0%	1	8%	
2018	12	0	0%	0	0%	0	0%	0	0%	
2019	12	0	0%	0	0%	0	0%	0	0%	
Post-Construction										
2023	9	0	0%	0	0%	0	0%	0	0%	

This crash data includes all reported crashes within 500 feet of the roundabout.

There were nine crashes within 500 feet of the intersection in the year following the opening of the roundabout. None resulted in serious injury or fatality, and none involved our bicycles and pedestrians. With only one year of post-construction crash data to compare to the pre-construction data, it is too early to discern other crash patterns at the intersection.

PUBLIC INPUT

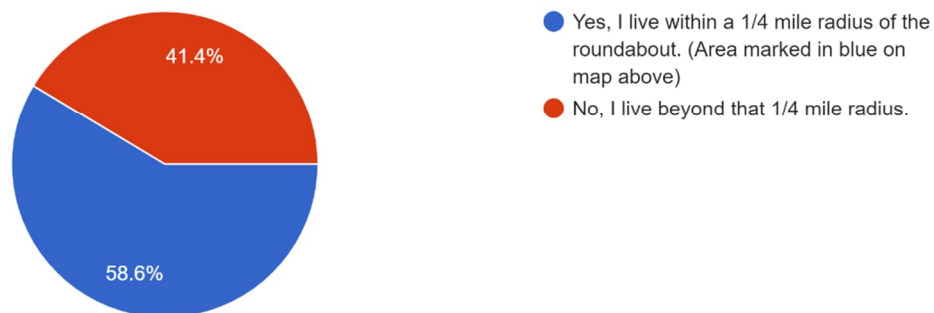
Public input will be collected three times following the opening of the roundabout (6 months, 18 months, and 30 months after opening).

Given the largely positive response to the roundabout opening, DPW is proposing to adjust the evaluation plan and only collect additional public input if traffic data is showing any issues that would lead DPW to consider making changes to the roundabout. This is to avoid engagement fatigue in the neighborhood. We understand it can be frustrating to answer the same questions multiple times within the same year, and want to solicit meaningful input when we ask for it.

DPW staff opened the survey in April 2023—six months after the completion of the roundabout in November 2023--and closed it in July 2023. Information about the survey was posted on Front Porch Forum and the City website (<https://www.burlingtonvt.gov/DPW/ShelburneStreetRoundabout>). Additionally, DPW staff posted approximately 500 fliers at residences located within a quarter of a mile of the roundabout. The survey received 157 responses.

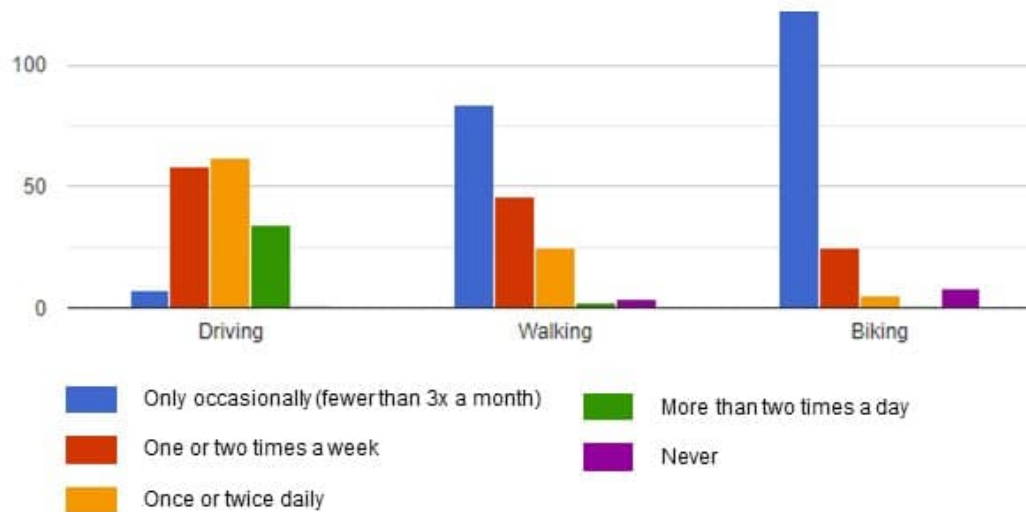
Are you an adjacent resident of the roundabout? (Area marked in blue below)

157 responses



Travel Mode

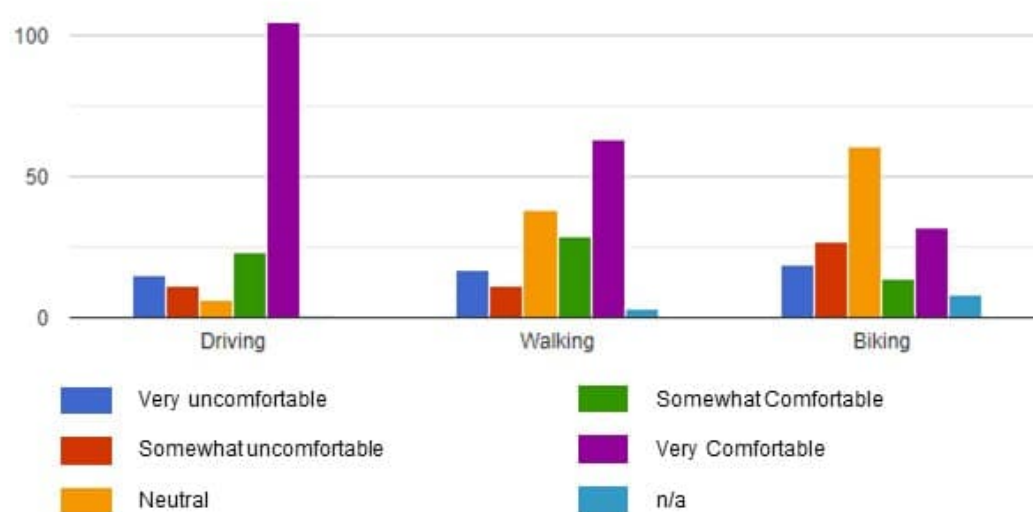
How often do you use the roundabout and by what means?



While a majority of respondents drive through the roundabout daily, most respondents also walk or bike through the roundabout at least a couple times per month.

Level of Comfort by Travel Mode

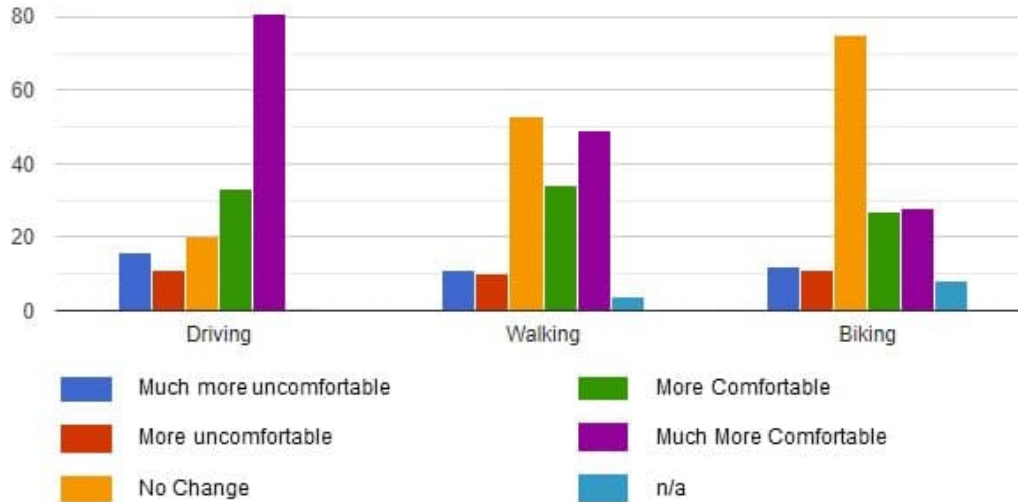
How comfortable are you navigating the roundabout?



When the public was surveyed regarding their comfort navigating the new intersection, drivers were the most comfortable. More pedestrians and cyclists presented more neutral reactions to its reconstruction. 82% of drivers reported feeling comfortable or very comfortable navigating this intersection, while 59% of pedestrians, and 29% of cyclists surveyed did.

Change in Level of Comfort by Travel Mode

Has the roundabout changed your comfort moving through this intersection?



Fewer than 17% of respondents said the roundabout made moving through the intersection more uncomfortable, whether driving, walking, or bicycling. Respondents identified that the roundabout brought the biggest increase in comfort for driving, and an increase in comfort walking. Almost half (48%) of cyclists said the roundabout did not change their level of comfort, compared to 34% of pedestrians and 13% of drivers.

When asked what made this intersection feel more or less comfortable (optional question), respondents said that yielding behavior (14%), traffic flow (14%), bike safety (8%), and pedestrian safety (8%) were all factors. Example responses are included below:

Yielding Behavior

"Some drivers don't seem to understand who has to yield and who has the right of way. Larger signs could help."

"My only issue are the people that don't know how to use it. I use this roundabout two times a day at least and I usually have to worry about getting hit by people not yielding to the cars in the roundabout. There have multiple instances of me having to slam on the brakes. I think the yield signs need to be more emphasized somehow."

Traffic Flow

"The roundabout both slows all traffic down and keeps it flowing. Impressive."

"Cars are paying attention because it is moving more slowly. It is easier and safer to walk through the intersection and it is easier to get out of our street (Adams Ct) because cars are going slower and let me in."

"There is a natural flow of movement now, whereas before it was sheer confusion."

Bike Safety

“My only difficulty has been where the bike lane re-enters the roadway on the southbound side of the rotary. It seems to enter the roadway at a point where there's not really space for a bike lane, so I wait until Gove Ct. Other than that, well done!”

“Previously as I walked or biked, I knew there were 3 stop signs where drivers would stop before heading into the old roundabout. with traffic flowing from all five streets, as I walk or bike I am more careful since traffic may not stop”

Pedestrian Safety

“No matter which direction you enter from, it is completely clear who has the right of way. Pedestrian crossing lights are also great. So much safer for everyone”

“As a pedestrian, cars do not always stop at the crossing south of the roundabout, despite the blinkers. They tend to come into the roundabout or exit the roundabout onto Shelburne St at high speeds, making it more unlikely that they will yield in time.”

Other Open-ended Feedback

Additional sentiments expressed in the open-ended comments section show how roundabouts have a very polarizing public perception. However, a majority of the open-ended comments were positive. There was no negative feedback regarding traffic flow or queueing. Feedback about driver education/behavior and signage was provided, and as Vermonters become more accustomed to driving through roundabouts, we expect that this will be improved.

ATTACHMENTS

Attachment A: 2023 Public Input Survey Results

February 27, 2024

Transportation, Energy and Utilities Committee

Transportation Options Study
(TOS)
City of Burlington

Charles Dillard, Office of City Planning

Agenda

- 1 Project Overview
- 2 Key Findings to Date
- 3 Best Practices
- 4 Next Steps



Project Overview



What is the Transportation Options Study (TOS)?

The Citywide Transportation Options Study is a project led by the City of Burlington's Planning Department in close coordination with other city departments to assess existing and previous TDM programs in the city and recommend approaches the City may take to build on those efforts.

The study is the product of a 2021 City Council resolution.



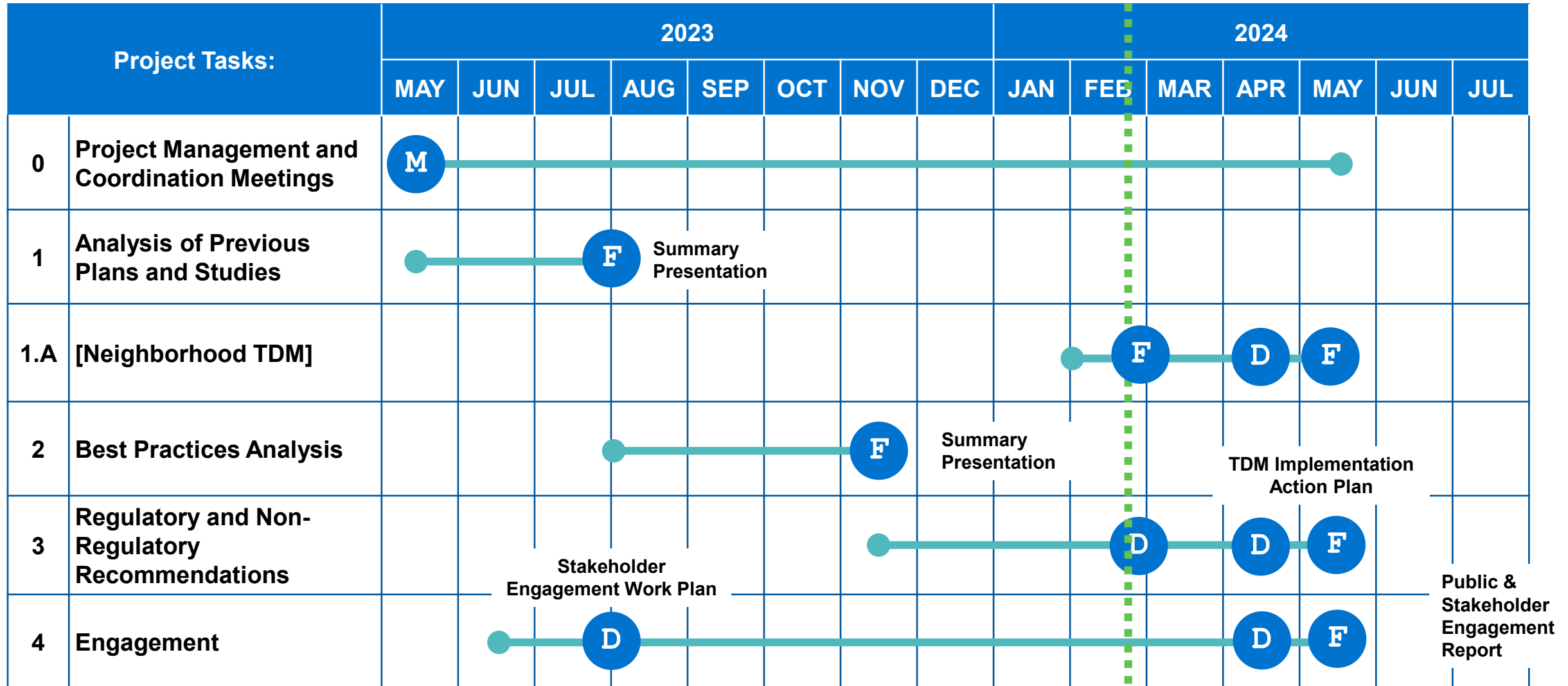
What is the Transportation Options Study (TOS)?

The goals of the TOS are to:

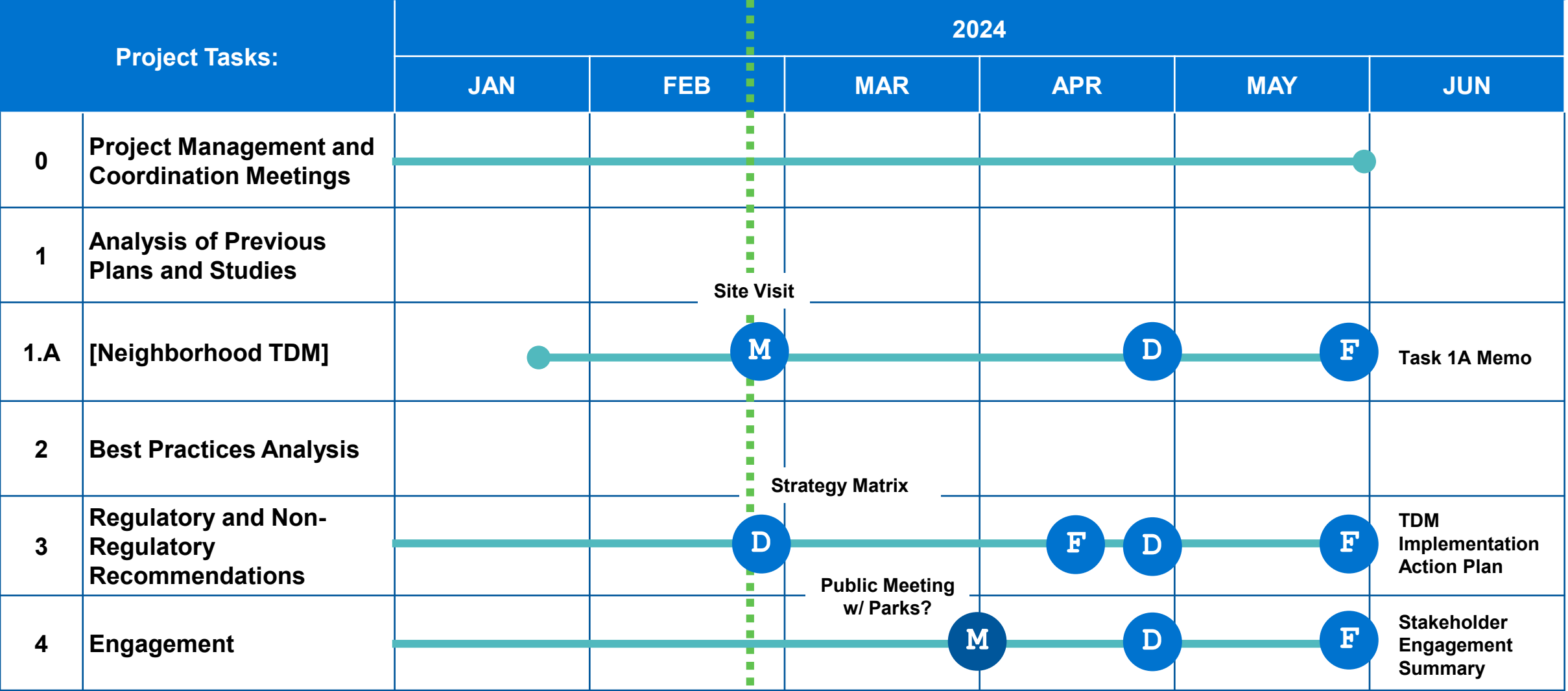
1. Evaluate existing/previous TDM efforts
2. Develop recommendations to advance Burlington's TDM goals
3. Extend TDM in Burlington beyond the development code/process
4. Explore models for neighborhood-based TDM



Schedule Updated 2.20.2024



Schedule Updated 2.20.2024



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Phase 1 Key Findings
Stakeholder Engagement
+
Existing Plans, Programs and
Regulations



Key findings – Phase 1

1. **Climate resiliency** is a top priority citywide, and TDM could be a key tool for addressing climate goals and reducing emissions.
2. Many community travel needs are not addressed through the current development-focused TDM approach, including **equitable programs and services** that benefit service workers, low-income populations, and new immigrant communities.
3. **Limited partnerships and communication** between local and regional TDM stakeholders has made it difficult to create cross-structural programs, which is the best way for TDM to be effective. Better regional collaboration could amplify the impact of existing TDM programs and create opportunities for new ones.
4. Most workers in Burlington **drive-alone**, but rates of multimodal travel are high compared with regional and state averages.
5. **GMT plays a critical role** in providing TDM services and non-driving transportation options in the region. There are opportunities to build and facilitate stronger relationships between GMT and other TDM stakeholders, including developers.
6. **CATMA plays a critical role** in managing and facilitating TDM in the region, but limited funding, staff resources, and opportunities for collaboration are obstacles for broader success.
7. Developers are interested in moving TDM strategies forward, but lack **resources, partners, and experience** to help successfully implement TDM and achieve meaningful results.
8. The City has made progress towards parking reform, but the **availability of cheap and/or free parking** continues to incentivize driving.
9. **Funding sources for TDM in Burlington today are limited.** Consistent and sustainable funding is essential for TDM success.

Stakeholder Interviews

- Interviewees represent the following stakeholder group types:

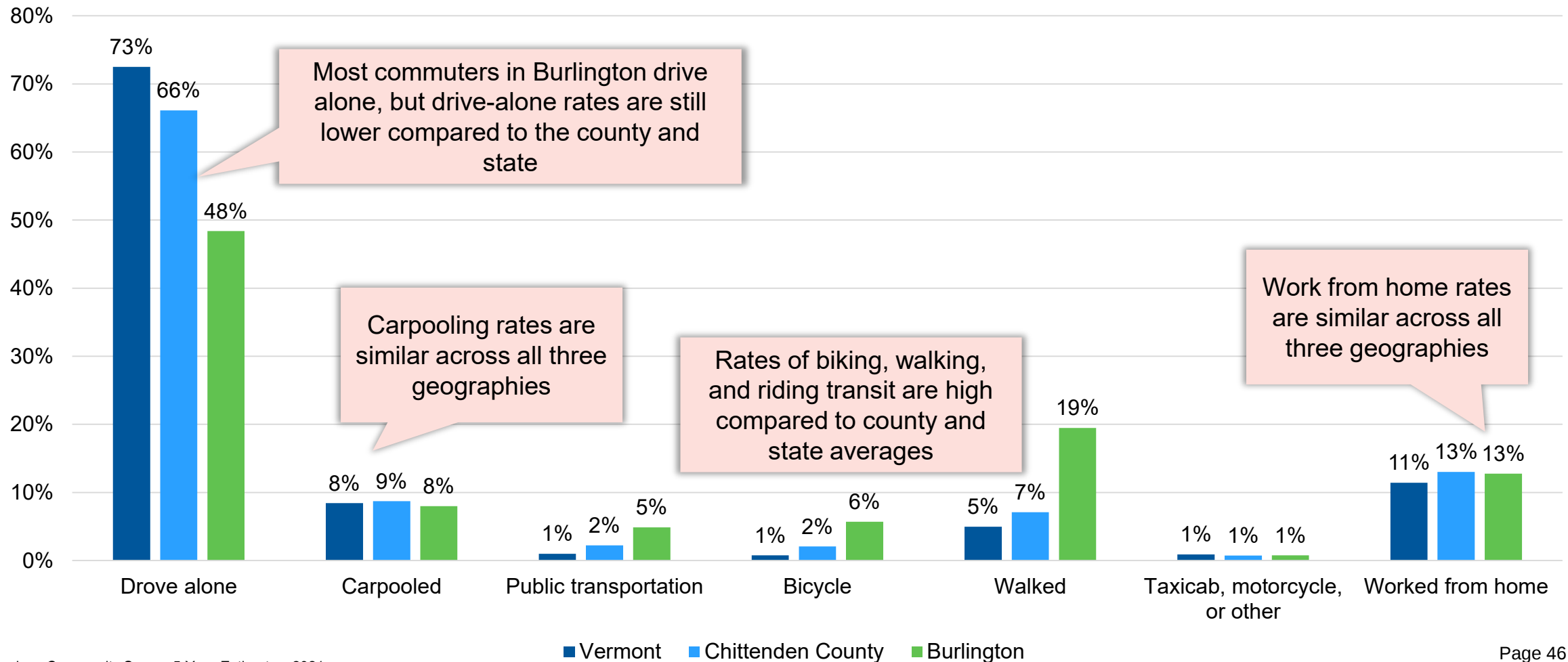
- Underserved Communities
- City of Burlington/CCRPC staff
- Developers
- Residents and Tenants
- Employee Groups
- Employers
- Cyclist/Pedestrian Advocacy

- 16 Key Topics

- Comfort and confidence in using **bike infrastructure** (23 comments)
- Knowledge of bike maintenance (2 comments)
- **Education** about multi-modal transportation options (19 comments)
- **Safety** (34 comments)
- Underrepresented Population **Inclusivity** (37 comments)
- Multi-modal infrastructure as **organizational efficiency** opportunity (11 comments)
- Multi-modal infrastructure as **community-building** opportunity (29 comments)
- Opportunity for future collaboration (40 comments)
- Need for **regional connectivity** (18 comments)
- Bike theft and storage **security** (24 comments)
- Improved **multi-modal network** (34 comments)
- **Perception** of alternate transportation (34 comments)
- **Cost** of time and/or money (19 comments)
- Alternate TDM-related strategy suggested (25 comments)
- Concern specifically about **bus fare cost** (22 comments)
- Access to affordable food, groceries, vets, medical care or other important services (1 comment)

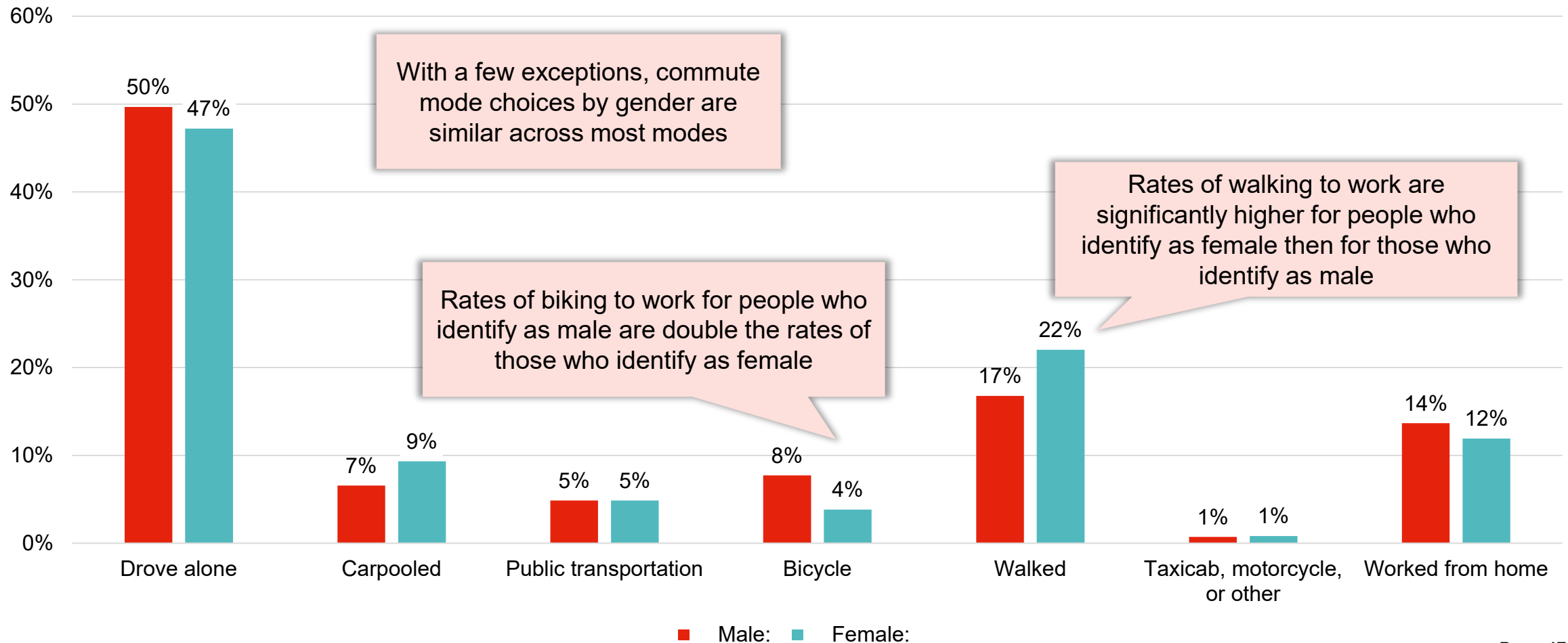
Transportation Options in Burlington Today

Commute mode by Geography (2021)



Transportation Options in Burlington Today

Commute mode by Geography (2021)

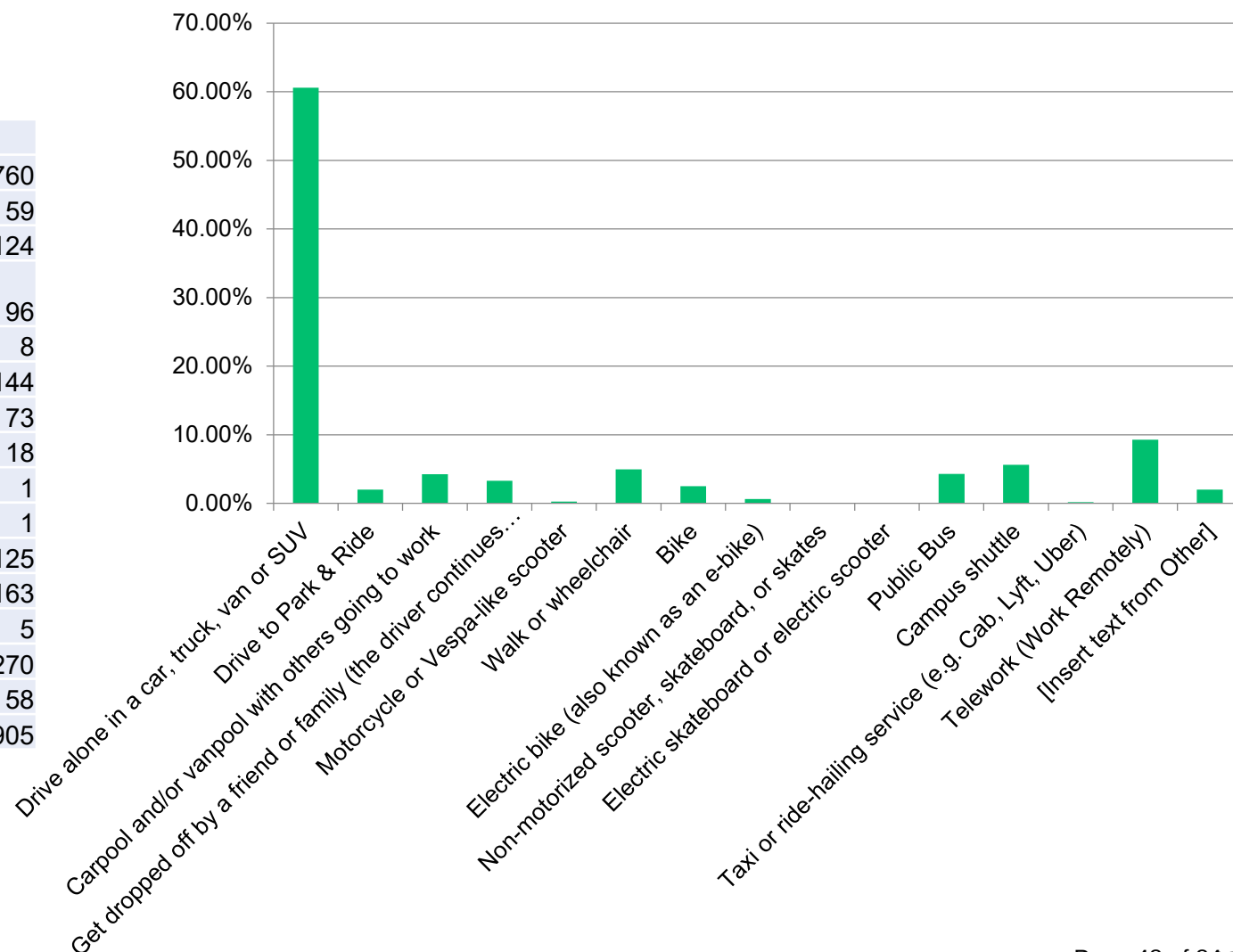


CATMA Survey

CCRPC / CHAMPLAIN COLLEGE / CITY OF
BURLINGTON / SEVENTH GENERATION /
UVM / UVM / VHFA / YMCA

Answer Choices	Responses	
Drive alone in a car, truck, van or SUV	60.59%	1760
Drive to Park & Ride	2.03%	59
Carpool and/or vanpool with others going to work	4.27%	124
Get dropped off by a friend or family (the driver continues on elsewhere)	3.30%	96
Motorcycle or Vespa-like scooter	0.28%	8
Walk or wheelchair	4.96%	144
Bike	2.51%	73
Electric bike (also known as an e-bike)	0.62%	18
Non-motorized scooter, skateboard, or skates	0.03%	1
Electric skateboard or electric scooter	0.03%	1
Public Bus	4.30%	125
Campus shuttle	5.61%	163
Taxi or ride-hailing service (e.g. Cab, Lyft, Uber)	0.17%	5
Telework (Work Remotely)	9.29%	270
[Insert text from Other]	2.00%	58
	Total	2905

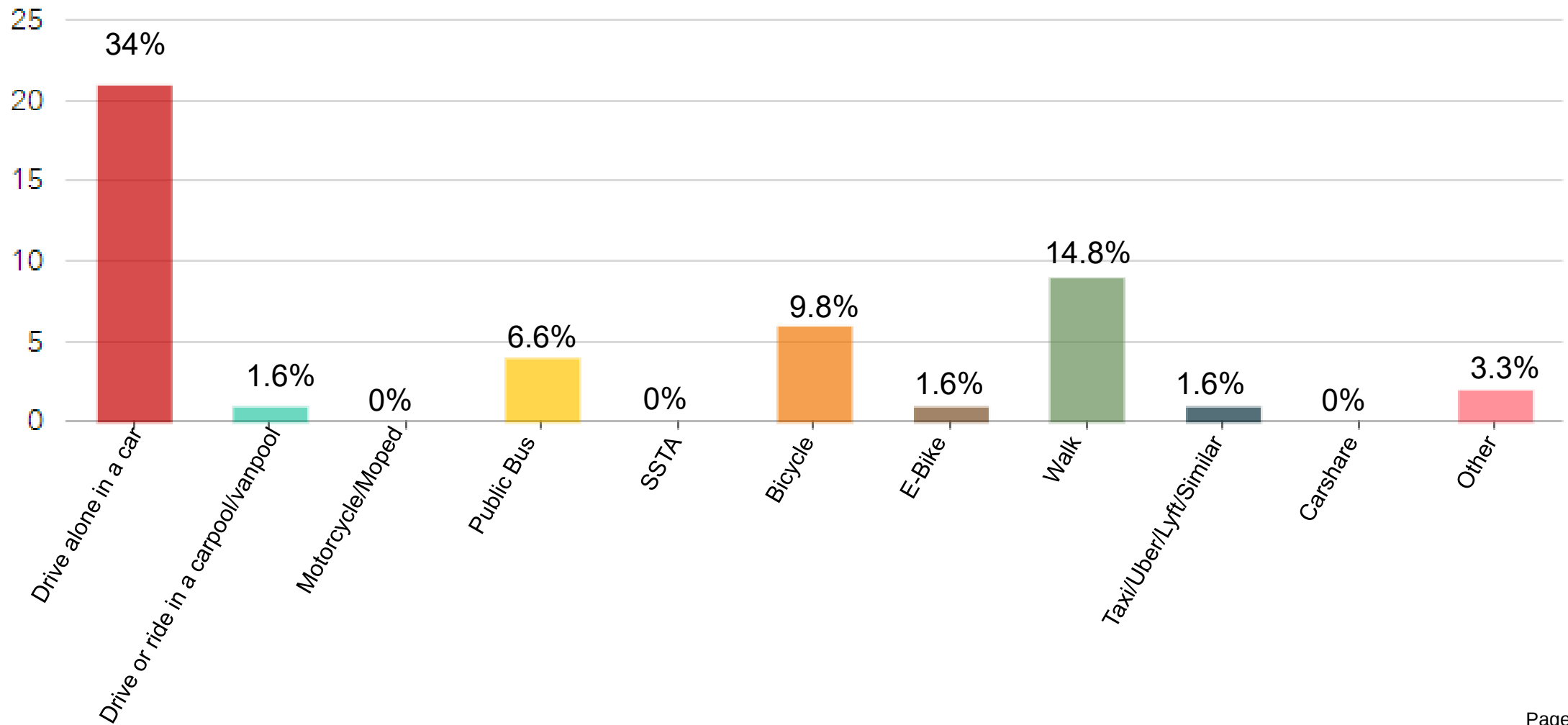
WHICH TRANSPORTATION OPTION DO YOU CONSIDER THE PRIMARY WAY YOU COMMUTE TO WORK CURRENTLY? IF YOU USUALLY USE MORE THAN ONE OPTION ON THE WAY TO WORK, PLEASE SELECT THE OPTION YOU USUALLY USE FOR THE LONGEST DISTANCE. IF YOU TELEWORK MOST DAYS OF THE WEEK



City Survey

VARIOUS WORKPLACES

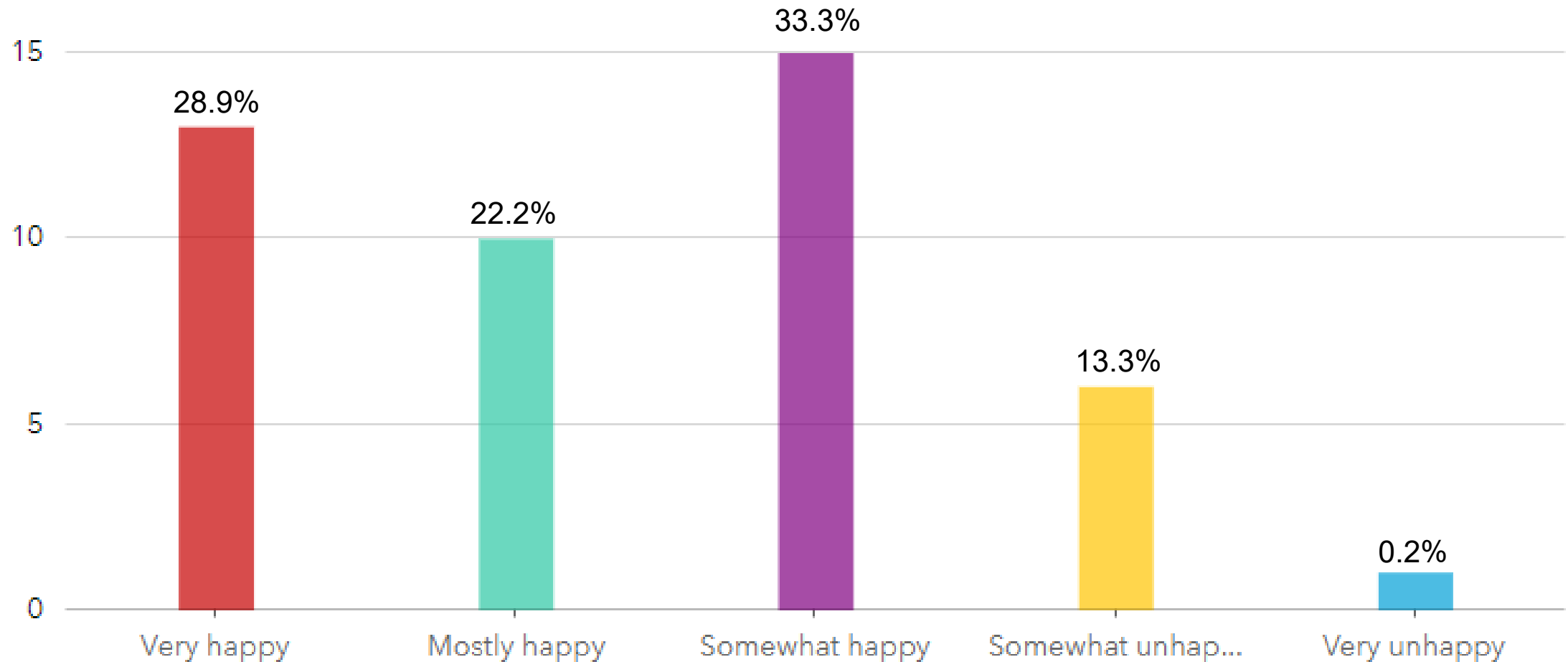
How do you most often travel to work?



City Survey

VARIOUS WORKPLACES

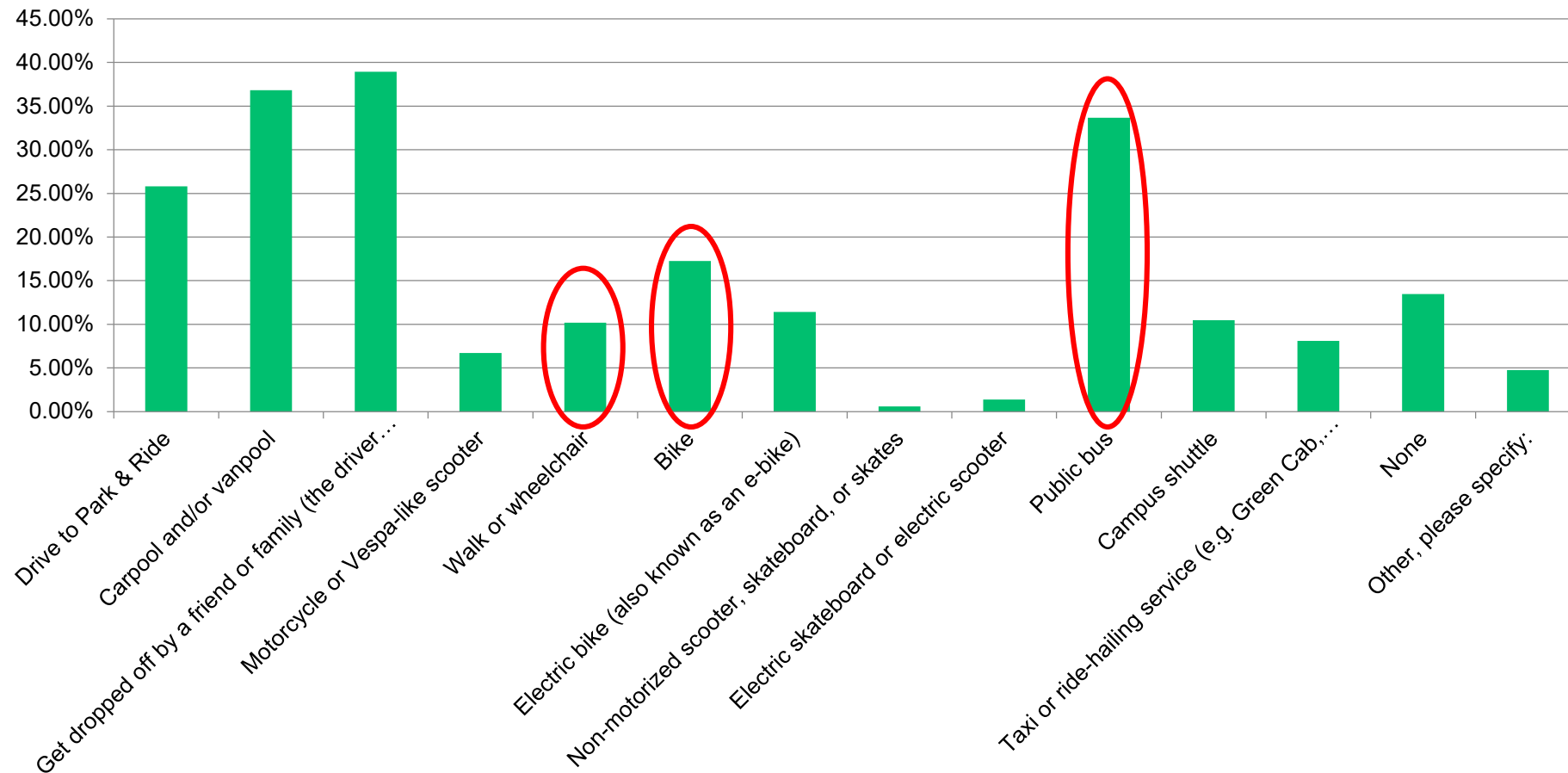
Are you happy with your current commute?



CATMA Survey

VARIOUS WORKPLACES

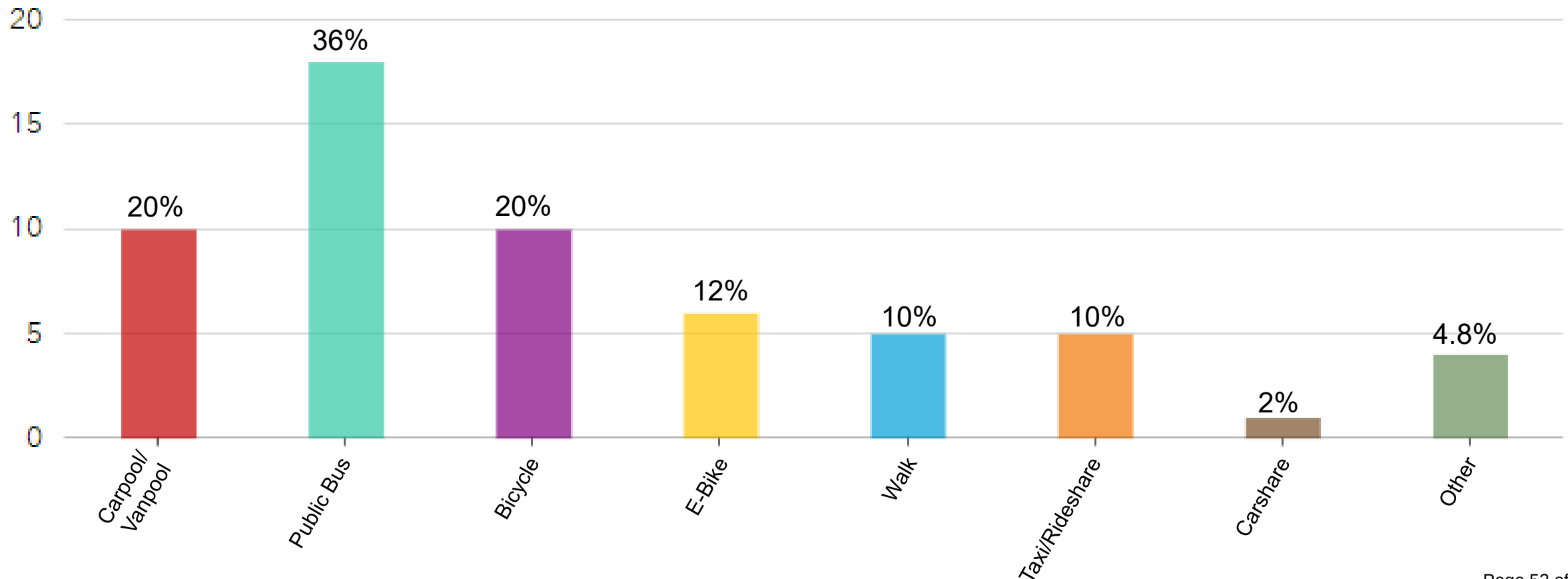
If driving alone were not an option for you, which of the following modes would you be likely to use to travel to work?
Check all that apply.



City Survey

VARIOUS WORKPLACES

Of the following commute types, which would you most likely use if you couldn't drive?



Existing Plans, Programs and Regulations

The TDM Ecosystem in Burlington Today

Topic	Key questions	City of Burlington	CATMA	CBOs	GMT	CCRPC	Developers	Hill Institutions	Other
Transportation options	- Who runs the available transportation options? Who provides the infrastructure to travel multi-modally? - What transportation services can TDM programs leverage, amplify, and promote?	✓			✓			✓	✓
TDM regulations	- Who enforces the code requirements for TDM? - Who sets TDM goals, priorities, and measures of success?	✓	✓			✓		✓	
TDM program Implementation	- Who helps administer and implement TDM programs? - Who tracks data and evaluates performance? - Who markets and promotes TDM services and programs?	✓	✓	✓	✓		✓	✓	✓
Parking	- Who manages parking and implements regulations? - How does the parking ecosystem support and synergize with the TDM system?	✓					✓	✓	
TDM Funding	- Who provides the funds for TDM (implementation and planning)? - What is the nexus between revenue sources and subsidies/funding recipients?	✓	✓			✓			

TDM Regulations and Management

Developers are interested in moving TDM strategies forward, but lack resources, partners, and experience to help successfully implement TDM and achieve meaningful results.

Table 8.1.16-1 Transportation Demand Management Program Required

Project Type	Applicable Projects	Affordable Projects	Small Projects
	- Creation of 10 or more dwelling units - A non-residential or Mixed Use development with a building footprint of eight thousand (8,000) sq.ft. or more; or the creation of fifteen thousand (15,000) sq.ft. or more of gross floor area	Projects involving one or more “Applicable Projects” and that also contain at least 75% of dwelling units meeting or exceeding the affordability criteria of Article 9, Inclusionary & Replacement Housing, or housing rented to tenants receiving federal or state rental assistance	Creation of five (5) to nine (9) dwelling units
Applicable TDM Sections	All provisions of Sec. 8.1.16 (c)	Sec. 8.1.16 (c) 1. and Sec. 8.1.16 (c) 4. only	Sec. 8.1.16 (c) 3. b. only

Table 8.1.9-1 Maximum Off-Street Parking Requirements

	Neighborhood Districts	Shared Use Districts	Multimodal Mixed-Use Districts
RESIDENTIAL USES¹	Per Dwelling Unit except as noted		
Multi-unit attached dwelling units, studio units or 1-bedroom dwelling unit.	3	2	1
Single Family detached and Duplex	3	2	2
1. Adjusted for development with inclusionary housing units per Sec. 8.1.8(c)			
RESIDENTIAL USES - SPECIAL¹	Per Dwelling Unit except as noted		
Assisted Living	1	1	1
Boarding House (per two (2) beds)	1	1	1
Community House	1	1	1
Convalescent Home (per four (4) beds)	1	1	1
Dormitory (per two (2) beds)	1	1	1
Emergency Shelter	1	1	1
Group Home (per two (2) beds)	1	1	1
Historic Inn (per room, in addition to single-family residence)	1	1	1
Sorority & Fraternity (per two (2) beds)	1	1	1
NON-RESIDENTIAL USES	Per 1,000 square feet of gross floor area (gfa) except as noted		
Adult Day Care (per two (2) employees)	1	1	1
Agricultural Use	1	1	1
Amusement Arcade	3	2	1
Animal Boarding/Kennel/Shelter	3	3	2
Animal Grooming (per grooming station)	1	1	1

TDM Regulations and Management

Limited partnerships and communication between local and regional TDM stakeholders has made it difficult to create cross-structural programs, which is the best way for TDM to be effective. Better regional collaboration could amplify the impact of existing TDM programs and create opportunities for new ones.



Funding Sources and Considerations for TDM

State Sources

Go!Burlington (Vtrans)

- State provides funding (\$700 per month) toward vanpooling
- No other TDM funding currently available

Regional Sources

CCRPC

- MPO provides competitive funding/grants for planning, education, marketing
- Cannot fund programs
- Provide grant application assistance

CATMA

- Membership dues

Local Sources

Parking Revenue

- Garages/lots, meters, tickets, RPP permit fees
- 70% of parking fees collected through Parkmobile
- Revenue used for capital costs/debt servicing, management, and enforcement

Other

- City is currently studying potential for impact fees to fund transportation programs beyond traffic controls

Transportation Options in Burlington Today

Many community travel needs are not addressed through the current development-focused TDM approach. Notable gaps include equitable programs and services that are geared towards:

- Service and shift workers
- Low-income populations
- New immigrant communities
- Historic and established residential neighborhoods



Key findings – Phase 1

1. **Climate resiliency** is a top priority citywide, and TDM could be a key tool for addressing climate goals and reducing emissions.
2. Many community travel needs are not addressed through the current development-focused TDM approach, including **equitable programs and services** that benefit service workers, low-income populations, and new immigrant communities.
3. **Limited partnerships and communication** between local and regional TDM stakeholders has made it difficult to create cross-structural programs, which is the best way for TDM to be effective. Better regional collaboration could amplify the impact of existing TDM programs and create opportunities for new ones.
4. Most workers in Burlington **drive-alone**, but rates of multimodal travel are high compared with regional and state averages.
5. **GMT plays a critical role** in providing TDM services and non-driving transportation options in the region. There are opportunities to build and facilitate stronger relationships between GMT and other TDM stakeholders, including developers.
6. **CATMA plays a critical role** in managing and facilitating TDM in the region, but limited funding, staff resources, and opportunities for collaboration are obstacles for broader success.
7. Developers are interested in moving TDM strategies forward, but lack **resources, partners, and experience** to help successfully implement TDM and achieve meaningful results.
8. The City has made progress towards parking reform, but the **availability of cheap and/or free parking** continues to incentivize driving.
9. **Funding sources for TDM in Burlington today are limited.** Consistent and sustainable funding is essential for TDM success.

Best Practices



Best Practice Topics

1. **Equitable TDM Programs**
How is equity centered in TDM?
2. **Residential TDM Programs**
What does this look like and how is it implemented?
3. **Funding Sources and Financial Sustainability**
What revenue sources exist and what are the policy implications around them?
4. **Measuring TDM Performance**
What makes a successful TDM metric?



What are the lessons learned about equitable TDM programs?

Expand TDM participation to areas and groups in need

Offer subsidized passes

Create partnerships to help expand TDM programs

Listen to the community and co-create TDM programs

Expand TDM Participation

Washington D.C.

- Washington D.C.'s [goDCgo](#) initiative provides users with education and guidance about daily travel to help support sustainable and affordable choices.
- Washington D.C. also provides materials and information about TDM programs in multiple languages.
 - This helps ensure that non-English-speaking residents can access and understand available transportation options.



What does this mean for Burlington?

1. Subsidizing certain TDM initiatives, such as shared mobility and transit, is an important tool to ensure the programs are accessible to everyone in the community.
2. Partnering with local organizations can be an effective method to expand TDM participation, especially to underserved groups.
3. Developing TDM programs should include periods of listening and including the community in throughout the process in order to attain the most effective results.

What are the lessons learned about residential TDM programs?

Programs + policies

Community incentives

Marketing

Education

Affordable Housing Amenities

Oakland, CA

- [Casa Arabella](#) responded to the City of Oakland's reduction-based TDM policy that requires developments to prepare and participate by improving mobility and access for the residents of their affordable housing complex.
 - **Mobility Wallet:** Households receive \$150 per year in flexible transportation dollars for transit and micromobility access.
 - **Bicycle Library:** Bicycles and gear are available to be borrowed on-site; this amenity allows community members to take active transportation without having to invest money into the change.
 - **Family Amenities:** Collapsible utility carts and strollers are offered for rent to help with non-private car trips.



Building Community TDM Awareness

Austin, TX

- [Austin Smart Trips](#) is a program designed [to encourage communities to use multi-modal transportation options](#) through making people aware of the options around them.
- The program employs local ambassadors and customized events to spread information about community-based programs, as well as hand delivered transportation toolkits.
 - Examples of community-based programs include learn-to-ride classes, transit instruction, and group walking activities.
- As traction for the program grew, Austin Smart Trips built more partnerships to lead barrier-breaking multi-modal access workshops.
- Austin Smart Trips set three program goals to increase awareness about TDM strategies, all of which continue to be met.
 1. Manage congestion by demonstrating different ways to explore the city.
 2. Reduce SOV trips by 5% - since 2017, there is a decrease of roughly 41,000 vehicles trips per year.
 3. Increase active transportation trips by 10% - since 2017, active and shared trips have increased 5-10%.
- This program builds community while decreasing trips around the neighborhood.



What does this mean for Burlington?

1. The City of Burlington can partner with transit and other micromobility services to fund programs that will increase awareness about TDM options, as well as make these options affordable.
2. TDM benefits are not common knowledge to all residents and apprehension can be a result of a misunderstanding. To remedy this, the City should tailor incentives to neighborhoods to incentivize residents to reduce vehicle trips.
3. Partnering with neighborhood-based, grassroots organizations can be an effective method to expand TDM participation, especially to underserved groups.
4. The City should take advantage of any changes to transportation infrastructure as an opportunity to market and educate the neighborhood around TDM.

What are the lessons learned about TDM funding sources?

TDM opt-in program

Non-compliance
penalty

Parking pricing
programs

TDM Opt-in Programs

- TDM opt-in programs leverage new development to either provide funding if they are unable to meet vehicle trip reductions or TDM programs in exchange for greater allowed density.
- Revenue from fees in-lieu-of vehicle trip mitigation are used in TDM programs. If the development would rather meet the goal, they are then forced to implement TDM strategies to do so.
- Similar to residential TDM programs, opt-in programs incentivize developers to provide TDM amenities.



Fully enclosed bike room with direct street access

[Source: Arlington Transportation Partners](#)

What does this mean for Burlington?

1. The City can offer density bonuses for developers who are able to reduce vehicle trips by X% - alternatively, make this reduction a requirement, offer bonuses for developers who exceed by X%, and penalize developers who don't meet the requirement.
2. The City can develop demand-based parking pricing for different zones of the city.
3. The City can explore the use of impact or other fees to fund TDM initiatives

What are the lessons learned about measuring TDM performance?

Reduced VMT + SOV

Modeshift

Point-based TDM

Recognize long-term,
secondary benefits

Reduced VMT and SOV

Arlington, VA

- Arlington's county-wide TDM plan requires development projects to track metrics related to reducing VMT under the [TDM for Site Plans program](#).
- These metrics include:
 - Drive-alone commute mode share
 - Average weekday single-occupancy trips and miles reduced
 - Daily reduction of emissions
- Measuring vehicle trips and vehicle occupancy provides quantitative insights into transportation behavior and the effectiveness of TDM initiatives. Monitoring the number of vehicle trips helps assess overall traffic volume, while tracking vehicle occupancy rates indicates the success of certain strategies.



Point-based TDM

Boston, MA

- The City of Boston created a [point-based TDM program](#) that assigns points to large developments based on their location, and allows developers to choose from a wide variety of strategies to reach the target points.
 - These strategies incentivize people to drive less, ride transit and bike more, carpool, and use carshare.
 - The tool assigns points for each strategy based on its impact on reducing driving alone, and on the City's needs and priorities.
 - Participants can [download the point system tool](#) through the city's website, alongside clear instructions on how to use the model.
- This system allows the city to track progress, identify successful initiatives, and make data-driven adjustments to its TDM approach.

BTD TRANSPORTATION DEMAND MANAGEMENT POINT SYSTEM TOOL
FOR LARGE PROJECT DEVELOPMENT REVIEW

For more information visit: www.boston.gov/tidmpointsystem

PROJECT NAME	10 Boyl
PROJECT ADDRESS	
DEVELOPER	
MOBILITY SCORE	71-90
TARGET POINTS	90
RESIDENTIAL ONLY?	No

Points for platinum-level bike share membership and at least 50% transit subsidy	0
Total Points Selected	40
Point Requirement Achieved	No
Impact Strategy Selected	No
Bicycle Strategy Selected	No
Vehicle Strategy Selected	No

STRATEGY TYPE	SECONDARY STRATEGY TYPE	STRATEGY	POINTS	DESCRIPTION	SELECT STRATEGY	SELECT FOR MORE OPTIONS	POINTS
DEVELOPMENTS	Programming	TMA Membership	5 points awarded total	Property owner joins and participates in the local Transportation Management Association (TMA), if available, or if one is formed during the life of the TAPA	☒	No additional options apply	5
		On-Site TDM Coordinator		Property owner provides part- or full-time dedicated staff to coordinate TDM services	☒	No additional options apply	
		Marketing		Property owner distributes annual marketing materials promoting multimodal travel options and benefits	☒	No additional options apply	
		Annual Events		Property owner conducts at least two annual events promoting multimodal travel	☒	No additional options apply	
		Real-Time Transit Information		Developer provides real-time transit information in building lobbies per BTD	☒	No additional options apply	

1. INSTRUCTIONS 2. TDM POINT SYSTEM 3. MOBILITY SCORES

What does this mean for Burlington?

1. Measuring VMT reduction and mode shift are common and effective ways to measure and report on TDM performance.
2. Continuously explore innovative technology to capture data related to TDM easily and effectively.
3. Provide support and guidance for TDM participants to help grow programs.
4. Measure more than just VMT and mode shift. Document the lived experiences of program participants and their improved access to opportunity.

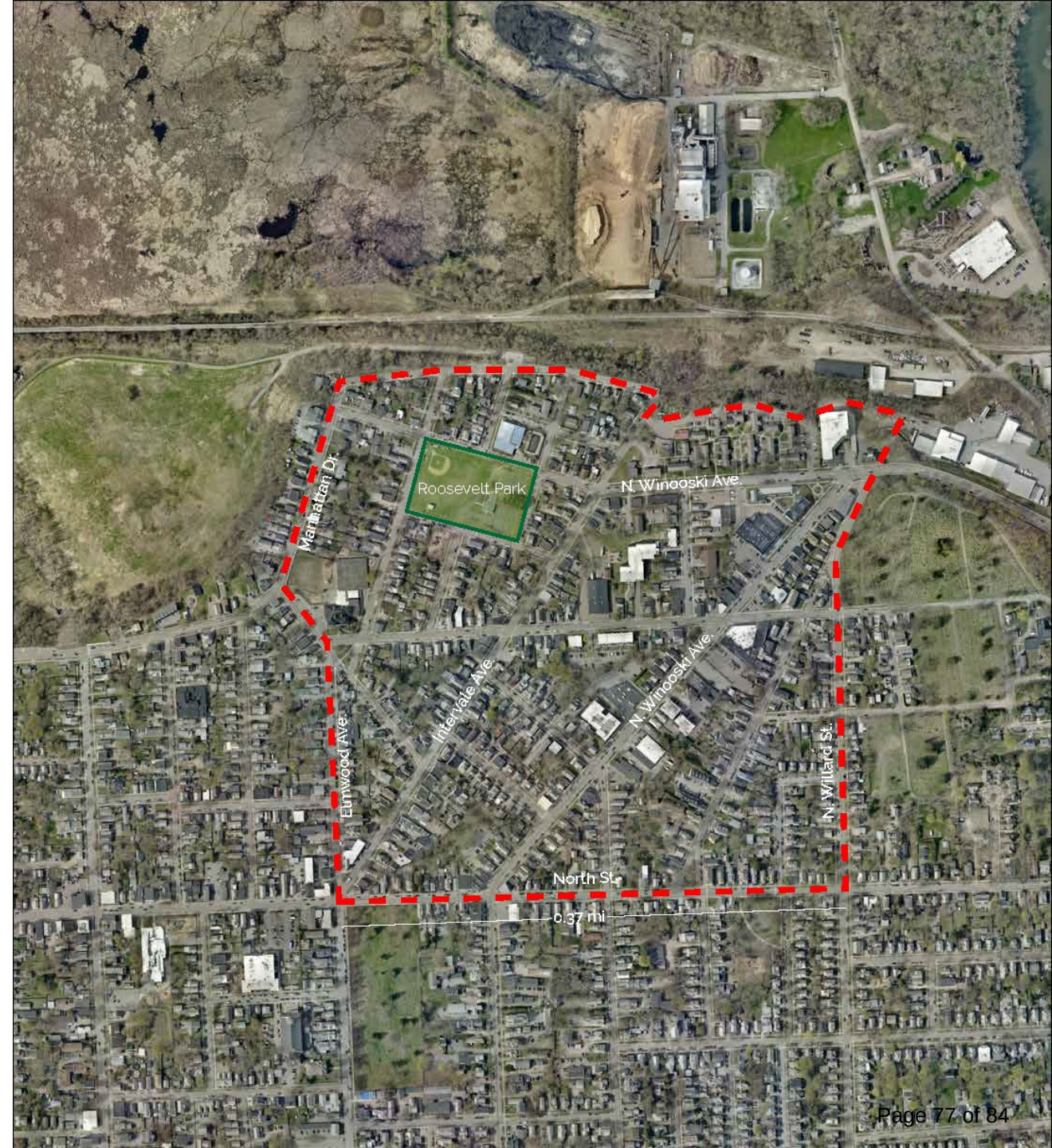
Neighborhood TDM



N. Winooski Ave / ONE TDM Plan

Goals:

1. Create a Neighborhood TDM Framework that can be expanded and implemented to increase mobility options in the neighborhood in an equitable way.
2. Serve as a template or model for additional neighborhood TDM planning throughout Burlington's neighborhoods. Ideally, this work will be incorporated into Planning, Parks, and DPW planning studies.



N. Winooski Ave / ONE TDM Plan

Next Steps

- Continue stakeholder outreach
 - Community organizations
 - Businesses
 - Neighborhood residents
 - Regional residents accessing businesses and services in the area
- Public Meeting
 - Date TBD
- Draft Framework
 - April

N. Winooski Ave / ONE TDM Plan

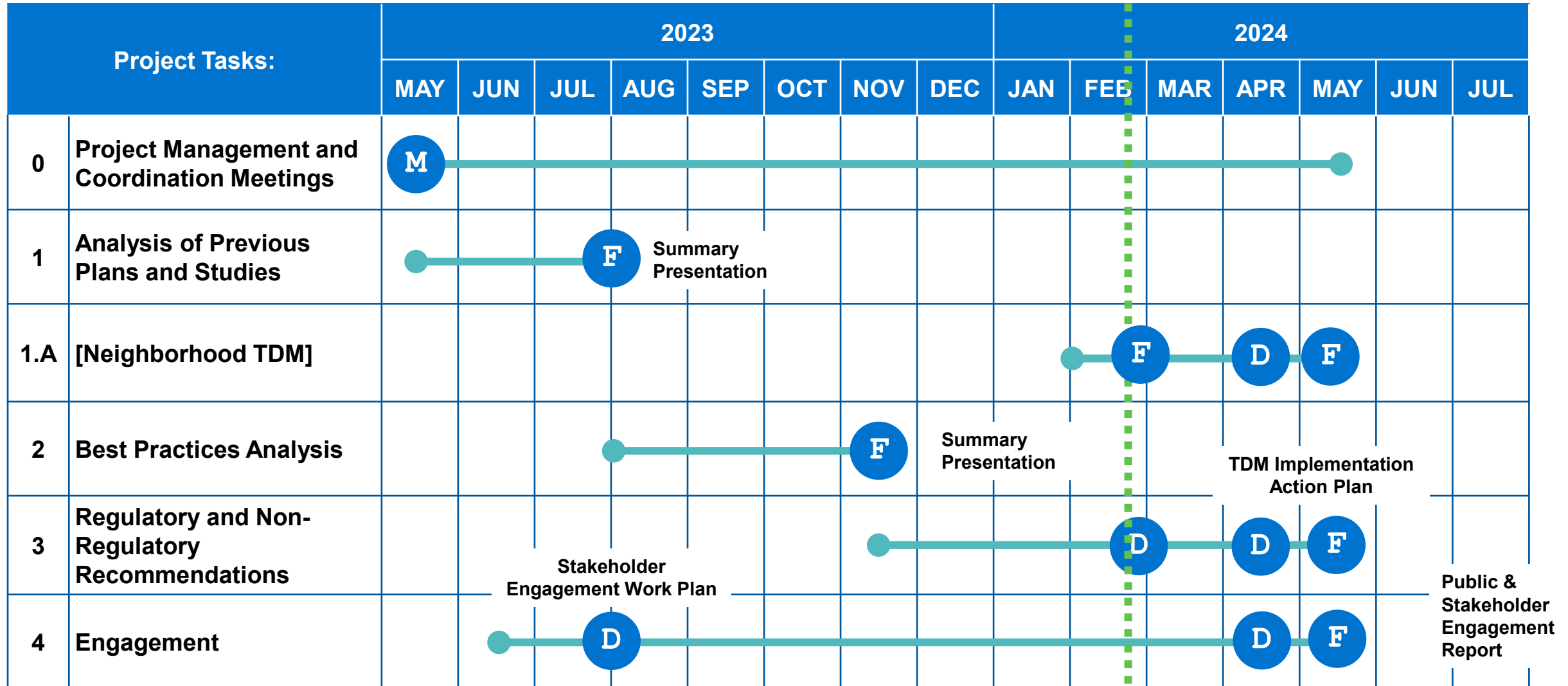
February Roundtable Goals

- Convene key area stakeholders to understand the diverse community's transportation challenges.
- Brainstorm strategies for collaboration
- Establish next steps in the Neighborhood TDM Framework process

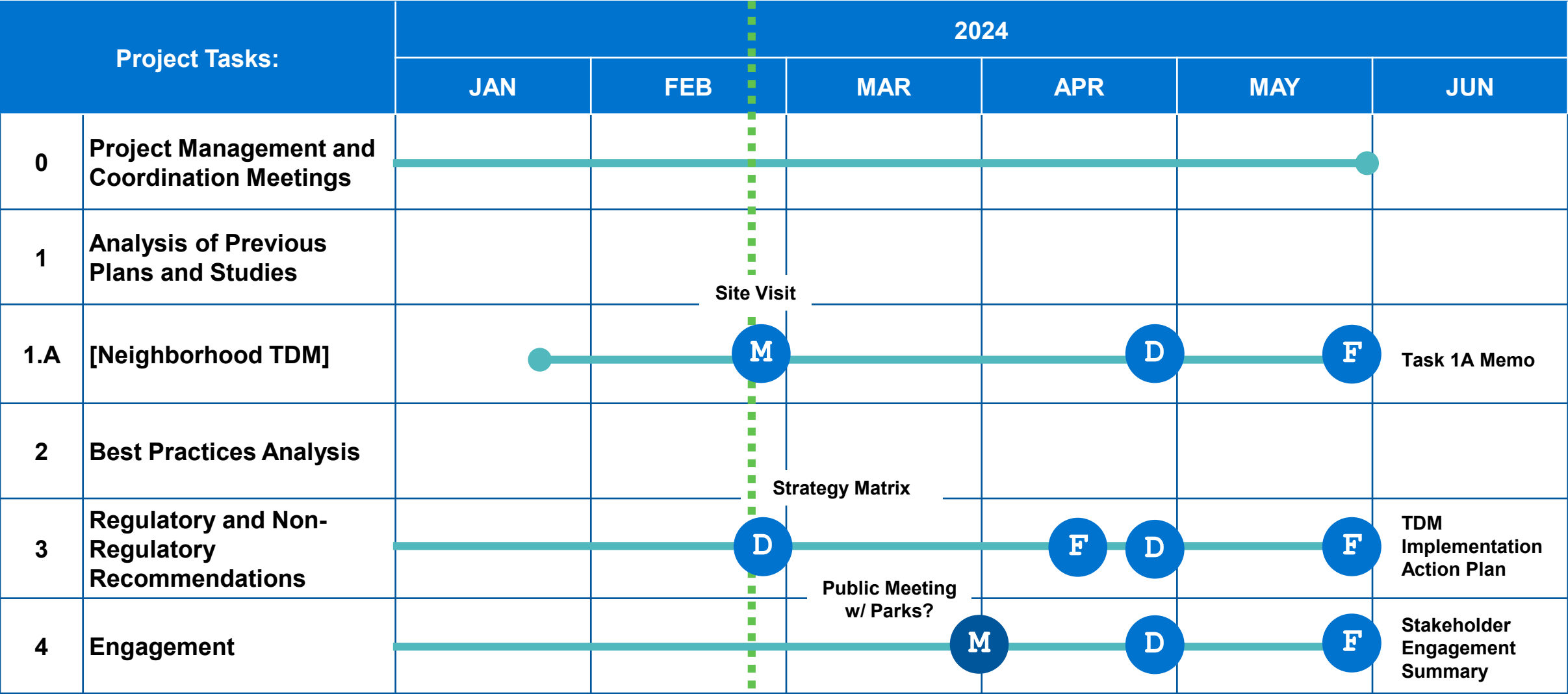
Participants:

- AALV
- Feeding Chittenden
- Community Health Centers of Burlington
- Ward 2 NPA
- Old Spokes Home
- CarShareVT
- DPW

Schedule Updated 2.20.2024



Schedule Updated 2.20.2024



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Help Bird Keep Sidewalks Clear!

If you see a Bird that's blocking the public right of way, please let us know. There are several ways to alert Bird when there's an issue. You can:



Open Your App

In the bottom left corner of the Bird mobile app, click on the Community Mode icon ⚠️ and file a report. This sends an immediate action alert to our Operations team.



Email Us

General Support Email: Vermont311@bird.co
Send us an email with details of the location to file a report with our Operations team.



Call Us

Our 24/7 support line +1 (866) 205-2442
Our support line is here to help resolve any reports quickly and efficiently.

Cleaner air. Less traffic. More joy.



+1 (866) 205-2442 • Vermont311@bird.co





City of Burlington
Department of Public Works
645 Pine St
Burlington, VT 05401
802-863-9094
Burlingtonvt.gov/dpw

Chapin Spencer
Director of Public Works

MEMORANDUM

TO: Members of the Transportation, Energy, Utilities Committee

FROM: Julia Ursaki, Technical Services, Public Works
Chapin Spencer, Director, Public Works
Rob Goulding, Public Information Manager, Public Works

DATE: February 27, 2024

RE: Bird Bikeshare Update

In December 2023, Bird filed for Chapter 11 bankruptcy. Since then, CATMA has been meeting with Bird to understand what this means for Burlington's regional bikeshare system that Bird operates. **Bird plans to return their bikes to the streets in Burlington beginning the week of March 4th (weather dependent).** CATMA has shared the following updates:

- CATMA saw a promising first year of ridership (see data here: <https://catmavt.org/bikeshare/>)
- Bird continues to demonstrate an active restructuring out of bankruptcy
- Bird demonstrates a commitment to better manage parked bikes (see details below)
- CATMA will plan to continue with Bird as regional bikeshare vendor into next contract period

Burlington DPW staff do not have objections to continuing with Bird as our bikeshare vendor during the upcoming contracting period. In their presentation to the TEUC in November 2023, Bird shared their commitment to addressing Burlington's concerns over poorly parked bikes that block the sidewalk. Bird has included the following parking management strategy in their 2024 re-launch plan:

- Implementing UVM's new bike rack map for App integration
- Implement Bird's new proprietary Image Review product. This uses machine learning and AI to evaluate our mandatory ride-end photos and detect specific unwanted parking behaviors. Once a ride-end photo has been flagged, we have the capability to contact the user and provide rider education opportunities. Bird is currently capability of flagging instances of the following:
 - o A vehicle that has been parked inside a building, bus, or train
 - o A vehicle that has been parked by or locked to a bus stop, handrail, gate, or bench
 - o A vehicle that has been parked by or locked to a bike rack or parking corral
 - o A vehicle that has been parked in a car parking spot
 - o A blurry or completely dark photo that prevents the ability to evaluate
 - o A photo of a vehicle that is knocked over or missing entirely

This technology is a part of our ongoing dedication to provide our city partners with a safe and effective micromobility program for all stakeholders through constant innovation and rider education.

- In addition to 2 Fleet Managers, Bird will work on hiring an Infield Bike Coordinator. The goal is to have 24 hour coverage and more coordination during peak times.
- Implementing more bike parking/racks (understand Cities goals and plans)

Bird has also created an Outreach Flyer (Attachment 1) to help educate people about reporting poorly parked bikes.

All local bikeshare partners (Burlington, South Burlington, Winooski, UVM, and Champlain College) are supportive of CATMA continuing with Bird through the next contracting period.

The operating agreement between CATMA and Bird has not changed since it was negotiated last year, and still includes the “Duty to Remove” section that states:

“Any equipment that is non-functioning or following below industry standard for safety and/or operational reliability shall be promptly removed from circulation by the Operator until such time as it has been restored to acceptable functionality. The Operator assumes full responsibility for removing, storing, and repairing or disposing of such equipment in a timely manner. If the Parties and/or CATMA become aware that unsafe or non-functioning equipment is in circulation, it shall notify Operator, unless such equipment poses an immediate safety risk to users and/or the public. The parties shall have the right to remove such equipment in that instance and to notify Operator and/or CATMA as soon as practicable thereafter. If such equipment is not claimed by the Operator within 60 days of notification, it shall become the property of CATMA.”

If you have any questions or comments, please do not hesitate to reach out to staff at: jursaki@burlingtonvt.gov and rgoulding@burlingtonvt.gov.