



DPW Commission Meeting - Wednesday, September 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

6:30 pm, Main Conference Room, 645 Pine St OR Remotely via ZOOM:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83495330508>

Or Telephone: Dial US: 301-715-8592 Webinar ID: 834 9533 0508

Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date.

Note that comments on YouTube are not monitored.

1. Call to Order - Welcome - Chair Comments

2. Agenda - 5 Minutes

Subject	2.1. Motion to approve Agenda
Meeting	September 20, 2023 - DPW Commission Meeting - Wednesday, September 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	2. Agenda - 5 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion to Approve Agenda

3. Public Forum - 3 Minute per Person Time Limit - 10 Minutes

4. Consent Agenda - 5 Minutes

4.1. Approval of Draft Minutes 7/26/23

4.2. Walnut Street - Parking Time Adjustment

4.3. Adding ADA Space at 80 Blodgett St

4.4. 34 Elmwood Ave Motorcycle Parking

Subject	4.5. Motion to Approve Consent Agenda
Meeting	September 20, 2023 - DPW Commission Meeting - Wednesday, September 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	4. Consent Agenda - 5 Minutes
Department	Public Works Department

Type Action (Consent)

Recommended Action Approve Consent Agenda

5. DPW Performance Metrics - Traffic Safety - 40 Minutes

5.1. Communication, C. Spencer & J. Ursaki

5.2. Commissioner Discussion

5.3. Public Comment

Subject 5.4. Action Requested - None

Meeting September 20, 2023 - DPW Commission Meeting - Wednesday, September 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 5. DPW Performance Metrics - Traffic Safety - 40 Minutes

Department Public Works Department

Type Communication

Recommended Action None

6. GMT Fare Policy - 20 Minutes

6.1. Communication, C. Spencer & C. Clark

6.2. Commissioner Discussion

6.3. Public Comment

Subject 6.4. Action Requested - None

Meeting September 20, 2023 - DPW Commission Meeting - Wednesday, September 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 6. GMT Fare Policy - 20 Minutes

Department Public Works Department

Type Communication

Recommended Action None

7. DPW Commission Annual Report To The City Council - 15 Minutes

7.1. Communication, C. Spencer & R. Goulding

7.2. Commissioner Discussion

7.3. Public Comment

Subject 7.4. Action Requested - Vote

Meeting September 20, 2023 - DPW Commission Meeting - Wednesday, September 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category	7. DPW Commission Annual Report To The City Council - 15 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Approve

8. Director's Report - 10 Minutes

Subject	8.1. Communication. C. Spencer
Meeting	September 20, 2023 - DPW Commission Meeting - Wednesday, September 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	8. Director's Report - 10 Minutes
Department	Public Works Department
Type	Discussion
Recommended Action	

Subject	8.2. Recommended Action - None
Meeting	September 20, 2023 - DPW Commission Meeting - Wednesday, September 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	8. Director's Report - 10 Minutes
Department	Public Works Department
Type	
Recommended Action	

9. Commissioner Communications - 10 Minutes

10. Adjournment & Next Meeting Date - October 18, 2023

Subject	10.1. Motion to adjourn
Meeting	September 20, 2023 - DPW Commission Meeting - Wednesday, September 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	10. Adjournment & Next Meeting Date - October 18, 2023
Department	Council and Board
Type	Action Procedural
Recommended Action	Motion to Adjourn

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING JULY 26, 2023
DRAFT MINUTES**

For video of the meeting, please visit Town Meeting TV's YouTube Channel:
<https://www.youtube.com/watch?v=k0r9VW6DgXY&t=978s>

Commissioners Present: Commissioner Barr, Commissioner Fox, Commissioner Hogan, Commissioner Munteanu, Chair O'Neill-Vivanco

ITEM 1 – CALL TO ORDER

City Engineer Norm Baldwin the meeting to order at 6:33PM.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Vice-Chair O'Neill-Vivanco seconded
Unanimous approval

ITEM 3 – ELECTION OF CHAIR, VICE CHAIR & SECRETARY

Motion to nominate Commissioner O'Neill-Vivanco as Chair. Seconded by Commissioner Fox.
Unanimous approval.

Chair O'Neill-Vivanco takes meeting over.

Motion by Commissioner Fox to nominate Commissioner Damiani as Vice Chair. Seconded by Commissioner Barr. Unanimous approval.

Motion to nominate Valerie Ducharme/staff as Secretary by Commissioner Bar. Seconded by Chair O'Neill-Vivanco. Unanimous approval.

ITEM 4 - PUBLIC FORUM

Joel Kolata, Samantha Ayotte, David Cawlay spoke in favor of Chase St traffic calming.

Sharon Bushor (remote) spoke about Main St parking lot storage item, and that it would negatively impact events and safety.

Jason Stuffle (remote) spoke in favor of Chase St traffic calming.

ITEM 5 – CONSENT AGENDA

Commissioner Munteanu made motion to amend consent agenda by removing Main St/Winooski lot (original item I)
Seconded by Commissioner Barr
Unanimous Approval

Commissioner Barr made motion to approve amended consent agenda
Seconded by Commissioner Munteanu
Unanimous approval

ITEM 6 – Chase St Traffic Calming

Senior Transportation Planner Dayton Crites gave background and brief presentation on traffic calming proposal.

Commissioner Barr spoke in favor of the proposal and its relative ease to implement. Acknowledges challenges that others neighbors have brought up with sight-lines.

Commissioner Fox asked about planBTV's recommendation for 20MPH on Chase St. City Engineer clarified that state regulations do not allow lowering speed limits except for central business district designations. Commissioner Fox followed up asking about how a cyclist would navigate the traffic configuration. Planner Crites said there will be the same amount of room on the street, but that alignment will change.

Commissioner Munteanu acknowledged the public process has been robust and recommends similar process for every street. Asked about language in code of ordinance as it relates to directionality (terms like "north and east"). City Engineer said that this is standard and spatial referencing is necessary. Munteanu asked further about street occupancy of vehicles. Planner Crites said that there is likely very high occupancy.

Commissioner Hogan asked about speed data from background information and if it was installed after the bumpout was installed. Planner Crites gave background on how data is collected which includes 1 week long tube collector data collection. Engineer Suender clarified that they were collected in 2021. Planner Crites said that more data will be collected after the new installation.

Chair O'Neill-Vivanco gave kudos on outreach & engagement. Asked about the efficacy of the data and how long we wait prior to collecting new data & potentially adjusting. Planner Crites said it would go into traffic count queue next year and be roughly 1 full year of use and changes. City Engineer clarified the big workload on the Street Maintenance team and also said that sometimes contractors are necessary to reduce their workload.

Mark Rosenberg spoke during public comment opposed to the proposed reconfiguration.

Commissioner Barr made motion to approve staff's recommendation
Seconded by Commissioner Hogan
4-1 approval (Munteanu nay)

ITEM 6.1 – MAIN ST AND S WINOOSKI LOT ENCUMBRANCE

Senior Engineer Wheelock gave short presentation on the request to encumber Main St lot for construction staging. Space and location are optimal versus other options for construction staging.

Commissioner Munteanu asked if there were any other viable alternatives. Engineer Wheelock talked about other locales: area behind Memorial, property adjacent to Main/Winooski, other alternatives were a few blocks away (like Waterfront).

Commissioner Barr asked for improvements by UPP at Courthouse.

Commissioner Fox asked about good communications to the public on parking alternatives.

Chair O'Neill-Vivanco said that she is sympathetic to Sharon Bushor's comments about safety of parking in garages; said that safety prioritization like lighting should be prioritized for the most vulnerable. Underscored that signage and wayfinding will be important during construction.

Commissioner Barr made a motion to accept staff's recommendation
Seconded by Commissioner Hogan
Unanimous Approval

ITEM 7 – DIRECTOR'S REPORT

City Engineer Baldwin acknowledged Director's Report and gave overview of Champlain Parkway.

No Action Requested on item/No Vote

ITEM 8 - DIRECTOR'S REPORT

Director Spencer offered a brief summary of the Director's Report and that Division Director Padgett will be sending a notification to the Commission about a 50% Saturday discount at the Downtown Garage.

Chair O'Neill-Vivanco asked for an update on the Winooski River sewer break. Public Information Manager Rob Goulding gave an overview of the Department's response to the Winooski River sewer break.

ITEM 9 – COMMISSIONER COMMUNICATIONS

Commissioner Fox asked that the City communicate to the public about the new bikeshare system. Said there is a lot of confusion in the community. Further asked for striping timeline on state paving work.

Commissioner Barr echoes Commissioner Fox's suggestions on bikeshare.

Commissioner Hogan asked for a quick update on the refresh to the Park Burlington website. PIM Goulding provided background on the BBA-DPW agreement, and next steps for the website (scaling back, but keeping it active).

Commissioner Munteanu asked about the status of road patching/paving/potholes. City Engineer Baldwin gave an overview of some of the enhanced patching the Department has undertaken.

Chair O'Neill-Vivanco spoke about the damage that multiple trash/recycling haulers; landscaping; other large trucks on residential streets. Asked how commercial traffic impacts streets (City Engineer said 10-fold impact).

ITEM 10 – ADJOURNMENT & NEXT MEETING DATE – September 20, 2023

Commission will not be meeting in August.

Commissioner Barr made a motion to adjourn

Commissioner Munteanu seconded

Unanimous approval

Meeting adjourned at 8:36PM.



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memorandum

Date: September 20th, 2023
To: Public Works Commission
From: Madeline Suender, Associate Public Works Transportation Engineer
CC: Phillip Peterson P.E., Public Works Engineer
Subject: Walnut Street – Parking Time Adjustment-

Staff recommends the DPW Commission approve the following:

Modification of line 412 from Appendix C, Chapter 7 (No Parking Areas) to the following:

(412) Reserved ~~On the east side of Walnut Street for 100 feet, during the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday.~~

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office

Purpose & Need:

The purpose of this request is to add parking in this area throughout all times of the day. The need is increase on street parking resources for this neighborhood.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan (PEP)?	X			These Traffic Regulation changes part of the INVOLVE portion of the PEP.

Summary and Conclusion:

After meeting with IAA and discussions with neighbors, school staff, and parents, DPW Staff identified this change as one area of additional parking that can be added to this area. This change will allow public and school parking to happen in these additional hours at this space.

Outreach:

Staff met with school staff in April 2023 and identified the parking needs and traffic flow. Staff met with a parent and crossing guards in May 2023 to further discuss the site. In advance of the

Commission, staff placed fliers in the vicinity of the parking changes. There was no public comment.

Attachments:

1. Regulation Change From
2. Map

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—

Sections:

7 No parking areas

Sponsor(s): Department of Public Works

Action: _____

Date: September 20th, 2023

Attestation of Adoption: _____

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 7 No parking areas, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

7 No parking Areas

No person shall park any vehicle at any time in the following locations:

(1) - (411) As written.

(412) Reserved ~~On the east side of Walnut Street for 100 feet, during the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday.~~

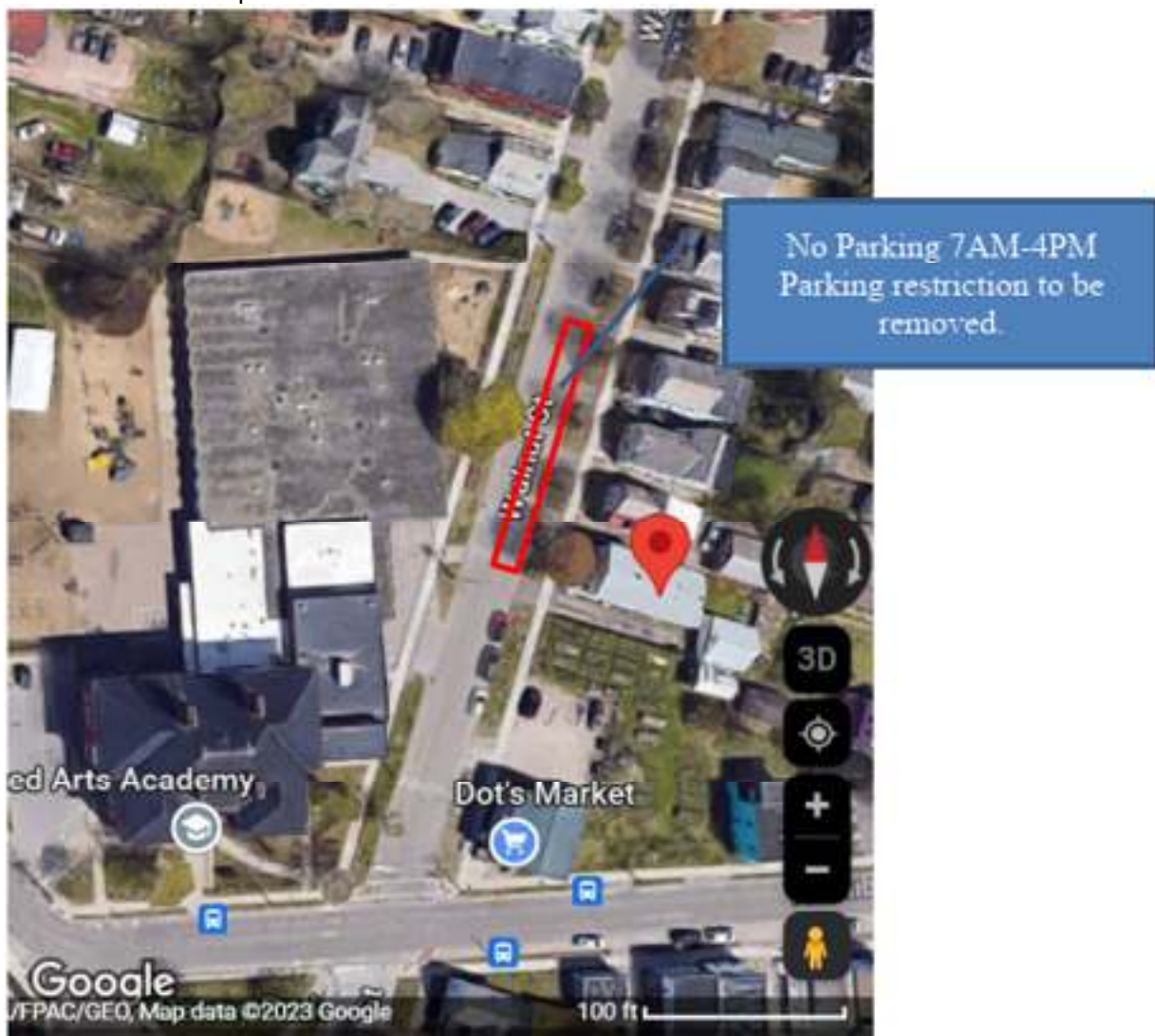
(413) – (581) As written.

** Material stricken out deleted.

*** Material underlined added.

TD: BCO Appx.C, 7
9/20/23

Attachment 2: Map





Memo

Date: September 14, 2023

To: Public Works Commission

From: Dora Bean, Engineering Intern

CC: Phillip Peterson P.E., Public Works Engineer

Subject: 80 Blodgett Street Accessibility (ADA) Parking Change

Staff recommends the DPW Commission remove (see Attachment-1):
7A Accessible spaces designated.

No person shall park any vehicle at any time in the following location, except automobiles displaying special handicapped license plates issued pursuant to [18](#) V.S.A. § [1325](#), or any amendment or renumbering thereof:

(174) On the east side of Blodgett Street, in front of 90 Blodgett Street.

Purpose & Need:

The purpose is to provide an accessible parking space in front of 80 Blodgett Street. This space aligns with recommendations by the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

Staff received a request from a resident of 80 Blodgett Street to provide an accessible parking space in front of their home. This space aligns with recommendations by the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Public Engagement:

In preparation for the 9/20/23 DPW Commission Meeting, Staff distributed flyers to residents on North Street, near the parking space. Staff received no public input in regards to this project.

Site Map:

Location of ADA Space to be added in front of 80 Blodgett Street

Attachments:

1. Traffic regulation.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
7A Accessible spaces designated.

Sponsor(s): Public Works Commission

Action: _____

Date: 9/20/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the
Public Works Commission of the
City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 7A Accessible spaces
designated of the Code of Ordinances of the City of Burlington is hereby amended as follows:

7A Accessible spaces designated.

.....
*No person shall park any vehicle at any time in the following location, except automobiles
displaying special handicapped license plates issued pursuant to 18 V.S.A. § 1325, or any
amendment or renumbering thereof:*

(1)-(173) As written.

(174) On the east side of Blodgett Street, in front of 90 Blodgett Street.

** Material stricken out deleted.

*** Material underlined added.

BCO Appx.C, Section 7A
9/20/2023



Memo

Date: September 20th, 2023
To: Public Works Commission
From: Kelly DeCarlo, Engineering Intern
CC: Phillip Peterson P.E., Public Works Engineer
Subject: 34 Elmwood Ave Motorcycle Parking

**Staff recommends the DPW Commission add (see Attachment-1):
26 Motorcycle parking.**

The following locations are designated for the parking of motorcycles only:

- (20) On the east side of Elmwood Avenue, beginning at the driveway for 36 Elmwood Avenue and extending south 11 feet.

Purpose & Need:

The purpose of this request is to reallocate space in front of 34 Elmwood Avenue to a motorcycle parking space. The space is not wide enough to fit a car without blocking the nearby driveway; therefore, converting this space into motorcycle parking will provide a motorcycle parking need in the area while keeping cars from encroaching on adjacent driveways.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

The parking space just south of the driveway for 36 Elmwood Ave is 11ft wide, which is not wide enough for a standard or compact car parking space. Converting a small, unused parking space into a motorcycle parking area allows us to maximize the use of available space. In many urban areas, parking real estate is at a premium, and creating dedicated motorcycle parking spaces can help alleviate parking congestion and optimize existing space. Approval of this request will allow for a designated motorcycle space and will also help prevent cars from blocking driveways in this area.

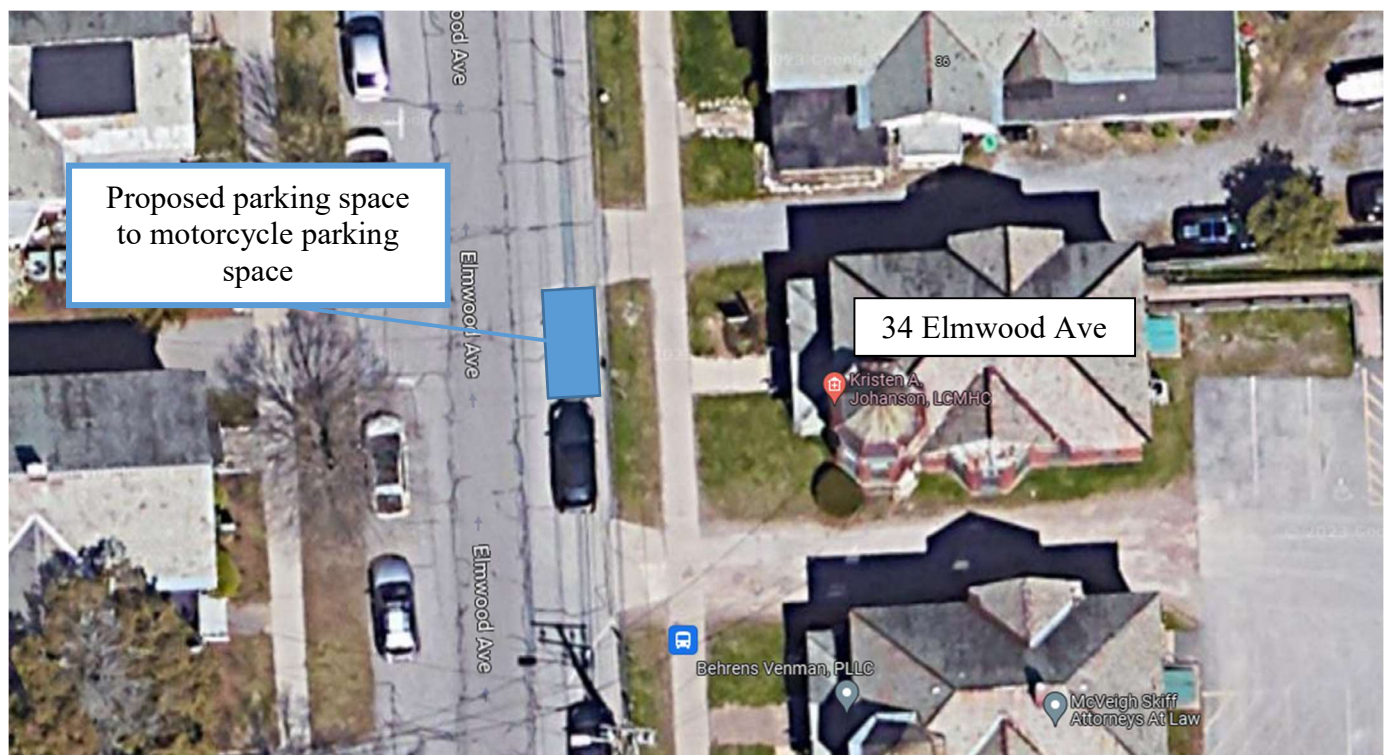
Public Engagement:

In preparation for the 9/20/23 DPW Commission Meeting, Staff distributed flyers to residents on Elmwood Avenue, near the parking space. Staff received one email which supports the recommendation for motorcycle parking.

Attachments:

1. Traffic regulation.
2. Public input correspondence.

Site Map:



CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
26 Motorcycle parking.

Sponsor(s): Public Works Commission

Action: Approved

Date: 9/20/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the
Public Works Commission of the
City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 26 Motorcycle parking of
the Code of Ordinances of the City of Burlington is hereby amended as follows:

26 Motorcycle parking.

The following locations are designated for the parking of motorcycles only:

(1)-(20) As written.

(21) In the northern space in front of 34 Elmwood Avenue.

** Material stricken out deleted.

*** Material underlined added.

/hm: BCO Appx.C, Section 26
9/20/2023

Public Input Correspondence:

Hi Kelly,

I've been at 36 Elmwood for four years now. This spot has always been a small car only spot the entire time I've been here. Nobody and I mean nobody in this town respected that tiny sign above the spot. If you make the spot a motorcycle only spot I definitely will get blocked in my driveway again. We have large vehicles parking here and because we all work in the service industry we are in and out at all hours of the day.

My driveway getting blocked in was nearly a weekly sometimes daily occurrence before the spot was recently changed to one spot. Parking enforcement and I have had to stop people from blocking me in while actively towing people from my driveway and the hydrant

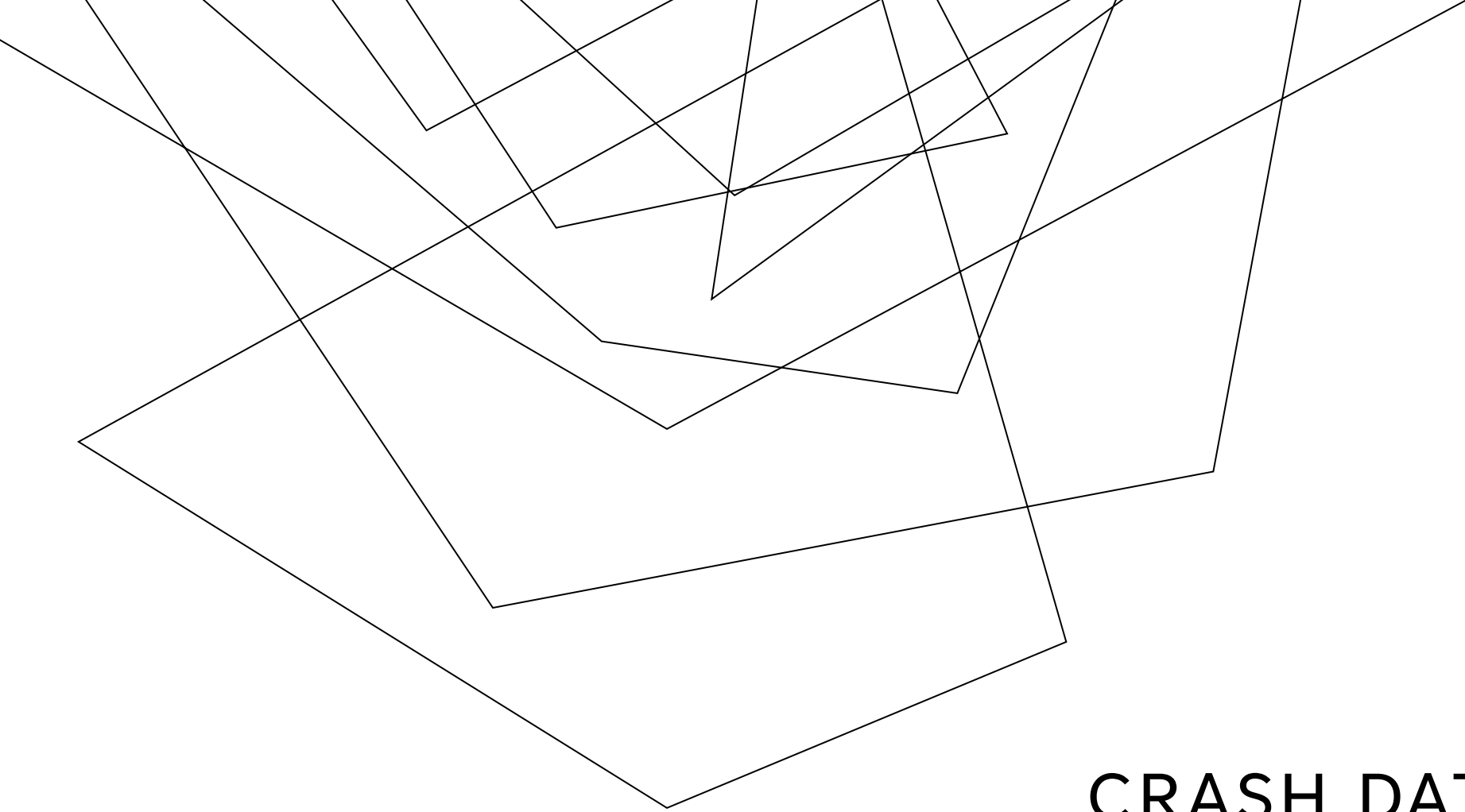
I have missed out on events, powder days and even had to wait for a car to be towed so I could drive to urgent care. Cars have been left over the weekend when parking enforcement was unavailable. Multiple times I've been charged by the guy who plows my driveway for having to swing by multiple times

Another consequence of people parking improperly there is people then park in front of the hydrant in front of my house

If the available space is to become motorcycle parking then it needs to be adequately marked as such. A sign needs to be placed low enough to be seen by drivers and lines need to signal that a car is not to be parked at that space.

Sincerely,

A fairly frustrated resident

Abstract geometric lines in the top left corner of the page, consisting of several thin, black, overlapping lines that form a complex, abstract pattern.

CRASH DATA DASHBOARD

Public Data to Support DPW Decisions

Public Works Commission | September 2023

OVERVIEW

Dashboard Overview

Dashboard Data Sources

Citywide Trends – All Crashes

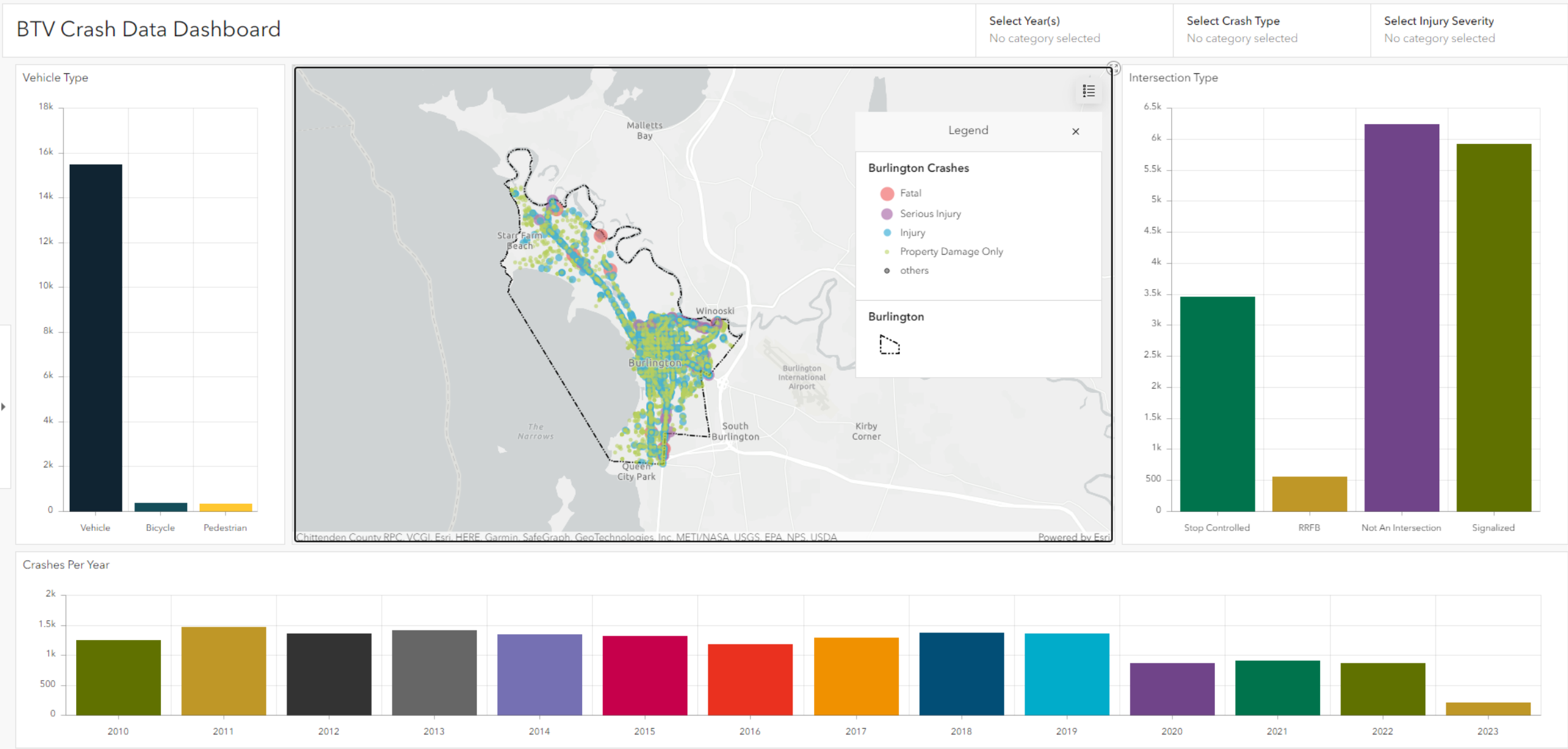
Citywide Trends – Bike Ped

Case Study – North Ave Road Diet

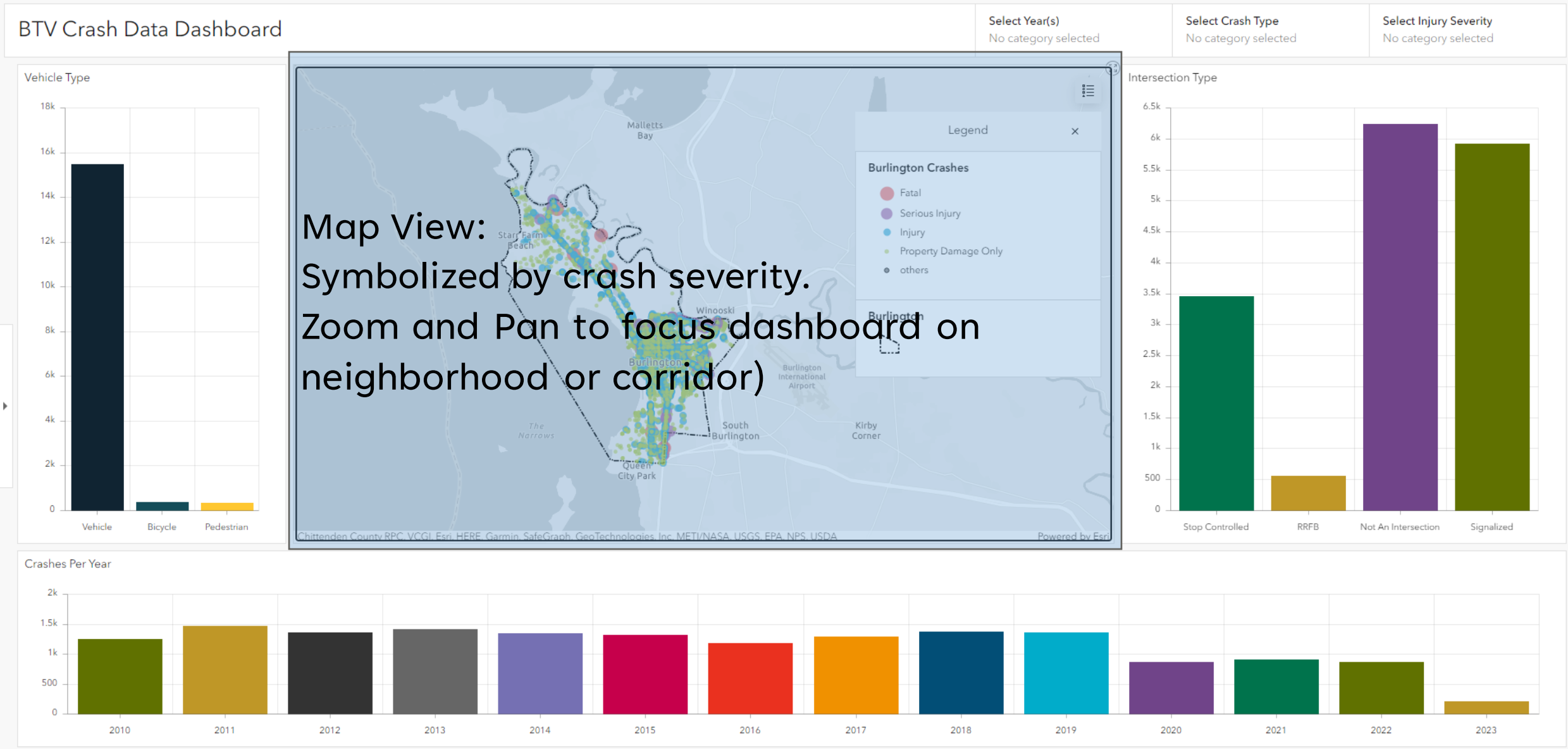
Next Steps – Vision Zero Plan Data

DASHBOARD OVERVIEW

DASHBOARD OVERVIEW | [TINYURL.COM/BTVCRASHBOARD](https://tinyurl.com/BTVCRASHBOARD)



DASHBOARD OVERVIEW | [TINYURL.COM/BTVCRASHBOARD](https://tinyurl.com/BTVCRASHBOARD)

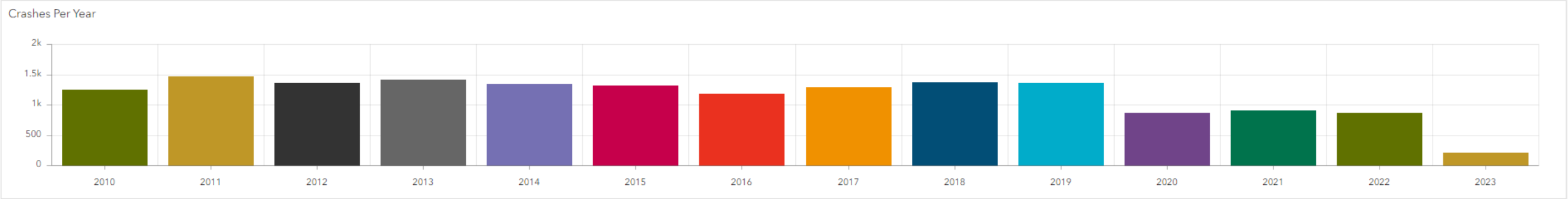
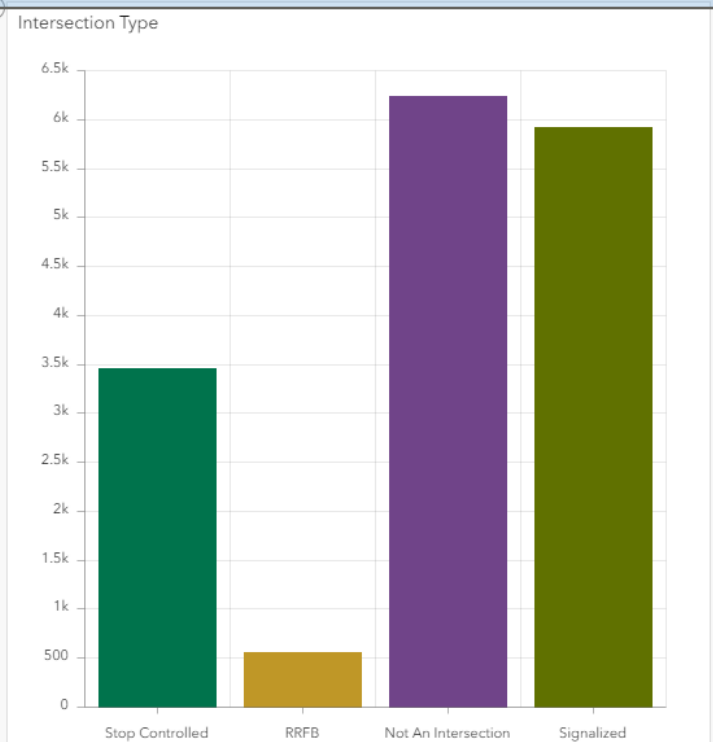
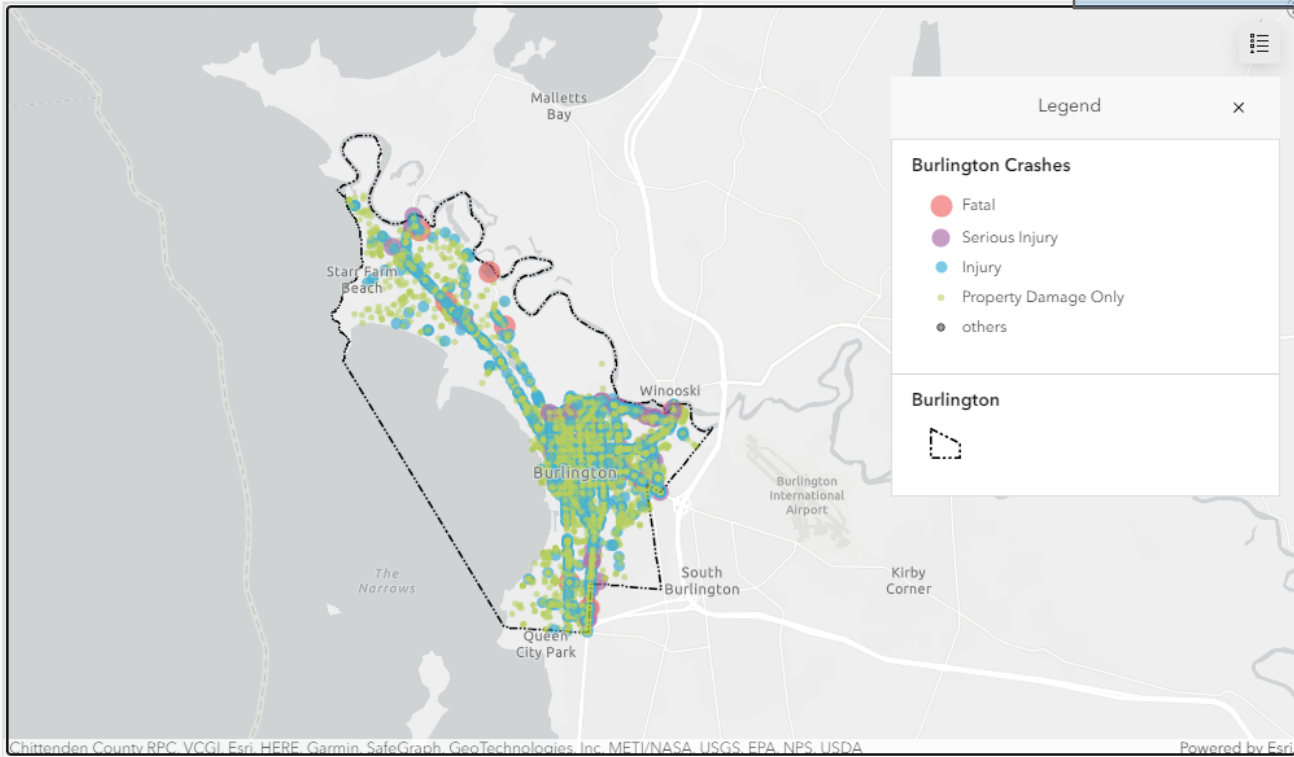
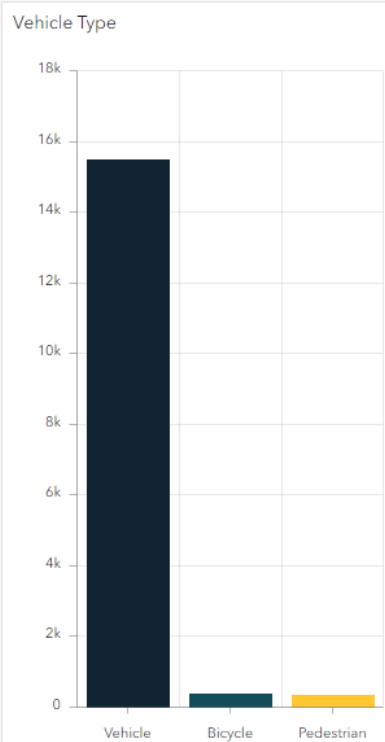


DASHBOARD OVERVIEW | [TINYURL.COM/BTVCRASHBOARD](https://tinyurl.com/BTVCRASHBOARD)

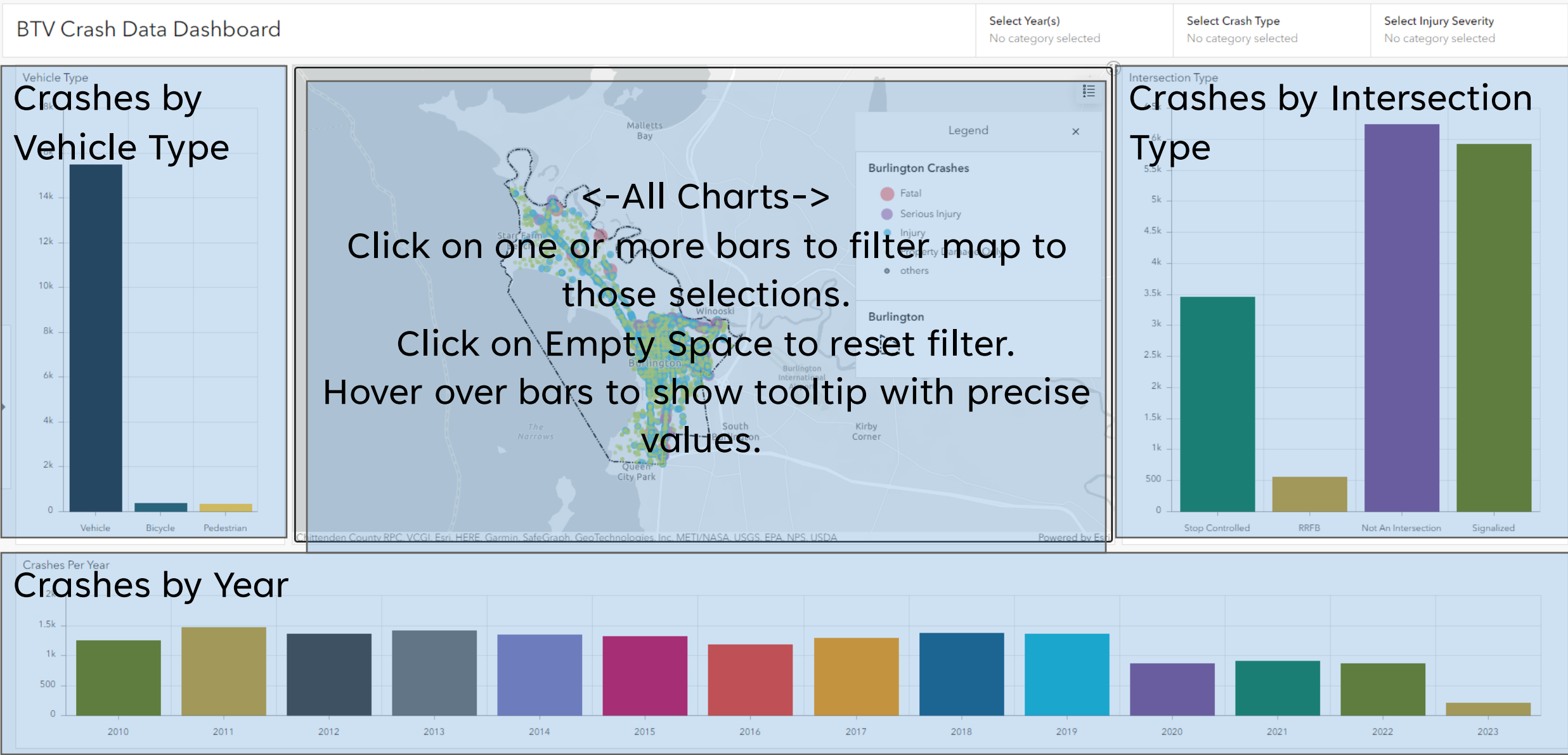
BTV Crash Data Dashboard

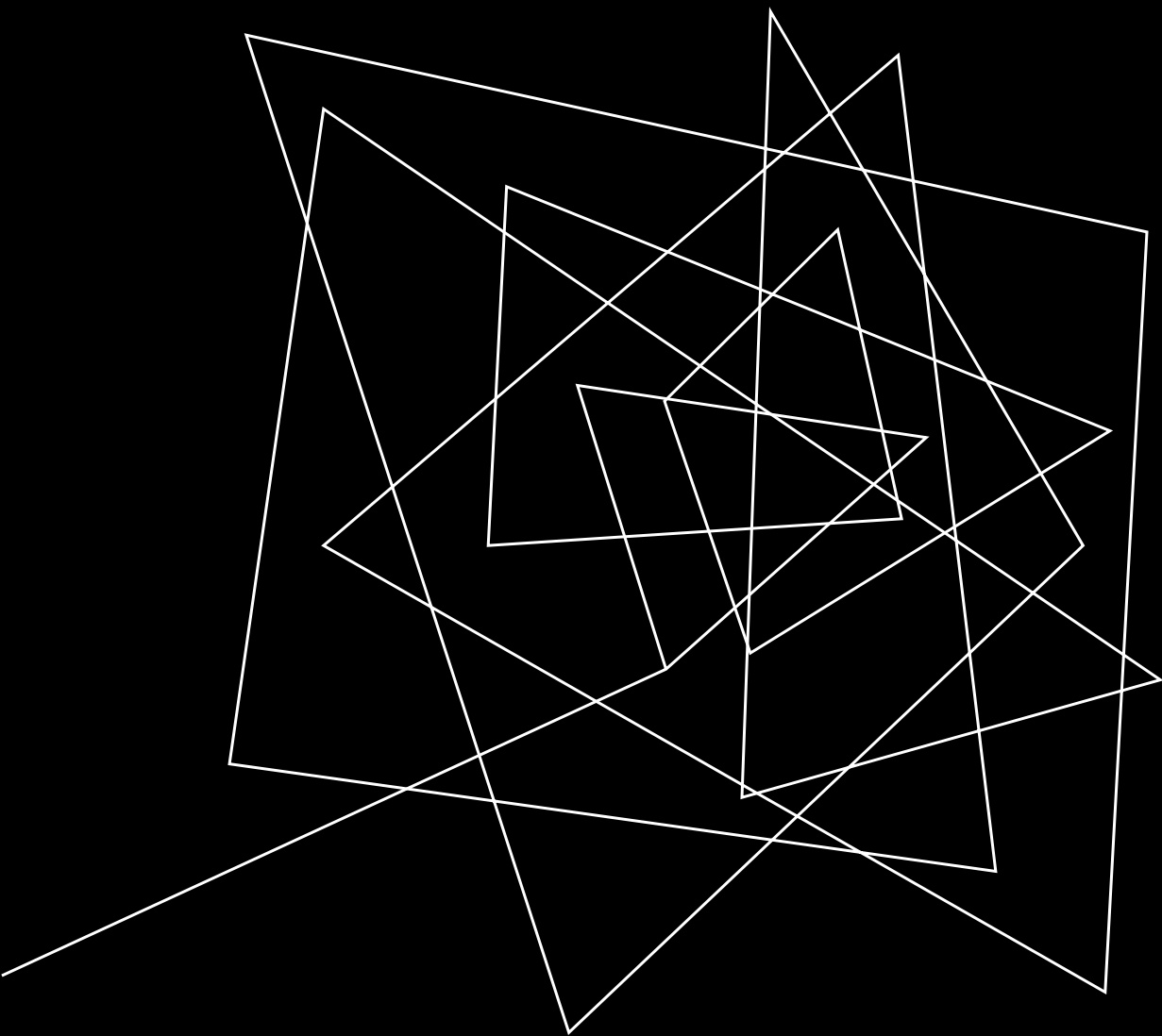
Select Year(s)
Select Crash Type
Select Injury Severity

Select Years/Vehicle/Injury Type



DASHBOARD OVERVIEW | [TINYURL.COM/BTVCRASHBOARD](https://tinyurl.com/BTVCRASHBOARD)

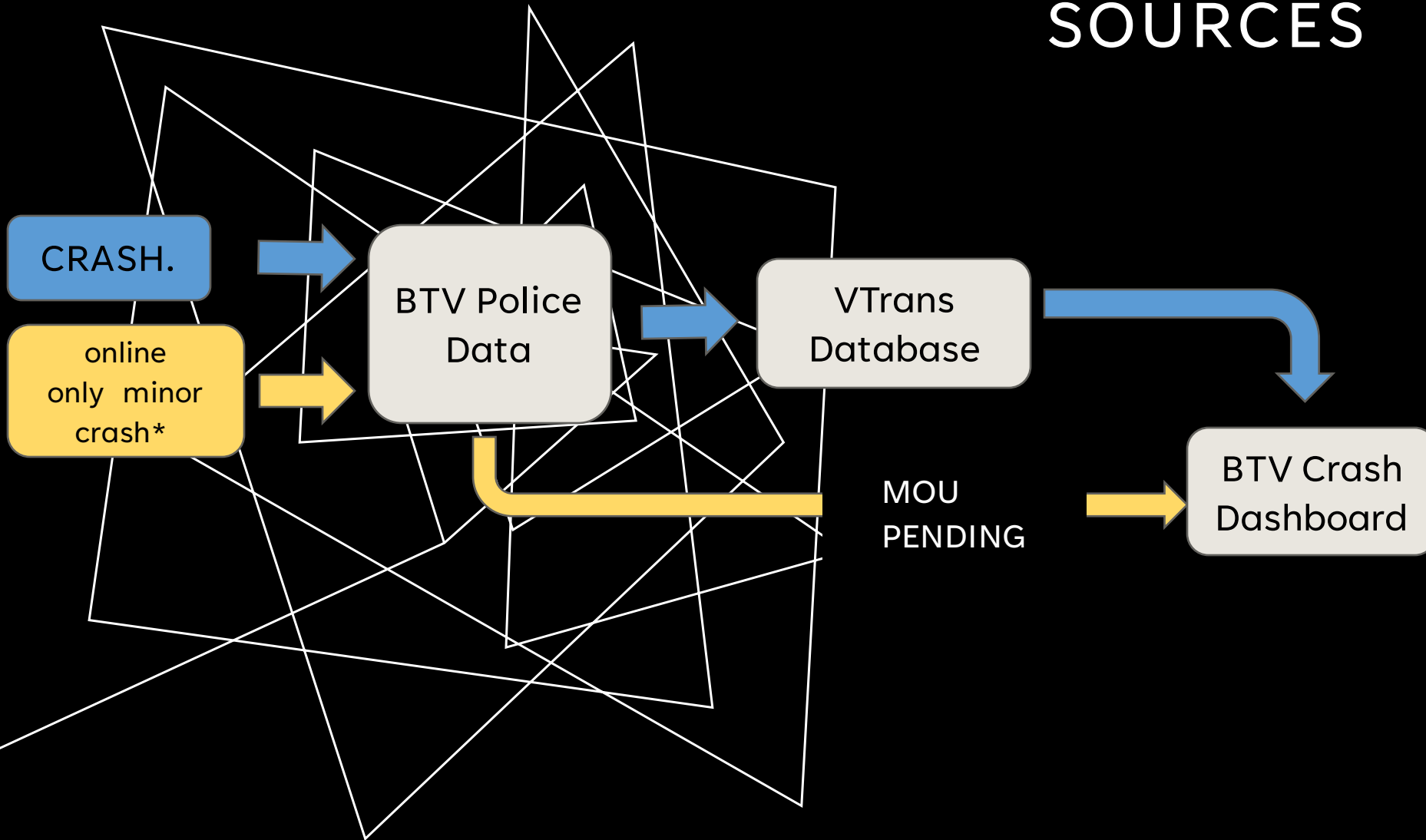




DASHBOARD DATA SOURCES

BTV Police, State of Vermont

DASHBOARD DATA SOURCES



**Online only crashes are user-reported incidents that do not have any full police reports associated with them. These are nearly universally property damage only and non-injury crashes.*

CITYWIDE TRENDS – ALL CRASHES

CITYWIDE TRENDS

All Road Users – Fatal and Injurious Crashes

(Note chart/map expansion icon in upper right)

BTV Crash Data Dashboard

Select Year(s)

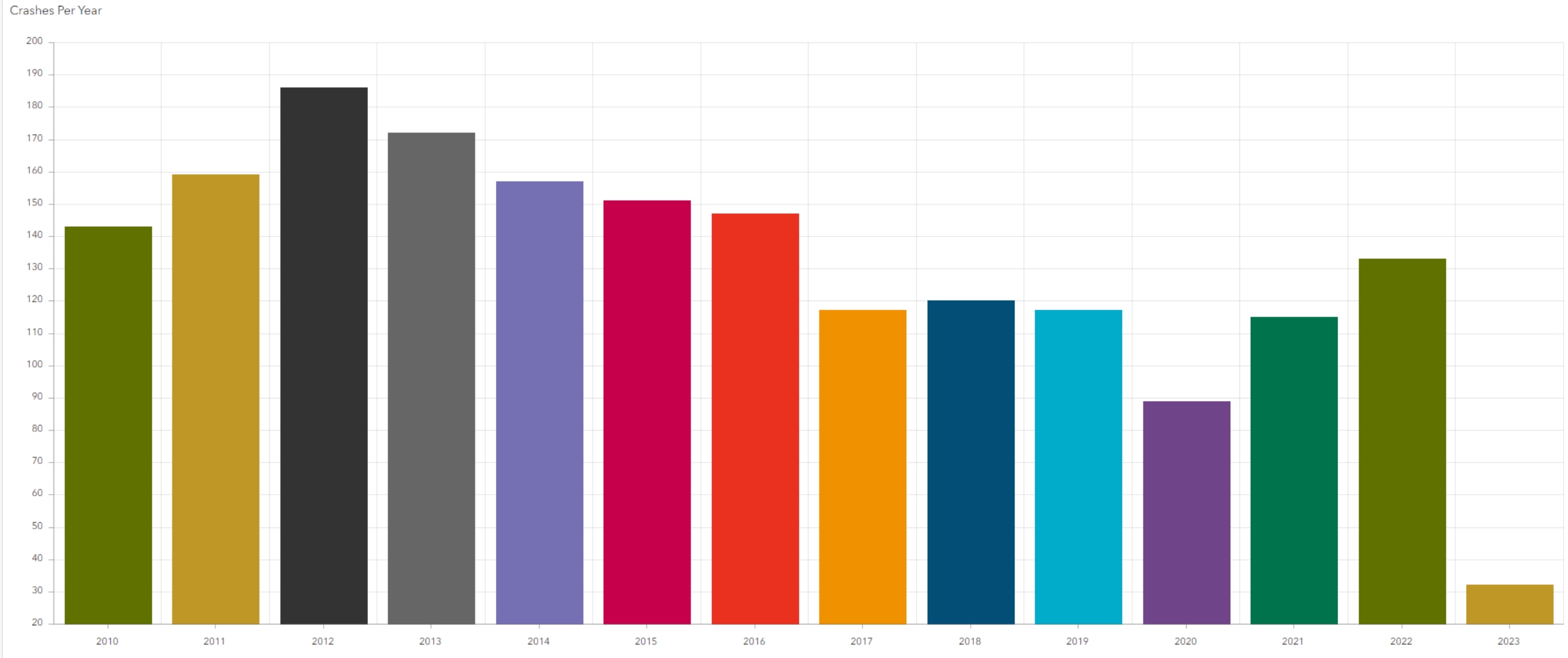
No category selected

Select Vehicle Type

No category selected

Select Injury Severity

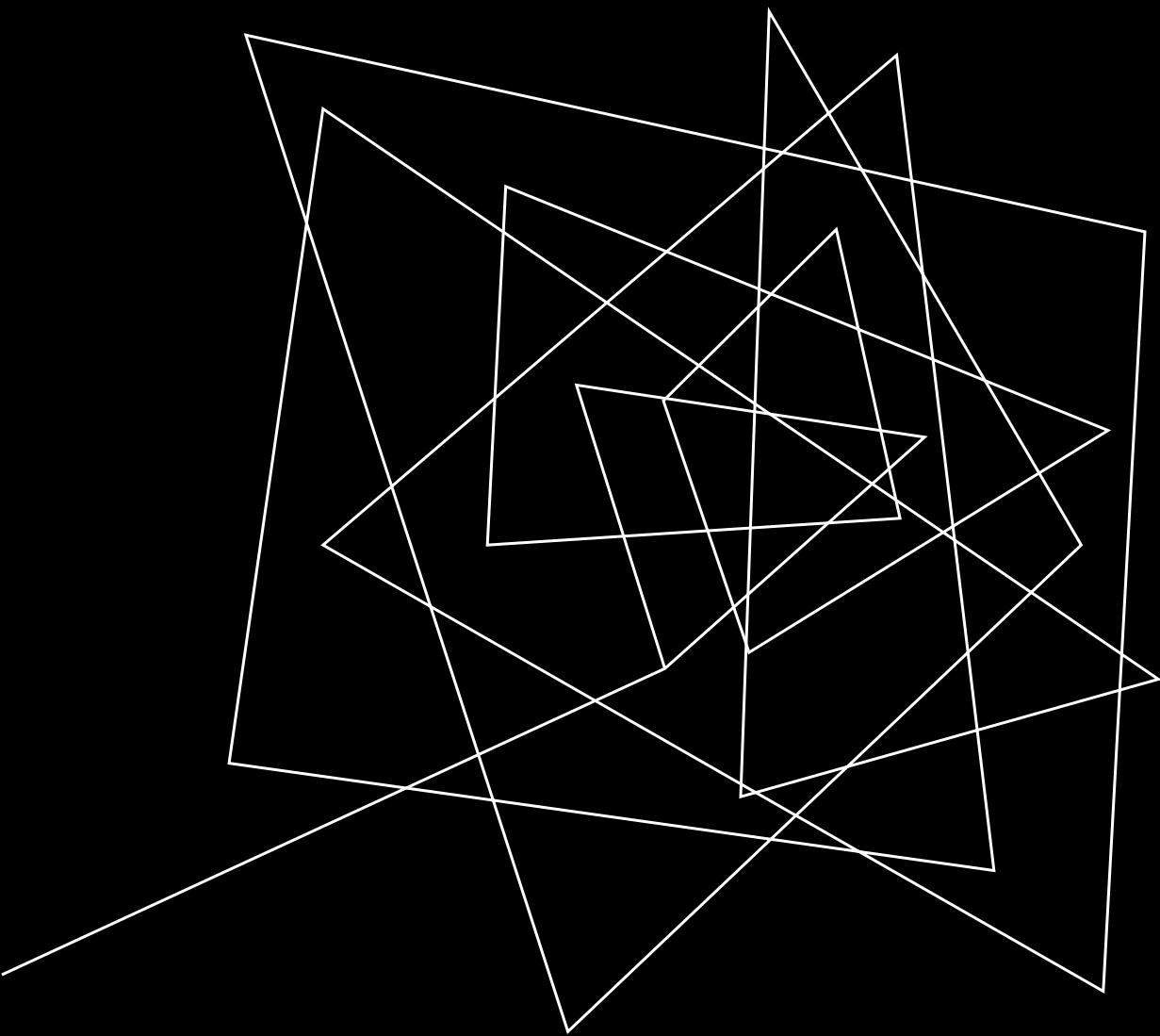
Fatal, Injury, Serious Injury 3



BTV CRASH TRENDS

2011 – 2021 Average VMT for Chittenden County = 8% Drop in travel volumes (VTrans)

	2011	2019	2022	2011-2022 % Change
All Crashes	1500	1400	869	-42%*
Injury Crashes	158	117	133	-16%
Fatal Crashes	1	0	0	n/a**

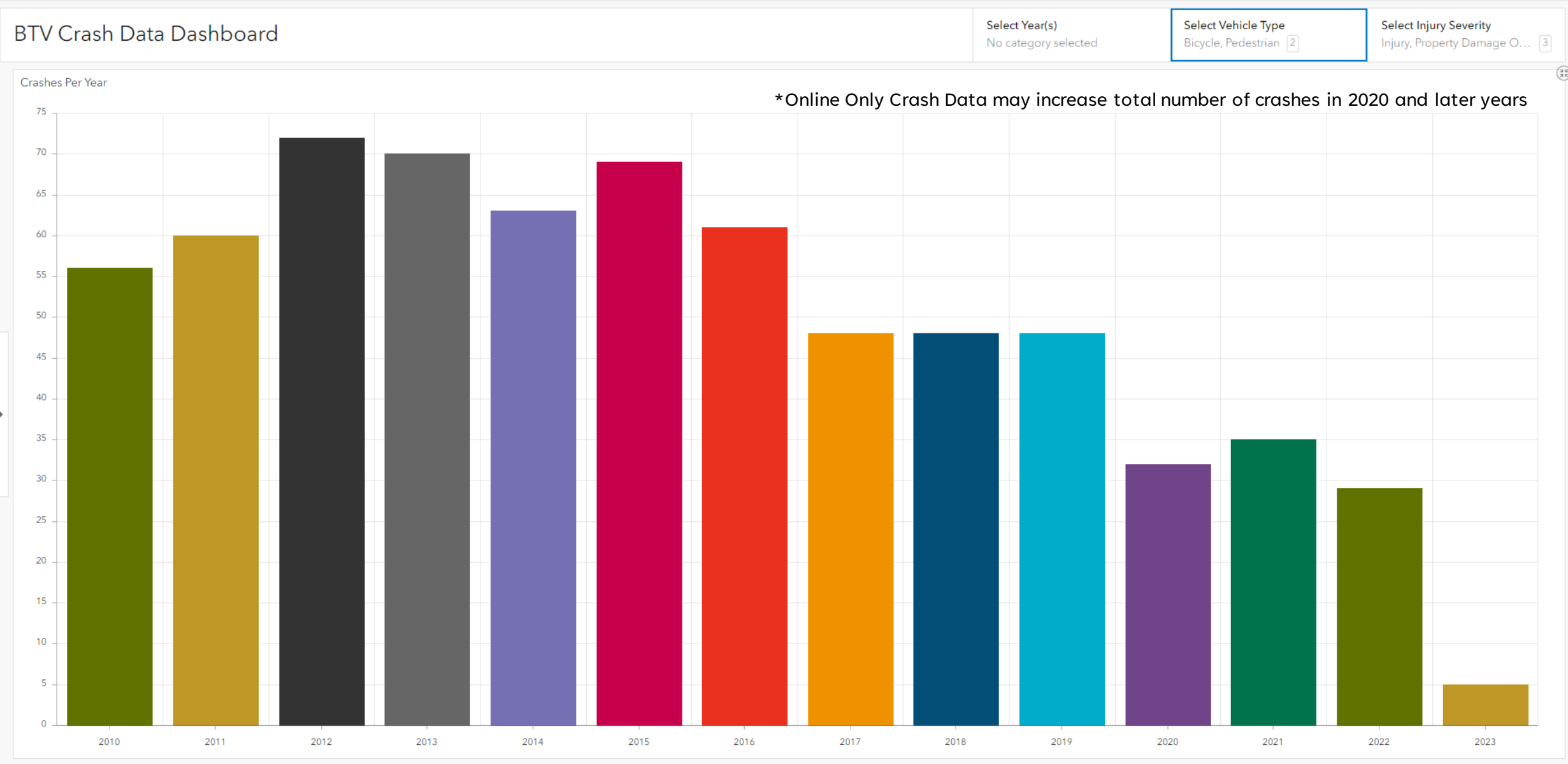


CITYWIDE TRENDS

Vulnerable Road Users

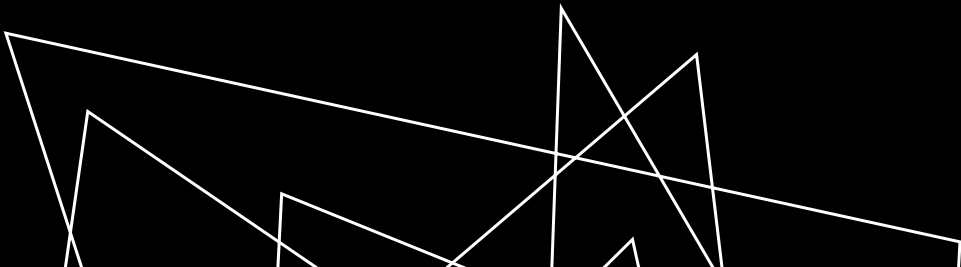
CITYWIDE TRENDS

Vulnerable Road Users



CITYWIDE TRENDS

Vulnerable Road Users



	2011	2019	2022	2011-2022 % Change
Bike/Ped Crashes	61 (of 1500)	48 (of 1400)	29 (of 869)	-52%*
Bike/Ped Injurious Crashes	52 (of 158)	37 (of 117)	28 (of 133)	-46%
Bike/Ped Fatalities	1 (of 1)	0	0	n/a**

*Online Only Crash Data may reduce this % when acquired

** Fortunately, fatal crashes are a low enough rate that establishing trend lines is difficult.

CASE STUDY: NORTH AVE ROAD DIET



BEFORE 2016:
4 LANES (2N/2S)



AFTER 2016:
3 LANES (1N/1S/1CTL)

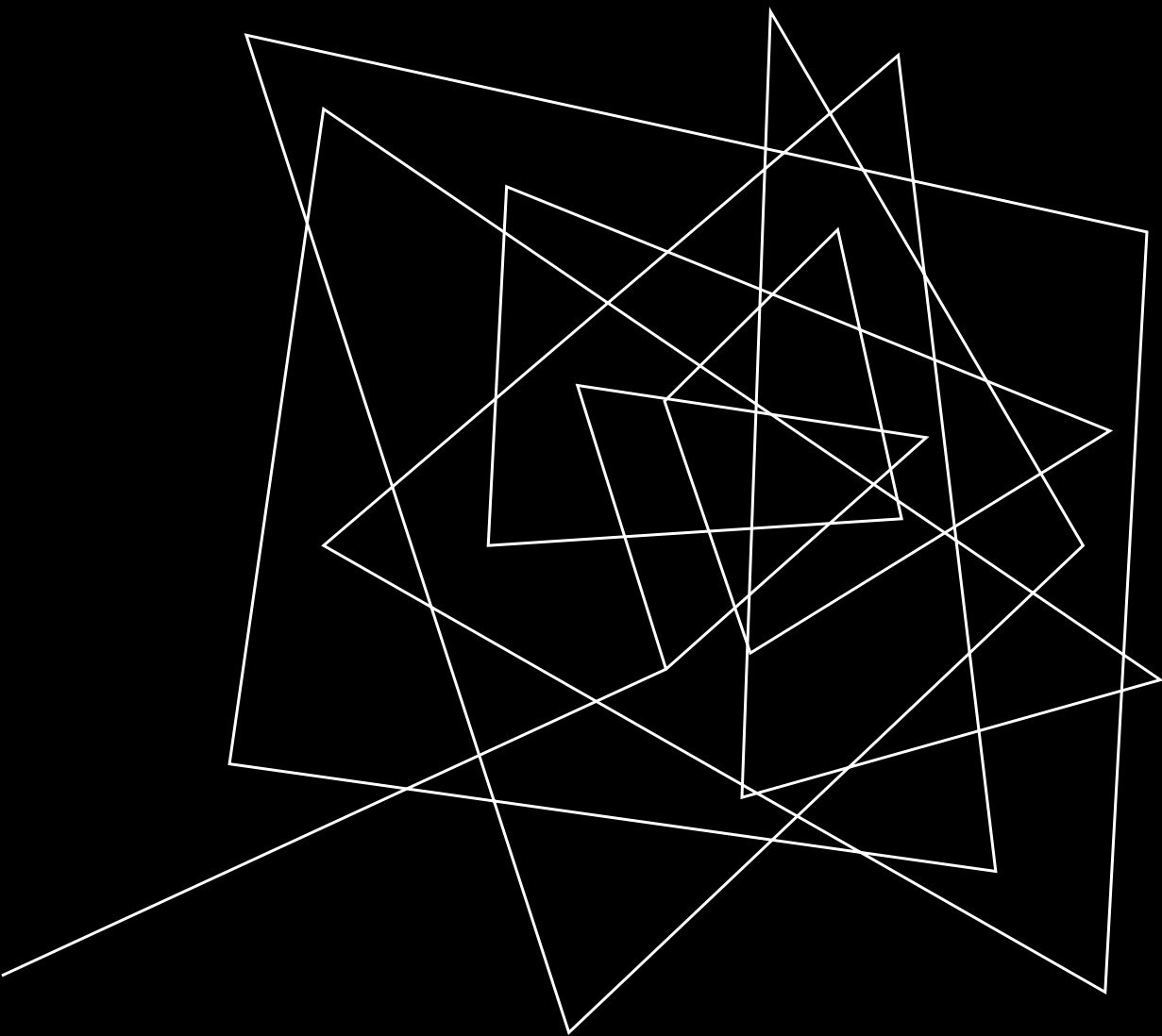
CASE STUDY: NORTH AVE ROAD DIET

SHORE ROAD TO 127 INTERCHANGE

	2010-2015	2017-2022	% Change
Total Crashes*	268	139	-52%
Injury Crashes	47	26	-56%
Fatalities	0	1	n/a**

*Online Only Crash Data may increase total number of non-injurious/non-fatal crashes in 2020 and later years

**Fortunately Lack of additional data points reduces validity of trendline data.



NEXT STEPS

Vision Zero Plan Data

DPW & CCRPC to develop data-driven update to
Plan BTV Walk Bike with Vision Zero perspective
(2024)

We're hiring! Visit our jobs page [here](#) & apply today.



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- About DPW
- Reinvesting in Burlington: Construction Season Info
- Recycling & Street Maintenance
- Water Resources
- Transportation
- Parking in Burlington
- Public Works Commission
- Media & Public Engagement
- Encumbrance Permits & Agreements

Contact DPW

Water Quality, Main Breaks & Billing
(24/7 for urgent matters):
863-4501/EMAIL

DPW Customer Service
Walk-in hours: 7:00AM-4:00PM
Call hours: 7:00AM-4:30PM
863-9094 /EMAIL

Parking Services
8:00AM-4:00PM
540-2380/EMAIL

Snow Ban Line:
658-SNOW



Transportation

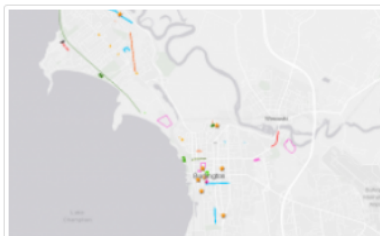
The Department of Public Works provides planning, engineering, operations, and maintenance of the traffic signs, markings, and signals that allow the transportation system to operate as safely and efficiently for all modes to travel. Use the boxes below to learn more about our active projects, policies, and a library of our planning documents.



Report Issues

Tell us about potholes, obstructions in bike lane, damaged signs, etc.

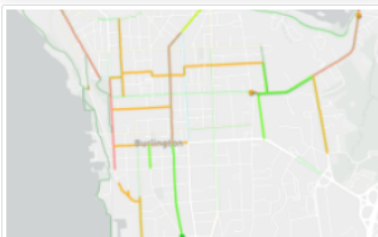
[View SeeClickFix](#)



Current Construction

See all transportation projects under construction now

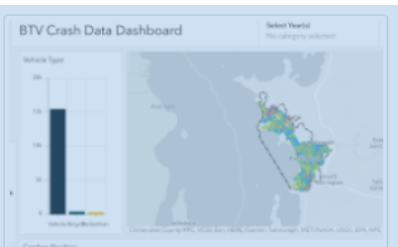
[View Map](#)



Current Planning

See all planned, current, and completed planning projects.

[View Map](#)



Crash Data

Find out more about where all crashes happen in the city

[View Dashboard](#)

QUESTIONS?

BTV Crash Data Dashboard

burlingtonvt.gov/DPW/Transportation

Julia Ursaki
jursaki@burlingtonvt.gov
802-809-1355



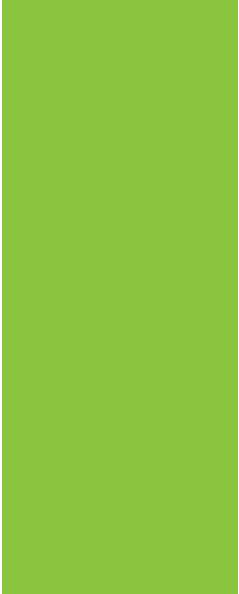
Fare Resumption: Draft Fare Policy

Clayton Clark, General Manager





Agenda

- 
- History
 - Which routes will be affected?
 - Draft Fare Policy
 - Questions

History



History

- GMT stopped collecting fares in March 2020 as a COVID-19 infection control measure. By offering free service, riders were able to enter buses through rear doors, greatly reducing contact between drivers and riders.
- Prior to the pandemic, GMT earned about \$2.5 million a year in fare revenue. GMT used federal American Rescue Plan Act funds to replace fare revenue through June 2022.

State Support of Fare Free

- Since July 2022, fare revenue replacement has been provided by the State of Vermont, and additional state support to GMT is allowing fare-free service to be extended until January 2024.
- Unfortunately, the additional state support was a one time offer. Given the choice of cutting service or restarting fares, the Green Mountain Transit Board of Commissioners chose to restart fares. GMT cannot cover the expense of existing service at this time.

Which routes will be affected?



Chittenden County Routes

What are the specific routes that will return to fare collection:

- Chittenden County local fares
- Chittenden County commuter service
 - 116 Commuter (GMT's trip only)
 - Milton Commuter
 - Jeffersonville Commuter
- LINK Express routes
 - Montpelier LINK Express
 - St. Albans LINK Express

Why Are Rural Routes Remaining Fare Free?

- Prior to the COVID-19 Pandemic, transit systems statewide collected over \$2.5M dollars. \$2M came from Green Mountain Transit urban routes.
- The State of Vermont has taken the position to provide funding to extend zero fare operations on rural public transit given the relatively low cost as compared to the overall transportation budget and considering the significantly fewer transit options in these locations.

Draft Fare Policy



Fare Collection Factors

The following policy was developed with the following factors in mind:

- Limiting the financial impact of fares, especially frequent users reliant on public transit.
- Offering a simple and easily understandable fare structure.
- Increasing opportunities for organizations to support riders.
- Creating a system that has greater reliability and decreased maintenance requirements.
- Providing GMT with critical local match funding to help sustain operations.

Technology

GMT will begin using a new farebox technology called Genfare Link.

- **How will Genfare Link be different?**
- In addition to accepting cash payment for fares on buses, the Genfare Link system provides:
 - The ability for riders to pay via debit/credit card/smartphone/smartcard on the bus.
 - The ability to cap costs for individual users.
 - Improved options for organizations to pay for service, partially or in full.

Rider Account

- Human Service Agencies will be granted portal access, allowing the agency to manage transportation solutions for their clients.
- Riders will be able to create rider accounts where they can manage their fare payment.
 - Riders with a smartphone will be able to use a mobile ticketing app to pay for their rides.
 - Riders without smartphone technology will be issued a physical smartcard, which is similar in size to a credit card.

Product	Current	Proposed	% Change
Product	Current	Proposed	% Change
Single Fare	\$1.50	\$2.00	33.30%
Single Fare, Discounted	\$0.75	\$1.00	33.30%
Day Pass	NA	\$4.00	NA
Day Pass, Discounted	NA	\$2.00	NA
Daily Cap	NA	\$4.00	NA
Daily Cap, Discounted	NA	\$2.00	NA
Monthly Cap	\$40.00	\$40.00	0.00%
Monthly Cap, Discounted	\$20.00	\$20.00	0.00%
Commuter	\$2.00	\$2.00	0.00%
Commuter Monthly Cap	\$75.00	\$40.00	-47.00%
LINK	\$4.00	\$2.00	-50.00%
LINK Monthly Cap	\$150.00	\$40.00	-73.00%

GMT will no longer offer:

- 10-ride passes
- Monthly passes

GMT will offer:

- Uniform fare structure across local and commuter services
- Fare capping

Proposed ADA fare:

- \$4/one-way

Fare Capping

- The daily cap for full-price riders will be \$4.00. After a rider pays for two full-price rides at \$2.00, their remaining rides for the day will be free of charge. The cap for our discounted rate will be \$2.00.
- The monthly cap for full-price riders will be \$40.00, the same price as the discontinued monthly pass. The cap for our discounted rate will be \$20.00.
- Caps are not purchased separately. They will automatically apply when the rider reaches that threshold.
 - With the creation of a daily cap that is the equivalent of two rides, free transfers will be eliminated.

Future Considerations

- **Payment Network:** The Genfare Link system will provide access to the nationwide payment network. This will allow riders to add funds to their smart pass using cash or credit/debit card at participating retailers, such as CVS, Walmart, etc. Setup for inclusion in this system takes 18-24 months to complete, which is why it is not being included when we restart service.
- **Expanded Discounts:** Further work will be done to highlight populations eligible to receive a discounted fare rate directly from GMT. To begin, our focus will be on assisting organizations that wish to support riders through the Genfare Link system. This will expand the options for riders to have a free or discounted ride while also ensuring that GMT meets its obligation to generate approximately 10% of its urban operating costs from fare revenue.

Thank you.

To offer additional public comment, contact:

Jamie Smith, Director of Planning and Marketing
802-540-1098 | jamie@ridegmt.com



Draft Fare Proposal for Public Comment

Overview:

Urban local, commuter, and LINK Express bus routes will return to fare collection in January 2024. GMT will use a new fare management system, named Genfare Link, that will greatly improve payment options for both riders and organizations that support riders. The new options of this system will allow us to simultaneously adjust fare rates to match higher operating costs while also limiting the impact of fares on individual users. The draft fare plan below was developed with the following factors in mind:

- Limiting the financial impact of fares, especially frequent users reliant on public transit.
- Offering a simple and easily understandable fare structure.
- Increasing opportunities for organizations to support riders.
- Creating a system that has greater reliability and decreased maintenance requirements.
- Providing GMT with critical local match funding to help sustain operations.

Changes in Fare Technology Drive Fare Adjustments

How will Genfare Link be different?

In addition to accepting cash payment for fares on buses, the Genfare Link system provides:

- The ability for riders to pay via debit/credit card/smartphone on the bus.
- The ability to cap costs for individual users.
- Improved options for organizations to pay for service, partially or in full.

The Role of Individual Rider Accounts for GMT's Fare System: Caps and Organizational Support

Individual rider accounts will allow GMT to establish cost caps for riders. These caps are critical for ensuring financially vulnerable riders can use public transit. GMT will have daily and monthly caps for each rider. Once the rider reaches the cap, additional rides are provided at no additional cost. Importantly, caps do not require an upfront payment.

Individual accounts will also allow organizations to directly manage the support they provide to riders. Participating organizations will have their own portal in the Genfare Link system that will allow them to add funds to specific riders. Organizations will have access only to the riders they support. This will vastly simplify the way employers, schools, and human service agencies administer programs to support riders.

Will it be Difficult to Create Rider Accounts?

No. Most riders will create their own accounts. Both from our own experience on our buses and in collaborating with human service providers in the area, we know roughly 90% of our riders have a smartphone. These riders can install the Genfare App on their smartphone and create their own account in less than 5 minutes without GMT's assistance. When they enter a bus, they will wave their smartphone over the farebox to pay for their ride.

Riders without a smartphone will be able to create an account and receive a physical smart pass in about 5 minutes at our transit centers. The smart pass is the size and shape of a credit card. The rider will then wave the smart pass over the farebox when they enter the bus.

From November 2023 through January 2024, GMT will have pass creation events in the area that will provide a convenient way for riders to receive assistance in setting up an account, whether they use their smartphone or prefer a smart pass. As we do with the annual ride check, we will bring on temporary staffing to help us with these account creation events.

Will Riders be Required to Create an Account?

No. Riders who do not wish to create an account can still pay by cash on the bus. They will not, however, benefit from fare caps or the ability to have their rides paid for by another organization.

Proposed Fares, Passes, and Caps

\$2.00 Fare for Urban Local, Commuter, and LINK Express Routes

GMT proposes a \$2.00 fare for urban local, commuter, and LINK Express routes. This is a 33% increase over the previous urban local fare (\$1.50), no change to the commuter fare (\$2.00), and a 50% reduction to LINK Express fare (\$4.00).

- Urban local routes have returned to their pre-pandemic levels.

- Commuter and LINK Express routes are still significantly below pre-pandemic ridership levels. Furthermore, there has been a shift in our perception of who uses these routes, with more riders using commuter and LINK Express for medical and human services related travel.

GMT will continue to provide a 50% discount fare for riders under 17, over 60, or with a disability. Discounted urban local, commuter, and LINK Express routes will be \$1.00.

Creation of Daily Pass

GMT will offer a day pass for \$4.00. GMT had not previously offered day passes. A day pass will allow for unlimited rides for a single day. These passes will be for sale at the transit center, and to organizations that want to provide day passes to individuals they serve.

Elimination of Monthly and 10 Pass Rides

GMT previously sold a monthly pass for \$40.00 and a 10 ride pass for \$15.00. Both of these products will not be necessary with an account-based system that offers caps and with the ability to pay on the bus with a credit/debit card.

Elimination of Transfers

With the creation of a daily cap that is the equivalent of two rides, free transfers will be eliminated.

\$4.00 Daily Cap and \$40.00 Monthly Cap

The daily cap for full-price riders will be \$4.00. After a rider pays for two full-price rides at \$2.00, their remaining rides for the day will be free of charge. The cap for our discounted rate will be \$2.00.

The monthly cap for full-price riders will be \$40.00, the same price as the discontinued monthly pass. The cap for our discounted rate will be \$20.00.

Caps are not purchased separately. They will automatically apply when the rider reaches that threshold.

Elimination of Separate Monthly Passes for Commuter and LINK Express

Previously, urban local, commuter, and LINK Express routes had separate fare prices. This led to different monthly pass costs, with the commuter monthly pass \$75 and the LINK Express monthly

pass \$150. The \$40 fare cap will apply to commuter and LINK Express service, significantly reducing the financial impact of these routes on regular uses.

ADA Service - \$4.00/Ride Without Caps

With GMT's return to fare service, ADA transportation provided by SSTA to augment our urban local routes will also no longer be free. The Federal Transit Administration provides guidelines for ADA pricing, and GMT's practice consistent with those guidelines has been to charge twice the full-price fare for ADA transportation. ADA riders in Chittenden County will see their door-to-door transportation increase from \$3.00/ride to \$4.00/ride, and there will not be a daily or monthly cap.

Price Increase and Price Cap Combination

The \$40 monthly cap will allow GMT to increase the urban local fare by 33% while also ensuring riders' monthly costs do not exceed the previous cost of a monthly pass.

Infrequent riders will see an increase in their costs, while our most frequent riders will have the same or lower cost than previously without having to pay the upfront cost of a monthly pass.

Future Consideration

Payment Network

The Genfare Link system will provide access to the nationwide payment network. This will allow riders to add funds to their smart pass using cash or credit/debit card at participating retailers, such as CVS, Walmart, etc. Setup for inclusion in this system takes 18-24 months to complete, which is why it is not being included when we restart service.

Expanded Discounts

Further work will be done to highlight populations eligible to receive a discounted fare rate directly from GMT. To begin, our focus will be on assisting organizations that wish to support riders through the Genfare Link system. This will expand the options for riders to have a free or discounted ride while also ensuring that GMT meets its obligation to generate approximately 10% of its urban operating costs from fare revenue.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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DRAFT MEMO – FOR THE COMMISSION’S CONSIDERATION

To: Burlington City Council
Fr: Public Works Commission
Re: FY’23 DPW Commission Annual Report
Date: September 20, 2023

Burlington Public Works Mission Statement

- To steward Burlington’s infrastructure and environment by delivering efficient, effective and equitable public services

FY 23 Public Works Commissioners

- Brendan Hogan – *Chair*
- Peggy O’Neill-Vivanco – *Vice-Chair*
- Jim Barr
- Christopher Damiani
- Eliana Fox
- Daniel Munteanu
- Solveig Overby – *Tenure ended June 2023*

Overview of the Commission: The Public Works Commission represents the citizens of Burlington in reviewing departmental performance. The seven Commissioners are appointed jointly by the Mayor and the City Council, and serve for three-year terms. With departmental support and recommendation, the Commission is responsible for reviewing and changing ordinances that are contained within Appendix C of the Burlington Code of Ordinances (‘Rules and Regulations of the Traffic Commission’).

More info: The Commission typically meets regularly on the third Wednesday of each month at 6:30 pm at 645 Pine Street. Visit <https://www.burlingtonvt.gov/DPW/Commission/Agendas> for more.

Youth Engagement: The DPW Commission has discussed how we can meaningfully engage the younger generation in our work after the Council’s passage of the “Expanding Youth Representation on City Boards” resolution in May 2021. Acknowledging that finding youth who have the flexibility and mobility to participate in our evening meetings for a year or more may be difficult, we have taken an innovative approach. We reached out to the Burlington City and Lake Program at Burlington High School and collaborated with them during two interactive sessions on timely City initiatives:

- October 19, 2022: Great Streets Main Street (Commissioners O’Neill-Vivanco, Hogan, and Damiani attended)
- February 8, 2023: North Winooski Avenue / Old North End Mobility Audit (Commissioners Damiani and O’Neill-Vivanco attended)

For each session, several DPW Commissioners and staff members joined approximately 20 high school students and their teachers to hear from the students about their insights and feedback on these developing community projects. The input from these sessions was helpful in guiding both the projects’ process and design. This kind of direct engagement is much richer, allows for diverse perspectives and allows a range of youth the opportunity to interact with City projects and policy debates – rather than having a single youth representative on our Commission. We plan to continue this youth engagement as part of our equity work into the future.

Year In Review:

The Commission provided guidance on many timely Public Works matters and considered regulatory changes to advance municipal projects that included:

- **PlanBTV Walk/Bike Implementation** – The Commission reviewed the department’s 5-year progress report on the City’s walk/bike master plan, provided a forum for community input, and shared feedback to staff on next steps.
 - August meeting
 - Outcome: Input provided, no formal action taken.
- **Railyard Enterprise Project** – The Commission received an update on the project, provided a forum for community input, and considered recommending that the Council select Alternative 1B as the City’s preferred alternative.
 - August meeting
 - Outcome: The Commission voted to recommend the City Council select Alternative 1B as the City’s preferred alternative.
- **Individual Parking Ordinance Changes** – The Commission reviewed and acted on a wide variety of traffic requests that were separate and in addition to traffic requests that were part of large capital projects.
 - August, September, November, December, January, February, March, April, May and June meetings
 - Outcome: The Commission acted on each request.
- **BHS Downtown Garage Rooftop Garden** – The Commission reviewed a proposal to decommission 11 spaces in the Downtown Garage in order to accommodate an outdoor learning space for the downtown Burlington High School.
 - September meeting
 - Outcome: The Commission approved the request.
- **Wastewater Treatment Plants** – The Commission toured the City’s main wastewater treatment plant and received a presentation from staff on the upcoming need for major upgrades at the City’s three wastewater plants.

- October meeting
 - Outcome: Input provided, no formal action taken.
- **Plattsburg Ave Bike Lanes** – The Commission reviewed a recommendation from staff to remove on-street parking along a section of Plattsburg Avenue to install bike lanes and provide a forum for community input.
 - November meeting
 - Outcome: The Commission approved the request.
- **Great Streets Main Street** – The Commission reviewed the overall proposal for Great Streets Main Street including recommendations for intersection control, provided multiple opportunities for public comment, and ultimately reviewed both temporary and permanent parking changes to facilitate the project’s development.
 - December, March, April and May meetings
 - Outcome: The Commission approved some ordinance changes for the upcoming project with additional actions to be considered at a future date.
- **North Winooski Ave Corridor Study Implementation** – The Commission reviewed staff-recommended parking changes, provided opportunities for public comment, and acted on the recommendations.
 - November, January, February meetings
 - Outcome: The Commission approved ordinance changes to consolidate and regulate on-street parking and add bike lanes to a two-block section of North Winooski Avenue.
- **Building Code Appeal** – The Commission heard testimony on an appeal from a residential property owner related to the code requirements for an egress window.
 - January meeting
 - Outcome: The Commission denied the appeal and upheld staff’s determination.
- **Public Parking Policy Review** – The Commission received reports on various public parking policies and conditions including: Fines for Food, Holiday parking promotion utilization, downtown garage occupancy, parking fine adjustments, and enforcement of Parks’ parking lots.
 - October, February, March, May meetings
 - Outcome: The Commission adjusted parking fine rates and approved Ordinance language change to clarify enforcement of Parks’ parking lots.
- **East Avenue Traffic Calming** – The Commission reviewed a staff recommendation to adjust on-street parking to accommodate chicanes as a traffic calming measure.
 - April meeting
 - Outcome: The Commission approved the parking changes necessary to construct the traffic calming features.
- **Director and City Engineer Reviews** – The Commission reviewed the performance of the DPW Director and City Engineer.

- May meeting
- Outcome: The Commission provided their feedback to the Mayor’s Office for their consideration of reappointments.
- **Parking Facilities Fund Capital Bond** – The Commission reviewed a request from staff to recommend the City Council approve a \$750,000 bond to pay for capital repairs to the municipal parking garages.
 - June meeting
 - Outcome: The Commission voted to recommend that the City Council approve a \$750,000 bond to pay for repairs to the City’s downtown garages.
- **FY’24 DPW Goals and Objectives** – The Commission reviewed the annual goals and objectives developed by DPW leadership
 - June meeting
 - Outcome: Feedback provided including a request for future presentations on metrics. DPW leadership updated annual goals and objectives to be used in FY’24 reviews.

FY’23 DPW Commissioner Attendance:

	Barr	Damiani	Fox	Hogan	Munteanu	O’Neill	Overby
August	Present	Present	Present	Present		Present	Present
September	Present	Present	Present	Present	Present	Present	Present
October	Present	Present	Present	Present	Present	Present	Present
November	Present	Present	Present	Present	Present		Present
December	Present	Present		Present	Present	Present	Present
January	Present	Present	Present	Present		Present	Present
February	Present	Present	Present	Present	Present	Present	Present
March	Present	Present	Present	Present	Present	Present	Present
April	Present	Present	Present	Present	Present	Present	
May	Present	Present	Present	Present	Present	Present	Present
June	Present	Present	Present	Present	Present	Present	Present

FY’24 DPW Commission Leadership:

At the first meeting in FY’24, the Commission elected the following officers:

- Chair: Peggy O’Neill-Vivanco, PONeill-Vivanco@burlingtonvt.gov
- Vice Chair: Chris Damiani, cdamiani@burlingtonvt.gov

We hope this report is helpful. Please reach out with any questions.



CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

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www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: September 20, 2023

FY'23 COMMISSION REPORT TO THE CITY COUNCIL

The City Council has resumed annual reports from the various commissions to the Council. We have been asked to provide an FY'23 report. Rob Goulding and I are working with Chair O'Neill-Vivanco and Vice-Chair Damiani to put together a draft report for the Commission's consideration. It will be posted on the Commission webpage prior to the meeting. Once finalized, commissioners will sign the report and it will be submitted to the Council. I believe Council President Paul will then ask the Chair and Vice Chair to present the report to an upcoming City Council meeting. More info: Chapin Spencer, cspencer@burlingtonvt.gov.

DPW IN THE NEWS:

<https://www.sevendaysvt.com/vermont/delayed-for-decades-the-champlain-parkway-takes-shape-in-burlingtons-south-end/Content?oid=39042513>

NORTH PLANT SIPHON EMERGENCY RESPONSE

We last briefed the Commission at your July meeting regarding the July 12 siphon (sewer main) break under the Winooski River caused by storm related flooding. After 10 days of dedicated work by our contractor and our staff, a mile-long temporary bypass sewer main was activated and has been operating fairly reliably (after a few initial issues) since. This bypass force main is temporary and staff is now moving aggressively to repair the siphon before winter so we are not trying to rely on an above ground pipe during freezing weather. The siphon repair RFP response deadline is September 22. We have been in frequent communication with the State emergency management officials and FEMA. State and Federal officials continue to indicate that the temporary repairs up to and including the siphon repair will be eligible for FEMA and State funding. We will keep the Commission updated.

- Incident webpage: <https://www.burlingtonvt.gov/water/WinooskiBreakJuly12>
- Contact: Rob Goulding: rgoulding@burlingtonvt.gov, Megan Moir, mmoir@burlingtonvt.gov

195-201 FLYNN AVENUE:

As Commissioners may recall, DPW is working to address two issues in the South End related to recycling: 1) expanding the CSWD Drop-Off Center to accept more waste streams than organics and 2) improving the City's soil management facilities to better steward and reuse urban soils from municipal construction projects. 22 years ago, CSWD purchased 195-201 Flynn Avenue to develop a drop off center at that location, but due to the Champlain Parkway's delays and other factors, a drop off center at that site has not yet been developed. Despite productive negotiations between the City and CSWD, the parties need more time to work through a couple issues including completing a Phase II environmental assessment of the property which will take 3-4 more months. As a result, we are going to the 9-18-23 Council meeting to request a one year extension of the current MOU between CSWD and the City. We expect to have additional updates soon.

- Contact: Lee Perry, lperry@burlingtonvt.gov

Please don't hesitate to reach out with any questions.