



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

c/o Department of Public Works
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Transportation, Energy and Utilities Committee of the City Council

Thursday, October 24, 2019 6:15 PM

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

–AGENDA–

1. **Agenda**
2. **Minutes of 09/17/2019**
3. **Public Forum**
4. **Narrow Streets Update**
 - a. Phillip Peterson, DPW presenting
 - b. 15-minute duration
 - c. No action requested, informational only.
5. **GMT**
 - a. Jon Moore, GMT
 - b. 25-minute duration
 - c. Next Gen Implementation
 - d. Fare Free Study
 - e. No action requested, informational only.
6. **Street Seats & Parklets Program Update**
 - a. Will Clavelle, CEDO presenting
 - b. 15-minute duration
 - c. No action requested, informational only.
7. **Amtrak Storage and Servicing study**
 - a. Chapin Spencer, DPW
 - b. 15-minute duration
 - c. No action requested, informational only.
8. **Water Resources Rate Study Update**
 - a. Chapin Spencer, DPW
 - b. 15-minute duration
 - c. No action requested, informational only.
9. **Set Future TEUC Meeting date**
10. **Councilor Updates**
11. **Adjourn**



To: Burlington TEUC
From: Jon Moore, Interim General Manager
Date: October 24, 2019
RE: Fare Collection Costs

Please see a summary of costs below associated with fare collection and processing.

Urban Fare Collection Costs		
Item	Cost	Notes
Armored car service	\$2,600.00	
Coin counter service	\$1,270.00	Annual service agreement
Coin bags and bill straps	\$1,000.00	
Local pass & transfer card stock	\$13,000.00	FY14 - 17 average
Farebox parts	\$9,200.00	Projected FY18 based on YTD actuals
Deposit reconciliation	\$1,250.00	1 hour/week
Deposit preparation	\$12,480.00	12 hours/week, split between multiple employees
Maintenance Labor	\$19,200.00	15 hours/week
Direct Costs	\$27,070.00	
Indirect Costs	\$32,930.00	Labor
Urban Operating Costs	\$60,000.00	
Farebox Replacement	\$16,714.00	Price for recent delivery's

Total operating costs associated with fare collection is \$60,000 annually. Out of this total \$32,930 are labor costs for deposit preparation, reconciliation and farebox maintenance and repairs. These costs are classified as indirect costs as they are spread amongst multiple employees and no staff positions would be eliminated if collecting and processing fares was eliminated.

In FY19 there was roughly \$1,847,000 (excluding foregone College Street Shuttle fares) collected in urban local fares.

The FY18 capital replacement cost of a farebox is \$16,714. GMT has an urban fleet of 66 buses equaling \$1.1 million dollars in farebox capital costs. These capital costs annualized over the useful life of a transit vehicle (12 years) is \$91,927.



Narrow Streets Policies and Procedures Update

CITY OF BURLINGTON, BURLINGTON FIRE DEPARTMENT (BFD)

CITY OF BURLINGTON, DEPARTMENT OF PUBLIC WORKS (DPW)

Purpose & Background

- A. To balance community needs, BFD Emergency Services needs, and DPW Maintenance needs for sufficient mobility and access to narrow streets.
- B. Narrow Streets Policy
 - 1. Collaboration with BFD Emergency Services and DPW Winter Maintenance Team
 - 2. Approved, March 2018
 - 3. Updated October 2019 DPW Commission
- C. Narrow Streets Implementation Fall 2018
 - 1. Restrict Parking to one-side on Germain, Latham, and Hoover from December 1 to April 1
 - 2. Continue data collection efforts

Narrow Streets

1. 28 feet wide or less
2. 116 Narrow Streets in the City of Burlington
 - A. 97 of the 116 Narrow Streets have existing parking restrictions
 - B. BFD Emergency Services and DPW Winter Maintenance have determined 14 feet of effective travel width is the desired minimum width
 - a) 19 Narrow Streets currently have less than 14 feet of effective travel width with no existing restrictions

Additional Considerations

Staff recommends the following additional considerations to the Narrow Streets policies and procedures:

1. Representatives of DPW's Traffic Division and Engineering Division shall review any and all projects for Narrow Streets.
2. If snow removal and storage is an issue on a narrow street, consider snow storage locations, and whether temporary parking restrictions for snow plowing or storage will be required.
3. Geometric and topographic issues should be a consideration when evaluating each Narrow Street.

City Approach

1. Acknowledge challenge of balancing needs.
2. Incremental approach allows us to learn and adjust as we move forward.
3. DPW addressed the most constrained narrow streets (<10' effective travel width) in November 2018.
4. DPW now evaluating the most challenging Narrow Streets with 10' of effective travel width.
5. Additional data collection efforts.

Narrow Streets Timeline

1. March 2019: TEUC Narrow Streets Update on Winter Data Collection
2. April 2019: Commission Narrow Streets Update on Winter Data Collection
3. Spring 2019: Russel and Charles Neighborhood Meeting
4. Summer 2019: Data Collection and Evaluation on other Narrow Streets
5. October, 23 2019: Narrow Streets policy and procedures update to DPW Commission.
6. October, 24 2019: Narrow Streets update to TEUC.
7. October, 30 2019: Russel and Charles Neighborhood Meeting
8. November 2019: Staff Recommendations to DPW Commission Prior to Winter 2020 (Tentative)



Questions?

Contact:

Phillip Peterson, Associate Engineer

Desk: 802.865.5832

Email: ppeterson@burlingtonvt.gov



GMT NEXT GEN TRANSIT PLAN FARE ANALYSIS FINDINGS

Advisory Committee
February 13, 2018



PRESENTATION CONTENTS

1. Existing Fare Structure
2. Fare Change Considerations and Methodology
3. Fare Free Considerations
4. Fare Structure Alternatives
5. Ridership and Revenue Impacts
6. Next Steps



EXISTING FARE STRUCTURE

EXISTING GMT FARE STRUCTURE

Very inconsistent

County	Fare	Comment
Chittenden County Year-Round Local Commuter	Free to \$1.25 \$2 to \$4	Tilley Drive Shuttle and the CSS are free; all others \$1.25 \$2 on regular commuter routes and intra-county trips on LINK routes
Washington County Year-Round Local Seasonal Commuter	Free to \$1.00 Free \$1 to \$4	Most are free; four are \$1.00 Mad River Valley routes \$1 within the same town
Lamoille County Year-Round Local Seasonal Commuter	\$1.00 Free \$1 to \$2	Morrisville routes Stowe Mountain Road Shuttle \$1 within the same town
FGI Counties Year-Round Local Commuter	Free to 50¢ 50¢ to \$4	\$0.50 St.Albans Downtown Shuttle, Shopper is free Depending on route and distance traveled

Single ride discount fares generally 50% of regular fare
10-ride tickets generally 9 times the price of single ride fares

EXISTING GMT FARE STRUCTURE

Most defining feature is lack of consistency

Urban local fares range from free to \$1.25

Rural local fares range from free to \$1.00

Most free, one is 50¢, four are \$1.00

Commuter fares range from 50¢ to \$4

Differences based on where you live, the type of commuter service, and distance traveled

Fares essentially set by route rather than by route type

No clear reason why some riders pay more and some riders pay less

Barre to Hospital Hill (via BHH DR) = free

Montpelier to Hospital Hill = \$1.00

OTHER VERMONT TRANSIT FARE STRUCTURES

GMT fares in the middle range of Vermont Transit Providers

Provider	Local Service	Commuter
Advance Transit	Free	Free
Rural Community Transportation (RCT)	Free	Free
Southeast Vermont Transit	Free - \$1.00	\$1.00 - \$2.00
GMT	Free - \$1.25	50¢ to \$4.00
Addison County Transit Resources (ACTR)	Free - \$2.00	\$4.00
Marble Valley Regional Transit (The Ride)	50¢ - \$2.00	\$2.00
Stagecoach Transportation Services	Free - \$2.00	Free - \$3.50

FARE CHANGE METHODOLOGY

FARE ANALYSIS METHODOLOGY

Ridership impacts based on observed impacts at other transit systems

Used elasticities for changes with before and after fares that are greater than free

Used percentage increases and decreases in cases where fares are either now free or would be free

Fare change elasticities:

A measure that relates percentage changes in fares to percentage changes in ridership

For example, and elasticity of -0.20 means that a 1% increase in fares would produce a 0.2% decrease in ridership

FARE ANALYSIS METHODOLOGY

Percent increases and decreases based on changes in adult cash fare

Percent changes in discount fares are slightly different but not meaningful

Revenue estimates based on average fares

To include impacts of discount fares

For example, if one passenger pays a full fare of \$1 and another pays a discount fare of 50¢, average fare is 75¢

Estimates of changes in total revenue based on

Changes in average fares

Increase or decrease in ridership

All changes determined on a route-by-route basis

FARE MODEL ELASTICITIES

Developed a range of estimates:

Model A: Uses a single elasticity that reflects overall impacts in service areas of less than 1 million residents

Model B: Uses elasticities for different service types but that do not consider service area size

[Note: Elasticities by service types for small urban areas not available]

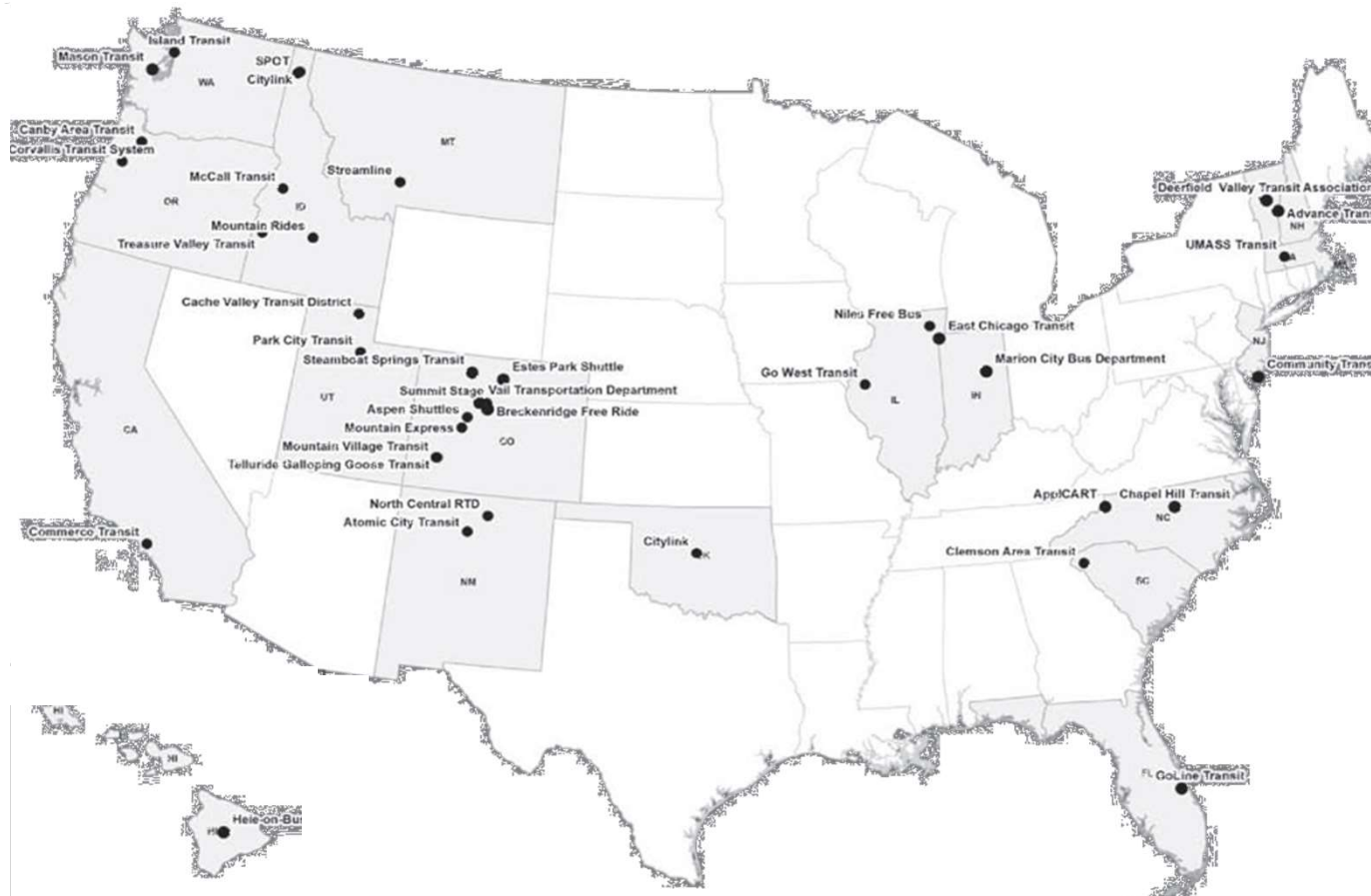
Provider	Model A	Model B
Urban Local	-0.43	-0.40
Rural Local	-0.43	-0.50
Shuttle	-0.43	-0.48
Commuter	-0.27	-0.27
Express Commuter (LINK)	-0.30	-0.30

Source: (www.apta.com/resources/reportsandpublications/Documents/Pham_Linsalata_Fare_Elasticity_1991.pdf)

FARE FREE CONSIDERATIONS

GREEN MOUNTAIN TRANSIT

FARE-FREE CONSIDERATIONS: WHERE OFFERED



FARE FREE CONSIDERATIONS: MARKET TYPES

Existing fare free systems serve small/low ridership markets and/or specialty markets

Type of Market	Does GMT Serve this Type of Market?	Does GMT Offer Fare Free Service?
Small Urban Areas with Modest Ridership	No – Burlington area ridership more than modest	No
Large Rural Areas with Low Ridership	Yes	No
Resort Communities	Yes	Yes
University-Dominated Communities	No – Burlington has multiple universities, but student ridership does not dominate	NA

WHAT ARE THE LARGEST FARE-FREE SYSTEMS?

All are small

GMT would be largest fare free system in US

Transit System	Location	Service Area Population	Number of Routes	Annual Ridership
GoLine	Indian County, FL	174,000	14	850,000
Hele-on Bus (free until 2011; now \$2.00)	Hawaii County, HI	174,000	15	1.3 million
North Central RTD (except two "premium" routes)	Taos, NM	218,000	27	112,000
Green Mountain Transit	VT	296,000	50	2.5 million

HOW MUCH HAS RIDERSHIP INCREASED?

Small urban and rural systems:

32% (Lebanon, NH) to
205% (Hawaii County)

University towns:

21% (Boone, NC) to
43% (Chapel Hill, NC & Corvallis, OR)

Free fare experiments:

13% (SLC) to 86% (Topeka)

Typical:

20% to 60% increase



WHAT ARE THE COSTS?

Loss of fare revenue

Reductions in costs

Cost of collecting fares

➡ Most common reason for not charging fares is that low ridership makes fare collection not cost-effective

Increases in costs

Cost to provide more service on routes that are now at or near capacity

Costs to purchase additional buses to provide more service

(These costs would be minimal for GMT)



FARE STRUCTURE ALTERNATIVES

FARE STRUCTURE ALTERNATIVES

Alternatives developed by Advisory Committee:

	Urban Local	Rural Local	Seasonal	LINK	Other Commuter
Existing	Free to \$1.25	Free to \$1.00	Free	\$2.00 - \$4.00	50¢ to \$2.00
Alternative A	\$1.00	\$1.00	Free	\$3.00	\$2.00
Alternative B	\$1.25	Free	Free	No change	\$2.00
Alternative C	\$1.50	\$1.00	Free	No change	\$2.00
Alternative D	50¢	50¢	Free	No change	\$1.00
Alternative E	Free	Free	Free	Free	Free

RIDERSHIP AND REVENUE IMPACTS

ALTERNATIVE A: RIDERSHIP & REVENUE IMPACTS

Major fare changes: Reduce Urban Local to \$1 and LINK fares to \$3

Ridership impact: +3 to 5%

Annual revenue impact: -\$255,000

	\$1.00 Urban Local	\$1.00 Rural Local Free Tourism	\$2.00 Commuter \$3.00 LINK	Total
Chittenden County				
Ridership Change	+4 to 7%	--	+4 to 6%	+4 to 7%
Revenue Change	-5 to -8%	--	-9 to -10%	-5 to -8%
Washington County				
Ridership Change	--	-11 to -13%	+8 to 11%	-2 to -3%
Revenue Change	--	+75 to 81%	-23 to -26%	-15 to -17%
Lamoille County				
Ridership Change	--	-2%	0%	-2%
Revenue Change	--	96%	0%	-18%
FGI Counties				
Ridership Change	--	-19 to -26%	-4 to -5%	-9 to -12%
Revenue Change	--	+49 to 63%	-31 to -81%	-29 to -71%
Total				
Ridership Change	+4 to 7%	-9 to -11%	+4.7 to 7%	+3 to 5%
Revenue Change	-5 to -8%	+72 to 79%	-24% to -29%	-11%

ALTERNATIVE B: RIDERSHIP AND REVENUE IMPACTS

Major fare changes: Fare-free on rural and seasonal routes

Ridership impact: -1.1 to -1.2%;

Annual revenue impact: \$9,000 to \$16,000

	\$1.25 Urban Local	Free Rural Local Free Tourism	\$2.00 Commuter \$4.00 LINK	Total
Chittenden County				
Ridership Change	-2%	--	0%	-2%
Revenue Change	7%	--	0%	+6%
Washington County				
Ridership Change	--	+5 to 6%	0%	+3%
Revenue Change	--	-28 to -34%	-12%	-13 to -14%
Lamoille County				
Ridership Change	--	+2%	0%	+2%
Revenue Change	--	-100%	0%	-19%
FGI Counties				
Ridership Change	--	+20%	-7 to -10%	+2 to 0%
Revenue Change	--	-100%	-16 to -20%	-15 to -19%
Total				
Ridership Change	-2%	+5 to 6%	-1.2 to -1.6%	-1.1 to -1.2%
Revenue Change	7%	-42 to -47%	-10 to -11%	+0.4 to 0.7%

ALTERNATIVE C: RIDERSHIP & REVENUE IMPACTS

Major fare changes: Urban Local fare to \$1.50 and all Rural routes at \$1.00

Ridership impact: -7 to -9%;

Annual revenue impact: \$235,000 to \$280,000

	\$1.50 Urban Local	\$1.00 Rural Local Free Tourism	\$2.00 Commuter \$4.00 LINK	Total
Chittenden County				
Ridership Change	-7 to -9%	--	0%	-7 to -9%
Revenue Change	18 to 21%	--	0%	+17 to 19%
Washington County				
Ridership Change	--	-11 to -13%	0%	-6 to -7%
Revenue Change	--	+75 to 84%	-12%	-4 to -5%
Lamoille County				
Ridership Change	--	-2%	0%	-2%
Revenue Change	--	+96%	0%	+18%
FGI Counties				
Ridership Change	--	-19 to -26%	-7 to -10%	-11 to -15%
Revenue Change	--	+49 to 63%	-19 to -20%	-18 to -19%
Total				
Ridership Change	-7 to -9%	-10 to -11%	-1.2 to -1.6%	-7 to -9%
Revenue Change	18 to 21%	+72 to 79%	-11%	+10 to 12%

ALTERNATIVE D: RIDERSHIP & REVENUE IMPACTS

Major fare changes: \$0.50 Urban Local and Rural route fare, and \$1 Commuter fare

Ridership impact: +22 to 34%

Annual revenue impact: -\$619,000 to -\$733,000

	\$0.50 Urban Local	\$0.50 Rural Local Free Tourism	\$1.00 Commuter \$4.00 LINK	Total
Chittenden County				
Ridership Change	+27 to 42%	--	+13 to 20%	+27 to 42%
Revenue Change	-34 to -41%	--	-14 to -16%	-32 to -39%
Washington County				
Ridership Change	--	-2 to 0%	+4 to 6%	0 to 3%
Revenue Change	--	+32 to 36%	-14%	-10%
Lamoille County				
Ridership Change	--	-1 to 0%	+23 to 35%	+3 to 5%
Revenue Change	--	+57 to 63%	-33 to -38%	-15 to -21%
FGI Counties				
Ridership Change	--	0%	+6 to 9%	+4 to 6%
Revenue Change	--	0%	-16 to -19%	-15 to -18%
Total				
Ridership Change	+27 to 42%	-2 to 0%	+7 to 10%	+22 to 34%
Revenue Change	-34 to -41%	+29 to 32%	-23 to -25%	-26 to -31%

ALTERNATIVE E: FARE FREE RIDERSHIP INCREASES

88% of ridership increases would be in Chittenden County

	Free Urban Local	Free Rural Local	Free Link/ Commuter	Total
Chittenden County Increase	+837,300	--	+19,737	+856,323
% Increase	+40%	--	+49%	+40%
Washington County Increase	--	+18,219	+70,448	+88,667
% Increase	--	+12%	+37%	+25%
Lamoille County Current	--	+1,938	+4,896	+6,834
Projected	--	+2%	+40%	+8%
FGI Counties Current	--	+4,129	+20,604	+24,733
Projected	--	+20%	+48%	+39%
Total Current	+837,300	+24,285	+115,685	+977,271
Projected	+40%	+10%	+40%	+37%

Note: Figures represent annual ridership; assumes 60% increase on routes with \$4 fares, 40% increase on routes with fares of \$1 to \$2, and 20% on routes with 50¢ fare.

ALTERNATIVE E: RIDERSHIP & REVENUE IMPACTS

Fare changes: Fare-free

Ridership impact: +37%

Annual revenue impact: -\$2,364,00

	Free Urban Local	Free Rural Local Free Tourism	Free Commuter Free LINK	Total
Chittenden County				
Ridership Change	+40%	--	+48%	+40%
Revenue Change	-100%	--	-100%	-100%
Washington County				
Ridership Change	--	+17%	+36%	+25%
Revenue Change	--	-100%	-100%	-100%
Lamoille County				
Ridership Change	--	+2%	+40%	+8%
Revenue Change	--	-100%	-100%	-100%
FGI Counties				
Ridership Change	--	+20%	+48%	+39%
Revenue Change	--	-100%	-100%	-100%
Total				
Ridership Change	+40%	+13%	+40%	+37%
Revenue Change	-100%	-100%	-100%	-100%

SUMMARY

Ridership: Highest increases with Alternative E (fare free)

Revenue: Lowest reduction with Alternative B (free Rural Local)

	Alternative A (\$1 Urban Local; \$3 LINK)	Alternative B (Rural Local free)	Alternative C (\$1.50 Urban Local; \$1 Rural Local (all))	Alternative D (50¢ Urban & Rural Local; \$1 Commuter)	Alternative E (Fare-Free)
Chittenden County					
Ridership Change	+4 to 7%	-2%	-7 to -9%	+27 to 42%	+40%
Revenue Change	-5 to -8%	+6%	+17 to 19%	-32 to -39%	-100%
Washington County					
Ridership Change	-2 to -3%	+3%	-6 to -7%	0 to 3%	+25%
Revenue Change	-15 to -17%	-13 to -14%	-4 to -5%	-10%	-100%
Lamoille County					
Ridership Change	-2%	+2%	-2%	+3 to 5%	+8%
Revenue Change	-18%	-19%	+18%	-15 to -21%	-100%
FGI Counties					
Ridership Change	-9 to -12%	+2 to 0%	-11 to -15%	+4 to 6%	+39%
Revenue Change	-29 to -71%	-15 to -19%	-18 to -19%	-15 to -18%	-100%
Total					
Ridership Change	+3 to 5%	-1.1 to -1.2%	-7 to -9%	+22 to 34%	+37%
Revenue Change	-11%	+0.4 to 0.7%	+10 to 12%	-26 to -31%	-100%

NEXT STEPS

ADDRESS FARE CHANGE CONSIDERATIONS

What are priorities?

Reduce fares

Improve service

How much fare revenue is needed to provide desired service?

If fares are reduced, can other revenue sources be found?

How important is consistency?

How many exceptions should be made and why?

Should riders in different areas pay different fares?

(Near universal practice is to set fares based on service type and to charge same fares in all areas)

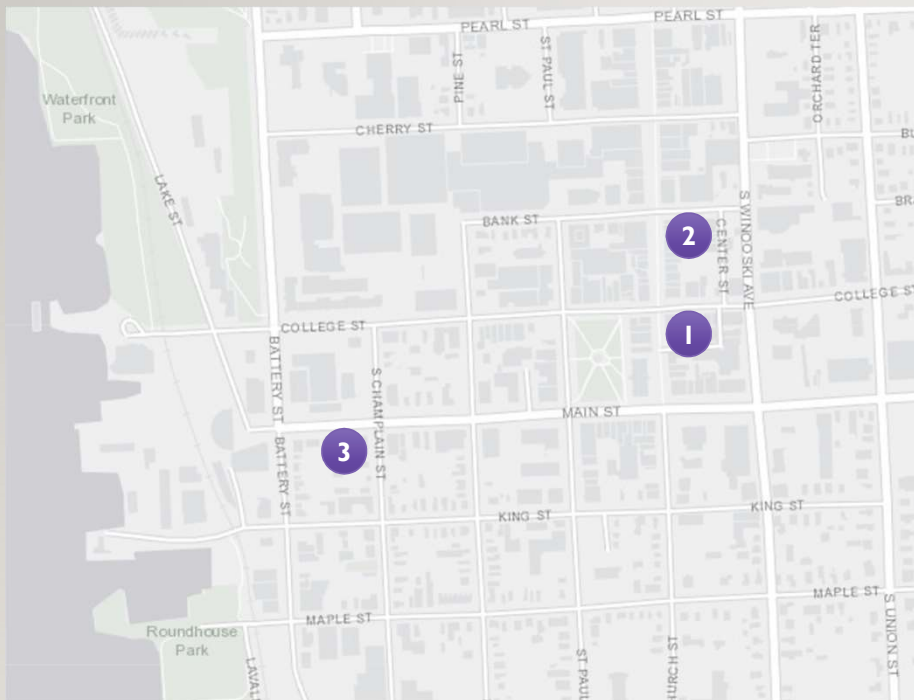
 ***These are all policy questions that have not yet been addressed***

STREET SEATS & PARKLET PROGRAM - UPDATE

PUBLIC WORKS COMMISSION – OCTOBER 23, 2019

TRANSPORTATION, ENERGY, & UTILITIES COMMITTEE – OCTOBER 24, 2019

LOCATIONS & HOURS



- 5 applications received
- 4 permitted to advance
- 3 installed:
 1. The Archives (business hours: M – F: 4pm – 2am, Sat and Sun: 12pm – 2am)
 2. El Cortijo (business hours: 11am – 11pm, seven days a week)
 3. Restaurant Poco (business hours: approximately Tues – Sat: 10am-10pm)
- Open to public outside of business hours
- Mix of public and private hours between 3 locations

HOW WE GATHERED FEEDBACK

- **Public surveys:** collected from each of the three locations
- **Host business surveys:** administered to the three sponsoring businesses
- **Adjacent business interviews:** conversations conducted with 5 businesses adjacent to the hosting businesses
- **Social media**
- **Emails, phone calls**

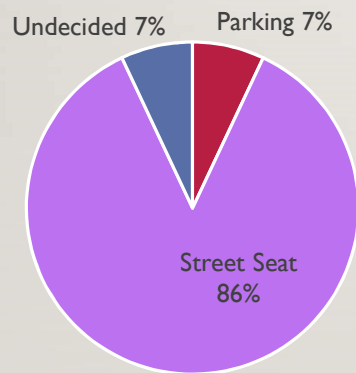


PILOT HIGHLIGHTS & TAKEAWAYS

- No safety issues were reported to staff during the pilot
- None of the businesses staff spoke to reported any negative impacts on their deliveries or seeing any unwanted behaviors taking place in the Street Seats
- Some concern and frustration from businesses downtown about lack of parking downtown

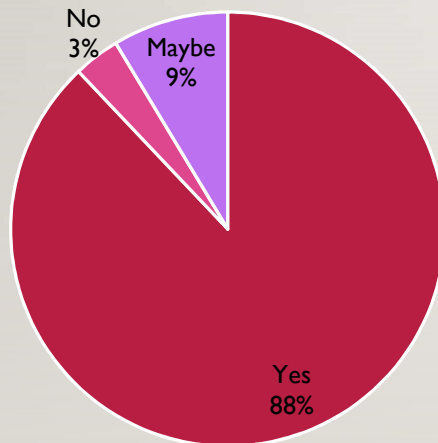
PILOT HIGHLIGHTS & TAKEAWAYS

At the end of the pilot, would you prefer this space return to parking or remain as a Street Seat?

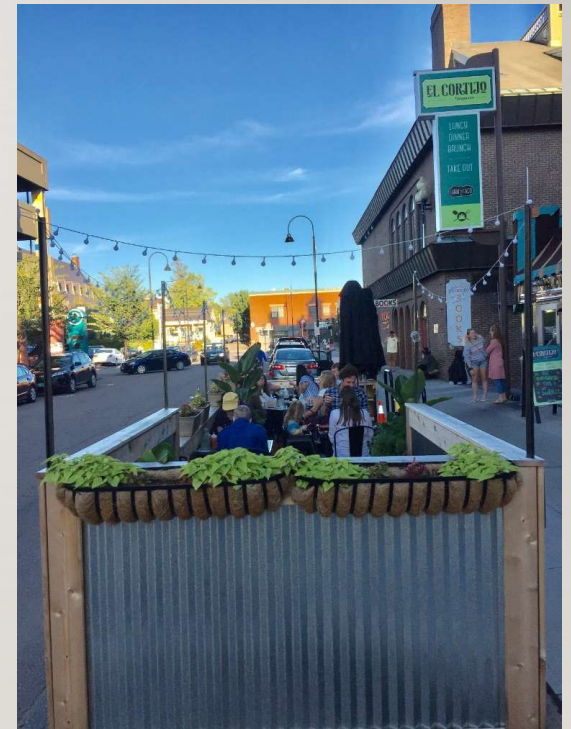


PILOT HIGHLIGHTS & TAKEAWAYS

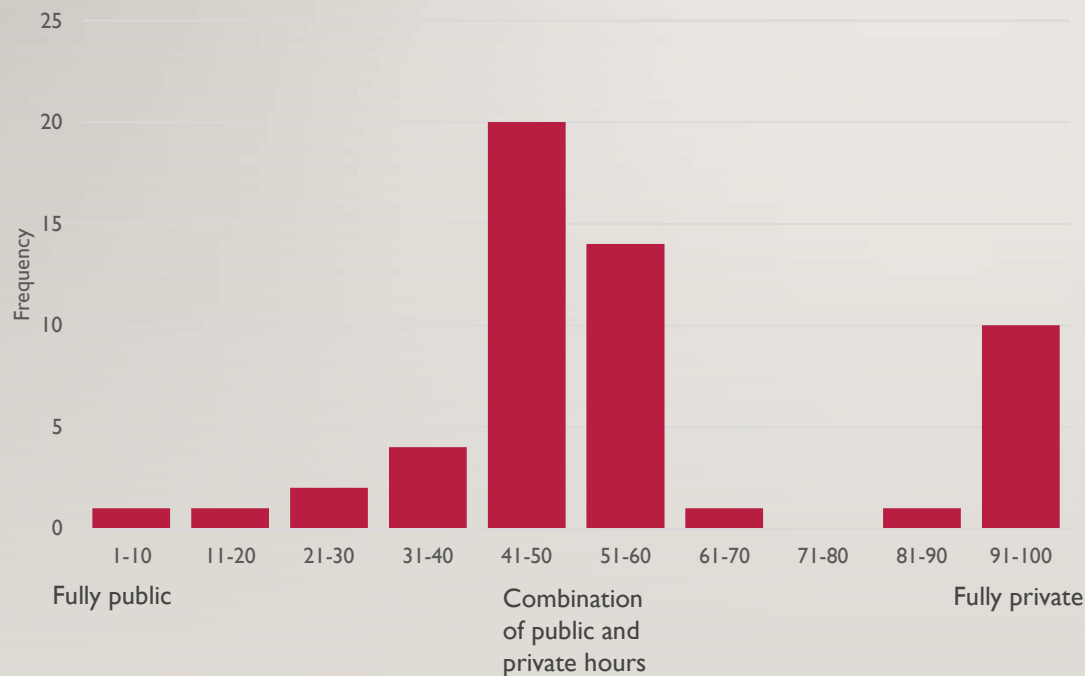
Would you like to see more Street Seats in Burlington?



- Respondents would like to see more Street Seats in Burlington



PILOT HIGHLIGHTS & TAKEAWAYS



Do you think this Street Seat location should be fully open to the public, fully dedicated to business patrons, or a combination of public and private hours?

Average response of 57 →
Respondents support a combination of public and private hours

NEXT STEPS, PROGRAM GUIDE, & POLICY DIRECTION

- Host businesses, adjacent businesses, and survey respondents seem to support a continuation of Street Seats and Parklets in the future
- Creating a Street Seats/Parklet Program Guide to continue the program into the future
- Return to the Public Works Commission, TEUC, and License Committee in November to present the draft Program Guide
- Full survey data is attached in the packet

NEXT STEPS, PROGRAM GUIDE, & POLICY DIRECTION

- Maximum number of parking spaces allowed to be encumbered?
 - Citywide cap or restricted to the downtown?
 - Considering no more than 10 encumbered parking spaces in the downtown and no restrictions outside of the downtown core
- Perceptions around public access and lack of public seating → Plan to include more requirements for public access in future.
 - About 22% of survey respondents at El Cortijo were visiting during public hours
 - More than 50% of survey respondents at The Archives and Restaurant Poco were visiting during public hours



PARKING FEES

- Should fees be prorated towards the percentage of public vs private hours of access? Prorated fees for metered parking spaces during parking enforcement hours?
- Smart meter (\$1.50) vs \$1/hr meter
- Non-metered spaces could pay the standard encumbrance fees (\$1 / square foot).
- Or just do a flat-fee for each applicant?
- We welcome input on these policy questions and other specific questions to help us inform the Guide and address specific questions for November

Prorated Fee Structure Examples

	BUSINESS HOURS	NO. OF SPACES	SMART METER (\$1.50/HR.)	\$1/HR.	NO METER
BUSINESS A	4 PM – 2 AM	1	\$1,000	\$285	\$113
BUSINESS B	11 AM – 11 PM	2	\$3,925	\$2,625	\$201
PUBLIC PARKLET	NONE	1	\$113	\$113	\$113



CITY OF BURLINGTON, VERMONT
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Transportation, Energy and Utilities Committee of the City Council

Thursday, October 24, 2019 6:15 PM

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

–MINUTES–

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

- ii. Social media campaigns. We are promoting electric buses. Unfortunately, GMT had to cut the budget for marketing. GMT has a new outreach coordinator.
- iii. How has the time frame from 15 to 20 minutes between buses.
- iv. GMT has not dove into that data. We want to make sure we get the most out of busy hours and less buses during less ridership. There are no capacity issues. Going from 15 to 20 minutes is one less bus per hour. During off peak the service is better.
- v. July 1 is new fiscal year for GMT. GMT rolled out the new program on July 17. The operating costs are good, we did not add anything we did not budget.
- vi. How buses are identified at the transit center is confusing.
- vii. GMT is looking to have more dynamic bus labeling and identifying. GMT may need a third party to get involved to improve the labeling. We do not have a solid date on when this will happen.

d. Fare free study.

- i. ★ Phillip sent a memo? Presentation?
- ii. Only 25% of the GMT budget comes from fares, 10% comes from local communities.
- iii. GMT has data on % of Burlington residents, approximately 2/3 of rides begin or end in Burlington.
- iv. What can we do more as a City for fare free to subsidies more fare free service? Can GMT prepare some options?
- v. Any route can be fare free, but the community requesting it would have to pick up those costs. It is possible to have a fare free zone, so long as the revenue replacement is there. GMT is a service provider and GMT wants to meet the community needs. Jon will provide numbers to the TEUC.
- vi. Access to basic needs like groceries or the hardware store would helpful to different communities throughout the City.

7. Street Seats & Parklets Program Update

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

- x. Paulino: this has greater long term potential for several businesses. Could a combination of more than one business collaborate on a parklet?
- xi. Tracy: Food trucks is another thing we need to pay attention to.
- xii. The food truck ordinance committee meets on November 6th; Will Clavelle will send me an email with details.

8. Amtrak Storage and Servicing Study

a. Chapin Spencer and Norm Baldwin

- i. VTrans and VT Rail are considering a second rail service up Maple and King up to College Street. Where will the Amtrak train be stored and serviced? The land is owned by VTrans. VTrans will be looking to present to the TEUC soon.
- ii. Hanson: what is the motivation?
- iii. It is an operational issue for VT Rail. There appears to be land to service a platform near the ECHO Center.
 - 1. VT Rail want more commercial rail.
 - 2. The dinner train and other special events.
 - 3. Passenger rail.
- iv. The bike path relocation is related to this issue. Parks has tried to advance several design concepts. VTrans is using VHB is a design consultant. We are sharing property rights, so we can accommodate the bike path. How do we best accommodate Lake Champlain Co so he can function. VTrans is looking to move forward this coming Spring; this has not been vetted publically. City rights are not durable for the bike path currently. We are trying to accommodate City interests with the bike path in parallel with rail and VTrans. We will be looking to give a longer briefing with City Council; this will likely be an executive session. There are many different partners and many different interests. We should have the City Attorney available during this executive session.
- v. Is there a potential for money or grants for reconstruction of the bike path? If the City has to bear the costs. It is important we have a plan for public outreach, we need to share information with the public. We need to provide a forum for the public to express their concerns. A singular meeting would be a good idea, so we can get in depth into this topic.
- vi. Public Works is not advancing this design, this is a Parks project; Public Works is working in a support role.

9. Water Resources Rate Study Update

a. Chapin Spencer

- i. We would like your help to getting the word out.
- ii. We would like to get approval in February and a new rate structure in place by April.
- iii. Will there be a luxury piece? Like irrigation uses.
- iv. The presentation is short, the hope is to brainstorm ideas with the public.

10. Next TEUC meeting. Tentative 11.19.19 5:30 pm. Chapin will confirm with VTrans. We will try to keep it at Pine Street, try BPD.

11. Counselor updates, bike lane painting, we are two to three weeks out.

- a. An after seasons report on the challenges for striping throughout the City. Archibald and Intervale intersection is a challenge; is there a crossing guards.
- b. There is an issue with students trying to get to BHS due to the GMT schedule.

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

12. Adjourned at 8:32 pm.

Transportation, Energy and Utilities Committee of the City Council

Thursday, October 24, 2019 6:15 PM

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

SIGN-IN SHEET

[illegible]

Please note that this sign-in sheet and any information provided on it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.