



Wards 4 & 7 Meeting
July 26, 2017 6:45-9pm
The Miller Center, 130 Gosse Court, Burlington
DRAFT AGENDA

- 6:45-7:00 - Snacks and Socializing
- 7:00-7:05 - Ground Rules & Introductions
- 7:05-7:15 - Open Forum
- 7:15-7:30 - BPD Community Conversation.*
- 7:30-7:55 - GMT on NNE Transportation & Cambrian Rise
- 7:55-8:25 - Community Nonprofits (TBD, 15 minutes each)
- 8:25-8:35 - All Wards Update
- 8:35-9:00 - Reports from Elected and Appointed Officials

* Times and topics may adjust to match the availability of guest presenters

Ward 4 Steering Committee

Matt Cropp, Green Acres Dr 338-1002
Eric Corbman, Northshore Dr 399-2602
Jim Holway, Loaldo Dr 865-44711238
Jeff Clark, Cumberland Rd. 734-0993

Ward 7 Steering Committee

Liam Griffin, Billings Ct (347) 647-0371
Martha Molpus, Heineberg Rd 652-0323
Linda Deliduka, Village Grn 864-5114
Chris Trombly, Sandy Ln 238-1158

GROUND RULES

Listen to others speaking | Respect the agenda and process
Share your opinion politely | Treat people respectfully

For more information about Wards 4 and 7 NPA visit their CEDO webpage
<https://www.burlingtonvt.gov/CEDO/Neighborhood-Services/NPAs/Wards-4-and-7-NPA>



Watch the meeting live at <https://www.facebook.com/NorthEndNPA/>



Neighborhood Planning Assembly Attendees

NPA (choose one)	Wards 1 & 8	Wards 2 & 3	Wards 4 & 7	Ward 5	Ward 6
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Date of Assembly : 7/26/17 Location: Miller

Please return to your convenor, Phet Keomanyvanh
or email to cedofd@burlingtonvt.gov

- 1 Sylvia Knight 7
- 2 Robert K Wright 7
- 3 Thomas Flynn 7
- 4 Jim Holway 4
- 5 ALEX FARRBELL 4
- 6 Martha Mopus 2
- 7 Janet Patterson 7
- 8 Brian Williams 7
- 9 Eric Corbman 4
- 10 Karen Corbman 4
- 11 Chris Trumbly 7
- 12 Chris Loyer GMT
- 13 Ali Diona 7
- 14 Just Clark 4
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The Oddfellows and Rebekahs Lodge of Burlington is pleased to host the:

North End Food Pantry
Saturdays from 9:00-11:00 a.m.
at the
Oddfellows and Rebekahs Lodge
1416 North Avenue (use back door)

Stop by if you need a little extra food support for yourself or your family. We have non-perishable food items, as well as a limited supply of bread, milk, and produce.

The pantry is open at other times by request. Please call or email if you need to visit the pantry at an alternative time. If you are not able to visit the pantry due to lack of transportation or a physical disability, please call or email to arrange for food to be delivered to you at your home free of charge.
(Contact: Thomas Fleury at tlfleury@aol.com or 862-7300)

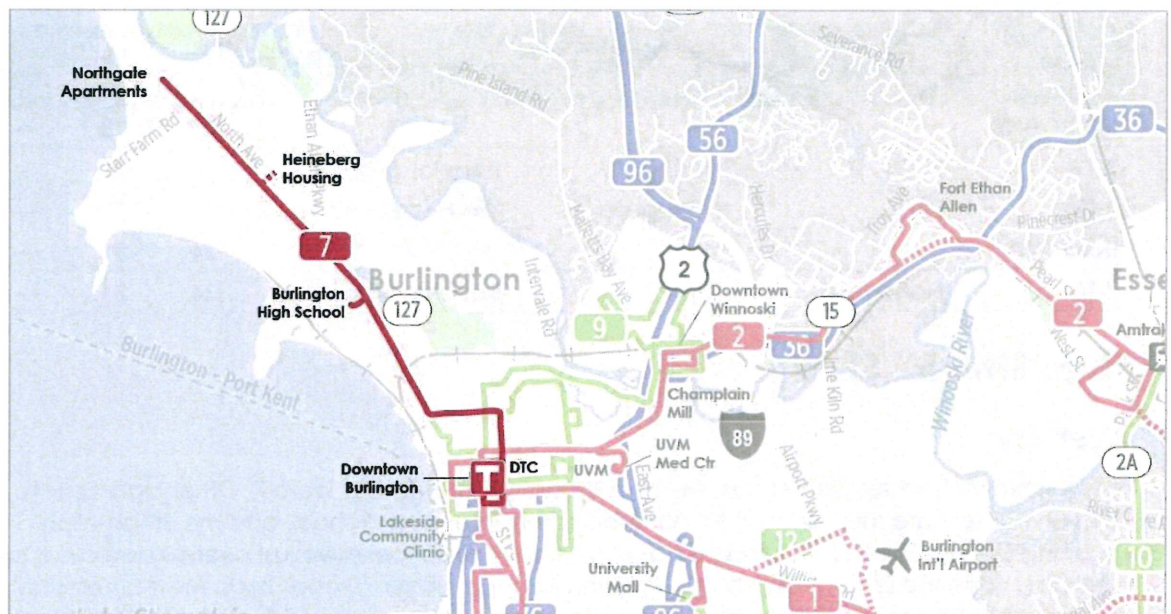
ROUTE 7

North Avenue

ROUTE OVERVIEW

Route 7 is a Major Local route that operates between Downtown Burlington and Northgate Apartments. The route travels primarily along North Avenue (see Figure 1). Route 7 provides service to Burlington High School, Ethan Allen Shopping Center, and multiple housing complexes. Customers can transfer between Route 7 and other services at the Downtown Transfer Center (DTC).

Figure 1: Route Map



On weekdays, Route 7 operates from 5:35 AM to 10:15 PM, every 15 minutes during peak periods, every 30 minutes during the midday, and every 60 to 75 minutes during the evening (see **Error! Reference source not found..** On Saturdays, service operates from 6:15 AM to 7:55 PM, every 60 minutes early and late, and every 30 minutes for most of the day. No Sunday service is provided.

Table 1: Schedule Statistics

SERVICE DAY	SPAN OF SERVICE	FREQUENCY (MIN)	DAILY TRIPS (OUTBOUND/INBOUND)
Weekday	5:35 AM to 10:15 PM	30/30/60-75	34/34
Saturday	6:15 AM to 7:55 PM	30-60/30-60	23/23
Sunday	—	—	—/—

Peak frequencies are calculated for service between 6:00 am – 9:00 am & 3:00 pm – 6:00 pm. Midday service is from 9:00 am – 3:00 pm. Evening service is for service after 6:00 pm. Saturday and Sunday frequencies are shown as AM/PM.

Route 7 operates with three variants on both weekdays and Saturdays (see Table 2). The primary alignment (7-12 outbound and 7-10 inbound) runs from the DTC to the Northgate Apartments. Variant 7-13 operates outbound via the Heineberg Senior Housing complex. In addition, and although not considered a separate variant, on weekdays, the 8:15 AM Variant 7-12 trip pulls into Burlington High School rather than serving it via the regular stop on North Avenue.

Table 2: Service Patterns

				TRIPS PER DAY		
PATTERN	ORIGIN	DESTINATION	UNIQUE FEATURE	WKD	SAT	SUN
OUTBOUND				34	23	—
7-12	DTC	Northgate	Regular alignments	18	8	—
7-13	DTC	Northgate	Via Heineberg	16	15	—
INBOUND				34	23	—
7-10	Northgate	DTC	Regular alignment	34	23	—

RIDERSHIP BY STOP

Weekdays

The Downtown Transfer Center has the most passenger activity on Route 7. Other high activity stops on Route 7 are the Northgate Apartments, Burlington High School, and the Ethan Allen Shopping Center. The two paired stops at Burlington High School have just over 80 boardings per weekday, while the Ethan Allen Shopping Center has just under 70 boardings. Most other stops have about 10-30 boardings per day. These other stops serve mostly residential areas in both the Old North End and the New North End. As expected, there is little ridership in the low density section of North Avenue between Berry Street and Killarney Drive (see Figure 2).

Saturdays

Weekend ridership patterns are similar to weekday patterns, but with significantly lower volumes (see Figure 3). After the Downtown Transfer Center, the Ethan Allen Shopping Center is the second highest ridership stop on Saturdays with 46 boardings on an average Saturday. Ridership on Route 7 is much lower partially due to the lack of ridership to the high school on Saturdays.

RIDERSHIP BY TRIP

Weekdays

On weekdays, Route 7 ridership is highest during typical commuting peaks in the morning and evening (see Figure 4). During these periods, ridership is typically between 25 and 35 passengers per trip. However, four trips carry more than 40 passengers per trip. The highest ridership is on the 8:15 AM outbound trip (55 passengers), most of whom are high school students traveling to Burlington High School.

Maximum loads are high on a few trips, including the 8:15 AM outbound trip to Burlington High School, with a maximum load of 44 passengers (see Figure 5). The 7:33 AM trip also has a high

Figure 2: Weekday Inbound Ridership by Stop Map



Figure 3: Saturday Inbound Ridership by Stop Map



Figure 4: Weekday Ridership by Trip Chart

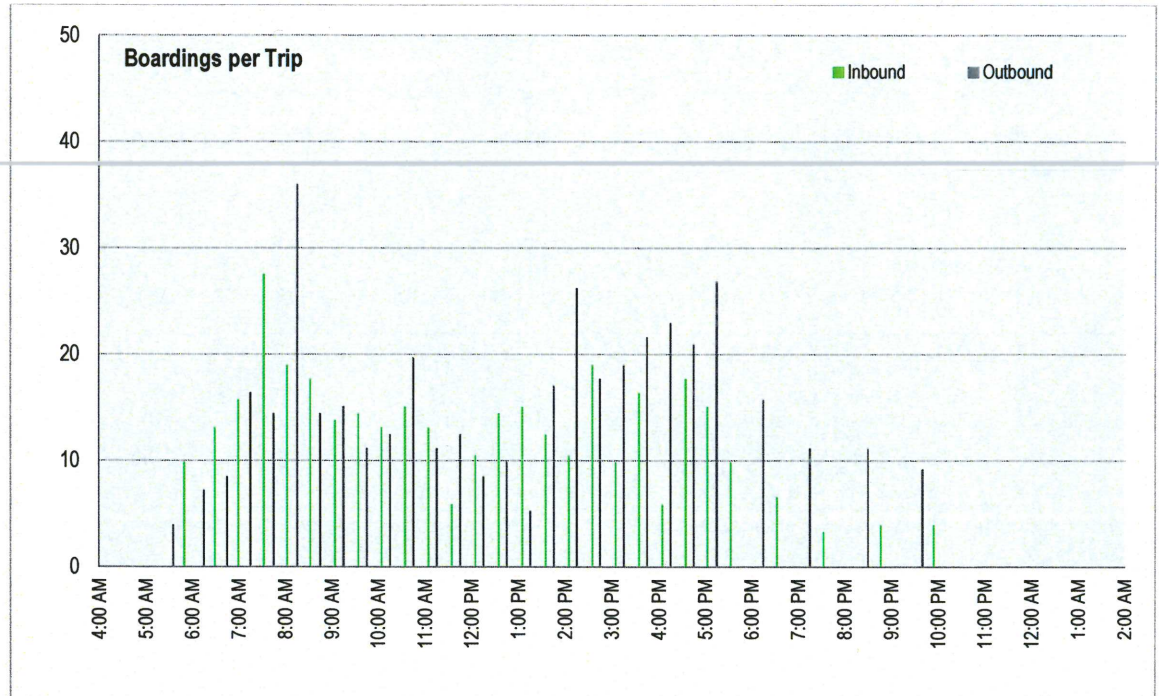
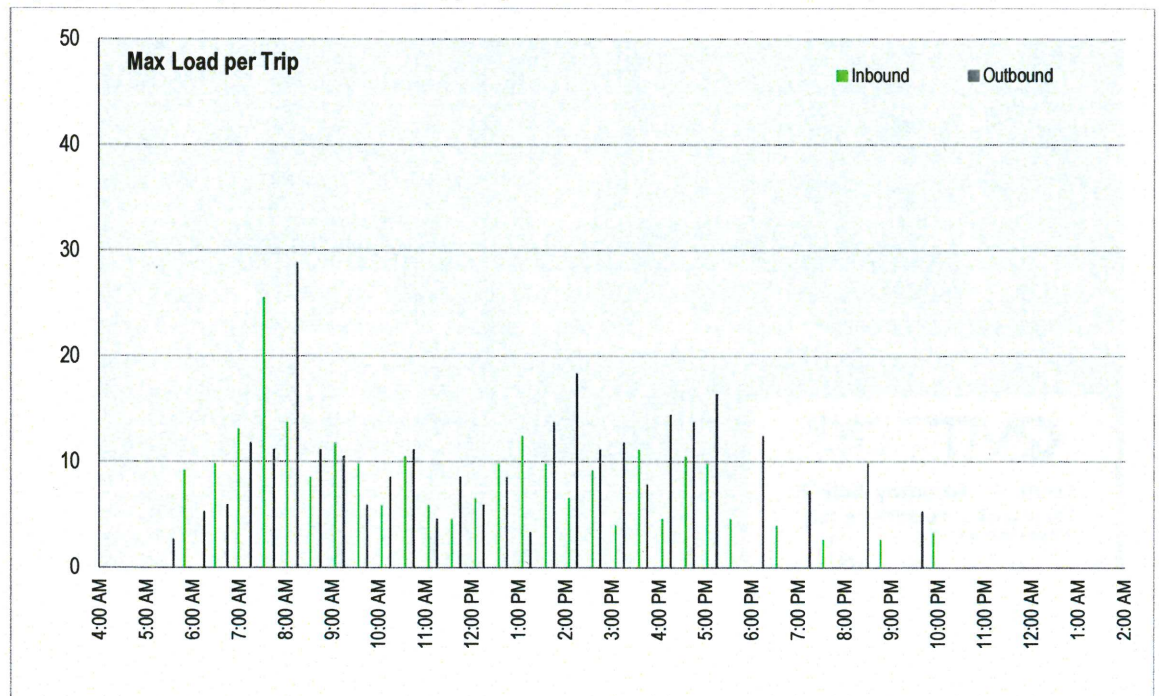


Figure 5: Weekday Maximum Loads by Trip Chart

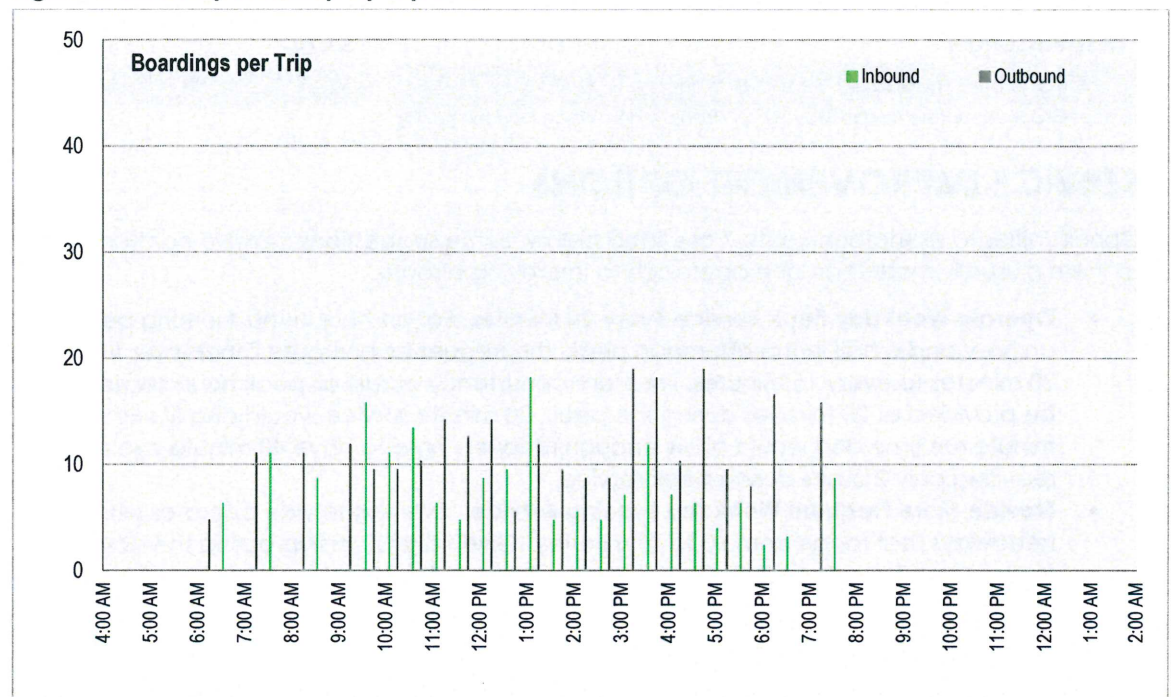


maximum load, at 39. Maximum loads on most trips are relatively close to total ridership, which indicates that most riders travel to and from downtown Burlington.

Saturdays

On Saturdays, Route 7 ridership is highest inbound during the mid-morning outbound in the evenings (see Figure 6)). The sustained ridership throughout the day is typical for shopping trips or for workers with service jobs or irregular hours. Additionally, ridership in the outbound direction is still relatively high for the last trip on Saturday, possibly indicating demand for later service on Saturday.

Figure 6: Saturday Ridership by Trip Chart



Maximum loads are well below seated capacity on all trips.

SERVICE PRODUCTIVITY

Route 7 ranks 3rd of the 4 Major Local routes in the study area in terms of weekday ridership and 1st of 4 in terms of ridership per revenue hour (see Table 3). On weekdays the route carries an average of 841 passengers per day, or 33.4 passengers per revenue hour. On Saturdays, Route 7 carries 384 passengers, or 19.5 passengers per revenue hour. Route 7 meets the VTrans thresholds for productivity and effectiveness.

Table 3: Productivity Statistics

	WEEKDAY	SATURDAY	SUNDAY
Average Daily Ridership	841	384	—
Pax/Revenue Service Hour	33.4	19.5	—
Major Local Average	26.2	22.2	25.1
Pax/One-Way Trip	14.5	17.5	—
Major Local Average	14.8	15.3	14.7
Pax/Revenue Mile	4.79	2.28	—
VTrans Productivity Threshold	1.95	1.95	1.95
Cost/Passenger	\$1.81	\$3.74	—
VTrans Effectiveness Threshold	\$4.37	\$4.37	\$4.37

Source: Green Mountain Transit, May 2016; VTrans Performance Reviews (2016)

SERVICE IMPROVEMENT OPTIONS

Opportunities to strengthen Route 7 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- **Operate Weekday Peak Service Every 20 Minutes.** For an hour in the morning peak and an hour and a half in the afternoon peak, the frequency on Route 7 increases from every 30 minutes to every 15 minutes. For more consistency across all peak hours service could be provided at 20 minutes during the peak. 20 minute service would also fit within the 35 minute run time and would allow enough recovery time to have 40 minute cycle times, requiring only 2 buses during peak service.
- **Provide More Frequent Weekday Evening Service:** Evening service operates with uneven headways that range from 60 to 75 minutes. Given high ridership during the day, more frequent service would likely be justified until later in the evening. Also, headways above 60 minutes deter all but the most dedicated transit riders, and thus, evening service should operate at least every 60 minutes.
- **Extend Saturday Evening Service.** The last two Saturday outbound trips are in the top five highest ridership trips for Saturday service. These trips also have high loads compared to ridership, with people most likely taking trips home. This higher evening ridership indicates a demand for later service on Route 7.
- **Provide Sunday Service.** As a Major Local Route with strong weekday and Saturday ridership, there is likely demand for Sunday service.
- **Eliminate Heineberg Housing Deviation.** The Heineberg Housing complex is located about one-tenth of a mile, or about a 2 minute walk, from North Avenue and a pair of Route 7 stops (North Ave @ Heineberg Rd and North Ave @ Shore Rd). On an average weekday, 9 passengers board at Heineberg Housing and 21 get off. Since Heineberg is only served in one direction, most of the inbound trips already board on North Avenue at the North Ave @ Shore Rd stop, which has 15 daily boardings. Not serving the front door of Heineberg Housing complex will simplify Route 7 schedules and alignment. This change easier to understand and faster for through passengers.
- **Extend Service to Malletts Bay/Colchester Shopping Plaza.** During the midday, buses have long layover times (20 minutes out of a total of 60 minutes for each round trip,

which is not efficient. Some of this time could be used to extend service to the Colchester Shopping Plaza,

Wards 4 and 7
July 26, 2017
The Miller Center, 130 Gosse Court, Burlington
Draft Minutes

Start time: 7:00pm

Steering Committee Members present: Matt Cropp-Ward 4, Eric Corbman-Ward 4, Jim Holaway-Ward 4, Jeff Clark-Ward 4, Alex Farrell-Ward 4, Linda Delduka-Ward 7, Martha Molpus-Ward 7, Chris Trombley-Ward 7

Open Forum

Liam Griffin Stepping down

Alex is on board of Voter Registration and looking for 2 more to join.

Concerned that non-profit is not shown at the agenda.

SC members took note and will address this for future meetings

BPD and Nonprofit presentations cancelled.

Green Mountain Transit (GMT)

GMT and CCTA (Chittenden County Transit Authority) is under one umbrella all branded under GMT. A lot of resources has gone to commuter routes which hasn't changed since 1963. Hired consultant to do an analysis about services in December 2016. In Chittenden have Special Services Transportation Assistance (SSTA) to be supplement service for individuals that qualify for transportation that GMT doesn't have route on. Central part of the state don't have a SSTA so GMT has a grant to do transportation. Currently analyzing existing services particularly in rural areas and doing public engagement process to hear the public of needs. Generally, it's population density and demand that determines where services are needed. There are trade off that the GMT advisory board looks for example, coverage vs productivity, frequency vs span of services, equity vs cost effectiveness. Also funding from towns come into this. GMT does not determine if the routes are performing or successful this is done by VTRANS which has metrics and provides a lot of GMT's funding. The state has different standards of urban VS rural routes. Which factors necessary commuter in neighborhood vs tourism route. All of this info and presentation is on is posted on GMT website. <http://ridegmt.com/>

GMT will consider what is called the first mile last mile services for elderly population who don't qualify for SSTA in Apple Tree, Lake Wood Estates, Green Village neighborhood and look in to a loop that can bring to the main North Ave. GMT commuter route. The loops are not off the table for GMT to look into but with this comes with demographic information such as single family home ownership, car ownership, and demand density. Adding a neighborhood loop is something that also will have to have the City investment. Expanding medical support is important and planning department is current having ongoing conversations and having this with the medical center and SSTA. GMT doesn't want to duplicate services but will to have conversations with the City and neighborhoods to address evening work schedules and elderly services

Tom Fleury-North End Food Pantry

Food pantry started out when Principal of CP Smith noticed a lot of working families not meeting their basic food needs in schools. The Food pantry is open on 9-11am on Saturdays and grew out of the school and started March in 2013 and averaged 6 families and now in 2017 average in twenties families. Get donations from Hannaford's and local church. Also, provide pet food, diapers, toiletries and books for kids. Haven't done a lot of outreach because have church groups and clubs that collect items. Summer has been a high need which has averaged in the 30's of people coming by to Food pantry.

All Wards update on Memorial Auditorium public process

Two topics at these meeting have been hosting a City wide public process meeting for future of Memorial Auditorium and also 35th NPA anniversary celebration. The common theme across City NPAs is to simply host a public forum that take no position on the outcome for Memorial in this public meeting. For those who are positioned to have a certain outcome they are having a separate committee that can present at the City Wide NPA Memorial Auditorium. Looking to have the meeting on Sept. 26th 6:30-8:30pm but still looking at working out the details of the meeting.

The anniversary celebration is still under planning but will highlight the work of the neighborhood volunteers with the City to hold meetings for the public that have done a lot of important work and influential to City programs and decisions.

City Council Updates

North District Councilor, Dave Hartnett-The loss of two children one BHS and one Winooski has been hard and difficult time for many. Will have 4 proposal presentation for Burlington Telecom. There are no major companies such as Comcast. All four are invested in a partnership with the City and keeping a local ownership. The biggest challenge of all the proposals is long term partnership.

Ward 7 City Council, Ali Dieng-The 10th of July was sworn in as City Councilor which was also the same meeting when the N. Ave pilot lane got voted in. Now we need to move on. The conversations is now what else do our neighborhood needs. Was very impressed how the communities came together to support our families after the two tragic loss of our children. The City was very responsive to invite non-profits and community leaders to discuss water safety needs. This is not the time to point the blame on someone but to come together to learn and improve our support, services and resources to prevent tragedy from happening. Need look at how NPAs can improve attendance and inclusiveness. North Ave City Councilors need to come together to ask for services. This will make the voice and representation stronger for North End.

Meeting End: 9:00pm

Notes taken by Phet Keomanyvanh-CEDO

