



Tuesday, April 26, 2022

April 26, 2022 - Vehicle for Hire Licensing Board/ Transportation Energy and Utilities Joint Committee

5:00pm -Join via Zoom, <https://us02web.zoom.us/j/84603122855>

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

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

If you prefer to attend in a physical location, you may join us at 645 Pine St in the front conference room

1. Agenda

Subject	1.01 Adopt/ Amend Agenda
Meeting	Apr 26, 2022 - April 26, 2022 - Vehicle for Hire Licensing Board/ Transportation Energy and Utilities Joint Committee
Category	1. Agenda
Access	Public
Type	Action
Recommended Action	Amend/ Adopt agenda as is

2. Election of Joint Committee Chair

Subject	2.01 Election of Joint Committee Chair
Meeting	Apr 26, 2022 - April 26, 2022 - Vehicle for Hire Licensing Board/ Transportation Energy and Utilities Joint Committee
Category	2. Election of Joint Committee Chair
Access	Public
Type	Action
Recommended Action	Appoint joint committee chair.

3. Public Forum

Subject	3.01 Public Forum
Meeting	Apr 26, 2022 - April 26, 2022 - Vehicle for Hire Licensing Board/ Transportation Energy and Utilities Joint Committee
Category	3. Public Forum
Access	Public
Type	Discussion, Information

4. Hearings

Subject	4.01 Airport Winooski Cab - Arif Arif
Meeting	Apr 26, 2022 - April 26, 2022 - Vehicle for Hire Licensing Board/ Transportation Energy and Utilities Joint Committee
Category	4. Hearings
Access	Public
Type	Action

File Attachments
[Gatean Provost Complaint - Redacted.pdf \(161 KB\)](#)

5. Deliberative Session

Subject	5.01 Deliberative Session to consider hearings
Meeting	Apr 26, 2022 - April 26, 2022 - Vehicle for Hire Licensing Board/ Transportation Energy and Utilities Joint Committee
Category	5. Deliberative Session
Access	Public
Type	

6. Adjournment

Subject	6.01 Adjourn
Meeting	Apr 26, 2022 - April 26, 2022 - Vehicle for Hire Licensing Board/ Transportation Energy and Utilities Joint Committee
Category	6. Adjournment
Access	Public
Type	Action
Recommended Action	Adjourn meeting



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

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Councilor Jack Hanson, Chair, *East District*
Councilor Mark Barlow, *North District*
Councilor Eugene Bergman, *Ward 2*

Inquiries:
Madeline Suender
802.735.5324
msuender@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council
Tuesday, April 26, 2022 - Directly following the 5 PM VFH Meeting

DPW Front Conference Room
645 Pine St, Burlington, VT 05482
Masks Optional

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–DRAFT AGENDA–

- 1. Agenda**
- 2. Minutes of 3/14/22**
- 3. Minutes of 3/22/22**
- 4. Public Forum**
- 5. FY'23 Fare Policy and Proposed Service Reductions**
 - Chapin Spencer
 - Action
- 6. Main Street Concept**
 - Laura Wheelock, Olivia Darisse
 - Action
- 7. Director's Report**
- 8. Councilors' Update**
- 9. Next Meeting 5/24/22**
- 10. Adjourn**

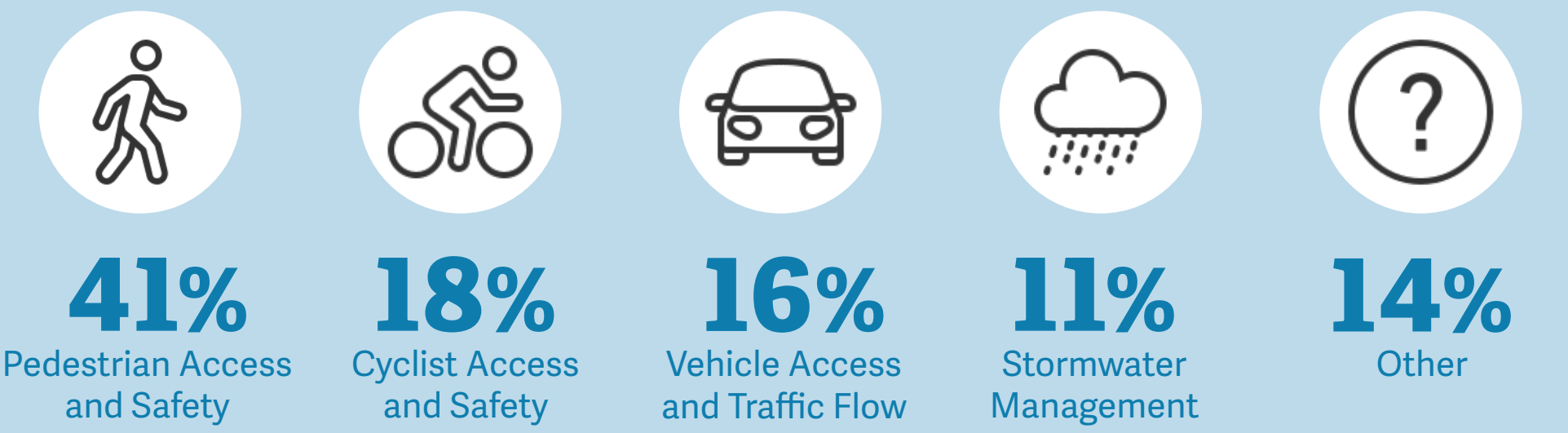


Thank you for attending the kick-off for Main Street's Revitalization

- "the most important entrance into Burlington"
- "It used to be interesting, it's become dangerous"
- "uninspired, we need some Wow!"
- "A Gateway to the downtown, and a bit of a mess"

Today Main Street is _____.

You told us your **number one functional priority*** for the future of Main Street is...



Tomorrow I want Main Street to become _____.

- "a place for people to come to relax and de-stress"
- "something that draws people towards the lake"
- "an inviting entrance to downtown, for visitors and locals"
- "safe in all aspects and easily accessible"

There will be many more opportunities to get involved! To stay up-to-date, visit:

<http://greatstreetsbtv.com/>

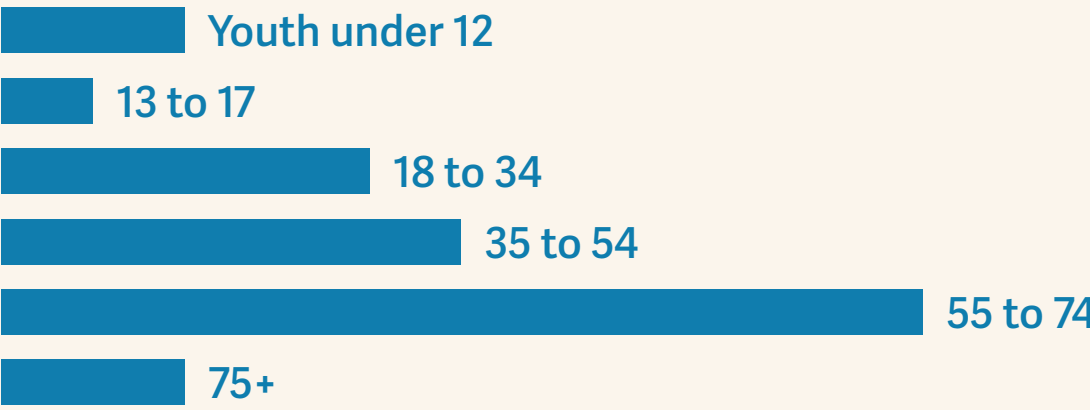


74 Total meeting attendees*

*Combined total from neighborhood and business meetings on Feb. 1st and 2nd 2022.

100% All neighborhood meeting attendees identified as white.

Age ranges represented in households of attendees of the neighborhood meeting:



We need your help in recruiting more diverse perspectives to future engagement events!



Main Street Revitalization Plan Business Focus Group Meeting

February 9th, 2022

Excitement and concerns on Main Street Plan!

Participants were excited for the opportunity to rethink on how Main St serves the people who live,work and visit as a welcoming gateway.

They expressed concerns on plans impact on loss of business, parking changes, continued priority of vehicles over pedestrian culture, lack of engagement, and disconnection to the adjacent community.

- Infrastructure improvements and their positive impact on the Lake
- Excited about more walking and sitting alongside green space and rain garden
- Biggest concern for this project is that the revitalization will end at Battery St
- Not providing true logistic or support for partners looking to bring people together

Parking needs!

Most of the participants agreed that having less parking on Main Street would be good for the pedestrian environment but having more parking in a place that allows easy access to the street is crucial for the business especially during off-season months.

- More parking in a place that still allows people to access the street easily would be the best scenario
- Real plans and solutions designed and communicated before, during and after construction
- As much as we want Burlington to rely on cars less it is a reality and necessity of our winter lives here
- We are a destination business with limited parking of our own

Hopes for the future Main Street!

Majority of participants hoped for accessible and improved pedestrian infrastructure such as trees, lighting, parklets, drop-off zones, flexible spaces for outside events, and wider sidewalks for people of all physical abilities.

- Lots of benches, green spaces, lighting
- Large section of street facing City Hall Park , our intent is to take more of our events outside
- More trees, more lighting, parklets, maybe a street wide event
- Easily walkable sidewalks, places to sit, better aesthetics and connection

Best way of communication!

Participants indicated regular updates and check-ins through email work best for them.

* [Click this link](#) to access the full responses from the focus group participants.



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Today, majority of participants use Main Street as a corridor to pass by or drive through to get to the waterfront.

- I just drive on Main Street, sometimes to get food
- I pass by Main Street a lot
- I usually just drive through it or go to the stores
- There's not much there

Places and activities they enjoy!

Many of the participants liked Church Street, waterfront, and park spaces where they can shop, get food, and do sports.

They like to hang out where it feels friendly, welcoming and safe, with fun interactive features and options to do outdoor activities.

- I love how alive Church Street feels
- I like North Avenue because of the bike lanes and how wide it is
- I like seeing the lake and enjoying eating maple with raspberries ice cream
- Church Street, I feel safe and it's like a community

Hopes for the future Main Street!

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Many expressed animated and vibrant space with diverse activities with interactive sculptures, exercise stands, and pop up shops.

- Cool sculptures that are interactive and inviting to kids
- More curb cuts and green patches between the road and sidewalk
- More trees and green areas with benches to sit and hang out
- Pop up shops, food stands, arts, and farmers market

Who Attended the Meeting?

16 High school students

13 White
2 Black/African American
1 Hispanic/Latin X

94%

Live in Burlington and visit Main Street

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Main Street Revitalization Plan BIPOC/Immigrant/Refugee Focus Group

March 8th, 17th, 2022

Why Main Street is Important

It is a **gateway and resource center** for immigrant and refugee communities.

Main Street is the center of the city, so it needs to represent the identity and history of all of Burlington residents.

Main Street is home to crucial resource centers for newcomers such as Burlington Housing Authority, City Hall and Champlain Housing Trust.

When people visit Burlington, the lake and Main Street are the first places we bring them to see.

Places and activities

Spaces to gather and meet, places to rest and connect.

Church street feels like it's in a real city because it's full of people, activity, and has affordable options to shop.

More seating would help older people when they get tired from walking up and down the hill of Main Street. There should also be public restrooms.

People love going to Battery Park to play volley-ball, barbecue, picnic. Main Street should have more spaces for casual use and activity.

Accessibility and Inclusion

More affordable options for eating and shopping, and opportunities for small vendors to operate .

The fountain at City Hall Park is a favorite place to hang out in the summer, but it could be even better with affordable food options like hot dog stands and ice cream.

Main Street needs more affordable food and shopping. It also needs new opportunities for small vendors of color to engage in local commerce.

Homeless people should be cared for. Consider seating and shade for them in the design of Main Street so that everyone feels safe and comfortable.

Cultural Representation

Opportunities to meet diverse communities that make Burlington great, and affirmation that all cultures are valued.

Spaces along Main Street and in City Hall Park for artists market and small vendors to share their culture through street food and other wares.

Translate all street signage into primary languages spoken in Burlington including a digital information board.

Large banners along Main Street to celebrate major holidays of Burlington immigrant communities and printed in every language.



Main Street Revitalization Plan Mobility Support Focus Group

March 24th, 2022

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Main Street is the major access and egress point for both automobiles and people who live and work in Burlington.

Main Street is a jewel in its geographic location by the lake, with diverse outdoor activities and easy connection to rest of the city centers.

Main Street has a chance to be a catalyst for a larger city-wide plan, motivate people to imagine better, safer and more accessible Burlington.

Places and Activities

It could be a lively and welcoming place filled with interactive arts and programs for people of all ages and abilities to enjoy.

Main Street needs better branding and place making strategies such as a welcome banner as the Gateway or signage that highlights the history and culture of the community.

Movable and adaptable street furniture, interactive street arts for kids and families, and food trucks and street vendors to activate and liven the street.

People love welcoming environments with street art, sculpture, and murals that are not museum pieces but that are integrated into the design of streets.

Accessibility and Inclusion

Safe, well maintained, and accessible streets and sidewalks for people of all physical abilities.

Design good sidewalks up and down the Main street with generous drop-off zones that considers people with mobility constraints.

Integration between different stakeholder and street functions is the key such as bikers, parking, retail spaces, and public transportation.

Integrate level plateaus along sloped sidewalks for benches and resting stops to be accessible to people of all physical abilities.

Transportation Diversity

Flexible and sustainable infrastructure that considers different stakeholders and users.

Main Street could adopt small scale on-demand bus services to increase restaurant and retail accessibility in and around Main Street.

Protected bike lanes could improve safety for both pedestrians and cyclists as well as allow for the safe movement of vehicles.

We need to be flexible and thoughtful about what we build today so it is adaptable for the future. For example, considering future space needs for autonomous vehicles.



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

Memo

Date: April 26, 2022

To: Transportation, Energy, and Utilities Committee

From: Laura Wheelock, P.E., Senior Public Works Engineer
Olivia Darisse, P.E., Public Works Engineer

CC: Chapin Spencer, Director of Public Works
Norm Baldwin, P.E., City Engineer/Asst. Director – Technical Services
Robert Goulding, Public Information Manager

Subject: Great Streets - Main Street Project Update

The City of Burlington is excited to bring forward the six-block Main Street Great Streets concept to transform the main artery into and out of our City and rebalance the streetscape for pedestrians, economic vitality and climate resiliency.

Burlington is one of the great cities in America. While we have excellent businesses and community institutions on our Main Street, it is not itself yet a 'Great Street.' The City, stakeholders, and business have already partnered to rebuild St. Paul Street and City Hall Park into holistic public spaces – planned as Great Streets concepts. Additionally, with upcoming milestones to meet to make use of Tax Increment Financing (TIF) obligations, the timing is right to begin the reintroduction of Main Street Great Streets with our community. The consensus is clear – cities need an integrated streetscape that serves everyone and helps protect our environment. This is the project that will further that goal.

In October 2021, we procured a design consultant, Vanasse Hangen Brustlin, Inc. (VHB) to help progress the concept design and begin re-engaging the community in the Great Streets conversation and its focus on Main Street. To date, the consulting team has completed survey collection and inspections of water and sewer infrastructure. Other preliminary engineering tasks in progress include traffic modeling, soil investigations, and right-of-way research.

In November, the project obtained authorization to seek voter approval on the use of TIF to fund the project. The project team joined CEDO to present at NPAs throughout January to provide education on TIF funding for the project and the associated March ballot item.

Over the last three months, the City has worked with the design consultant to gather and respond to public feedback and conduct engineering studies and investigations such as assessing the condition of underground utility infrastructure, collecting geotechnical and survey data, and gathering traffic and parking data. Information and input collected to date has been used to influence and advance the concept design beyond the work completed in 2016 and develop refined concept alternatives.

The project team has worked to develop two concept alternatives that encompass the objectives of the Great Streets Initiative: rebalancing space within the street to provide active and alternative transportation facilities; activating spaces for people to rest and gather; creating spaces for public art and events; and incorporating trees and landscaping to support sustainable street ecology. While both concept alternative share these core objectives, they each demonstrate their own unique themes for which the City will be seeking public feedback.

In addition to improving the streetscape and rebalancing the space for public use, the effort includes a significant overhaul of our underground utility network. Water and sewer infrastructure will be rehabilitated and replaced throughout the project in order to avoid the need for disruptive repairs within the completed project area in the future. The project team is exploring sustainable stormwater solutions such as utilizing permeable pavers, rain gardens, soil cells and making improvements to existing stormwater infrastructure in an effort to alleviate the burden on our treatment facility. The team has also been working closely with the Burlington Electric Department to support current energy initiatives, and coordinating with private utility companies.

The team has been working closely with the Water Resources Division, the Parks, Recreation, and Waterfront Department, the Church Street Marketplace, the Racial Equity, Inclusion, and Belonging Office, the Community Economic Development Office, the Planning Office, and Burlington City Arts, to ensure the project is taking a balanced and inclusive planning approach. The project team has presented the project to the DPW Commission, Church Street Marketplace Commission, Parks, Recreation and Waterfront Commission, the Burlington Walk Bike Committee, the Burlington Business Associate Waterfront and Downtown Action Groups, Racial Equity, Inclusion and Belonging Committee, Burlington Aging Council, and collaborated with outside entities such as Green Mountain Transportation and the Flynn Theater. The project team also hosted a series of meetings for five focus groups: Immigrants & Refugees, Youth, Business Owners, BIPOC, and a Mobility Support group. These meetings sought feedback from communities that are generally harder to reach, in an effort to determine how these groups currently use Main Street, and what they consider important for the future of Main Street

The City kicked off the public engagement process with a Neighborhood Meeting and a Business Owner Meeting in early February to reintroduce the project to the community and gather initial feedback. The engagement process continued throughout February and March with presentations to City leadership teams, advisory boards, neighborhood planning assemblies, and focus groups. Input amongst community and business groups varies and includes the desire for affordable shops and dining options; the need for inclusive, accessible, and interactive spaces; creative approaches to aesthetics and public art; sustainability solutions; alternative transportation options; and concerns related to parking and safety.

The project team continues to track public input and inquiries received and issue project updates to email contacts. The project website, www.greatstreetsbtv.com, provides up-to-date information regarding project concepts and upcoming project events, as well as the opportunity provide input through a project survey. The project team will hold a second Neighborhood Meeting on April 28th and a Business Owner Meeting on May 6th to present concept alternatives to the general public and collect feedback.

During the April TEUC meeting, we will present concept alternatives, discuss the public engagement process and feedback received to date, and discuss next steps. The project team is seeking approval to bring this presentation and concept alternatives to the City Council on May 9th. The City Council will vote on the concept approval on May 23rd.

Feel free to contact us with any questions or comments (Laura Wheelock, lwheelock@burlingtonvt.gov or Olivia Darisse, odarisse@burlingtonvt.gov). Thank you.

Attachments:

1. Neighborhood Meeting Summary Page
 2. Focus Group Meeting Summary Pages
-

Main Street Project

www.greatstreetsbtv.com

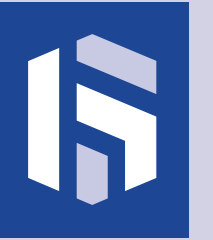


Agency
Landscape + Planning



Working with Zoom!

Welcome back! For those joining us virtually, here are some tips for working with Zoom.





Alan Belniak
VHB

Have a zoom question? Ask me anything!

Main Street Project

Great Streets BTV

Chat With Us!

Use the chat function to add your comments, ask questions, and respond to questions.







Chat messages will be archived for public record.

 Mute

 Stop Video

 2 Participants

 Chat

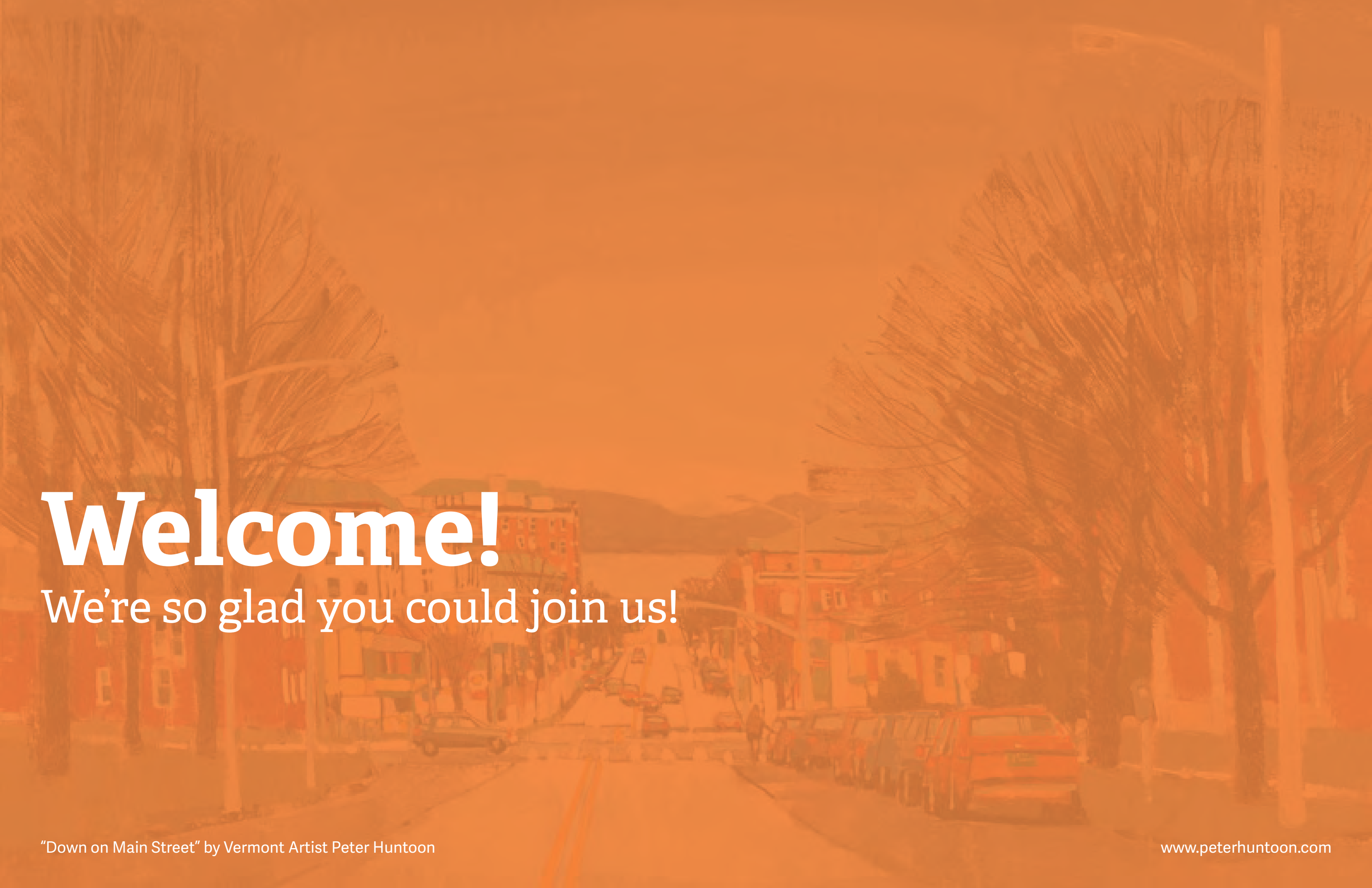
 Share Screen

 Record

 Reactions

 Leave

We are recording this meeting for public record!



Welcome!

We're so glad you could join us!

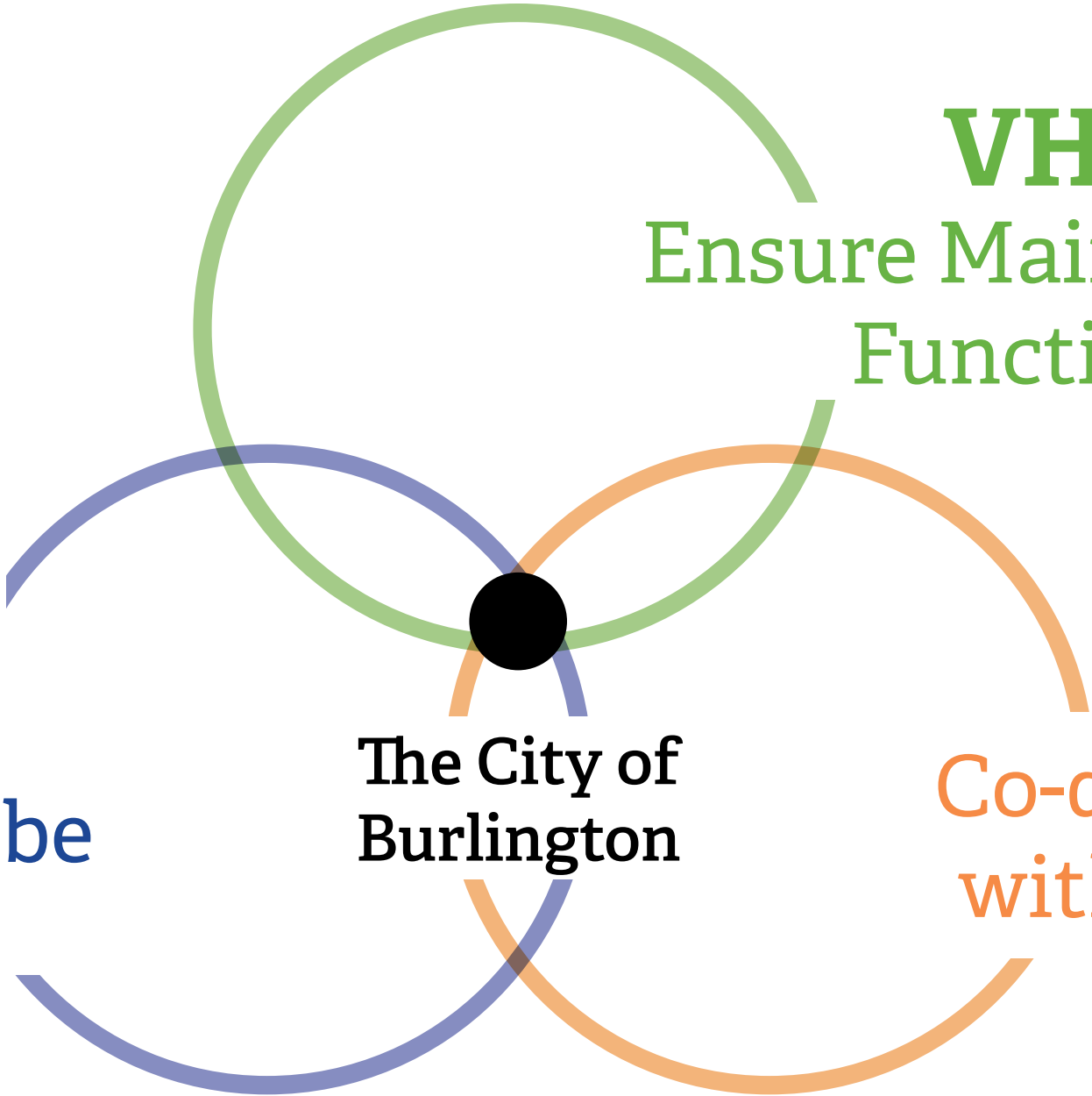
Hello, there!

The Main Street Redesign Team



**Agency Landscape
+ Planning**

Design Main Street to be
Unique & Beautiful



VHB

Ensure Main Street is
Functional

Grayscale

Co-design Main Street
with the Community



CHURCH STREET
MARKET PLACE

BCA

Meeting Agenda



Evan Detrick
VHB



Project Overview
Our process to date

Susannah Ross
Agency LP



Engagement
Who we're talking to

Main Street Deep Dive
Our Main Street design toolkit

Steve Woods, Jr.
Agency LP



Design Concepts
Two design options for Main Street

Stephen Gray
Grayscale



Breakout Chats & Report Backs!
Next Steps

The background is a blue-tinted illustration of a town street scene. It shows a perspective view down a street with yellow double lines. On the left, there are several tall, leafless trees and a row of colorful houses. On the right, there are more trees and a row of parked cars. In the distance, there are more buildings and hills under a cloudy sky. The overall style is that of a watercolor or pastel painting.

PROJECT OVERVIEW

“Down on Main Street” by Vermont Artist Peter Huntoon

www.peterhuntoon.com

Great Streets BTV

Up next... Main Street!



COMPLETED



City Hall Park



COMPLETED



St. Paul Street



UP NEXT



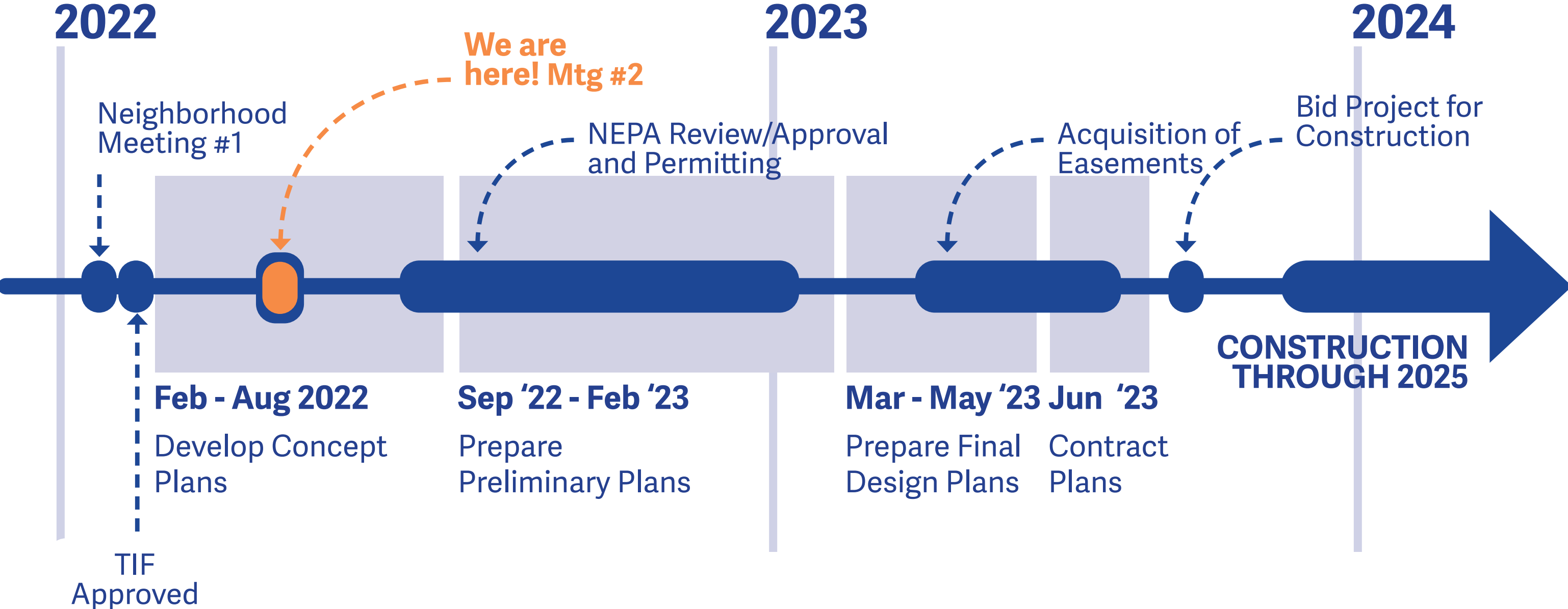
Main Street

Main Street Revitalization

Project Limits: Battery Street to South Union Street



Project Schedule





COMMUNITY ENGAGEMENT UPDATE

Engagement by the numbers



30 **5** **5 Listening sessions and 30 City meetings**
Sessions included BIPOC residents, seniors and persons with disabilities, youth, business owners, and immigrants

22 **Online survey responses**
This is ongoing, so if you have not participated, follow the link in the chat!

5300 **Website visits**
The website is also a place to find out about other Great Streets Initiative projects.

60 **Participants in Main Street kick-off**

50 **180** **500** **Lots of advertising!**
50 signs in Downtown, 500 postcards distributed, over 180

City Engagement



City Council - Public Hearing	1/10/2022
Ward 1/8 NPA	1/12/2022
Ward 2/3 NPA	1/13/2022
Aging Council	1/18/2022
Ward 5 NPA	1/20/2022
Virtual Business Meeting with Mayor	1/21/2022
Board of Finance/City Council	1/24/2022
January Transportation Energy and Utilities Committee (TEUC)	1/25/2022
Ward 4/7 NPA	1/26/2022
Project Neighborhood Meeting #1	2/1/2022
Business Outreach Meeting #1	2/2/2022
Burlington Bike Walk Committee	2/2/2022
Ward 6 NPA	2/3/2022
Burlington Business Association - Waterfront Action Group	2/10/2022
February Church Street Marketplace Commission	2/16/2022
February DPW Commission	2/16/2022

Ward 5 NPA	2/17/2022
February TEUC	2/22/2022
Burlington Business Association - Downtown Action Group	2/22/2022
March Ballot Public Meeting	2/23/2022
Ward 4/7 NPA	2/23/2022
Ward 1/8 NPA	3/09/2022
Ward 2/3 NPA	3/10/2022
REIB Committee	3/15/2022
March DPW Commission	3/16/2022
March TEUC	3/22/2022
April TEUC	4/26/2022
April DPW Commission	4/27/2022
Project Neighborhood Meeting #2	4/28/2022
Business Meeting #2	5/06/2022
Board of Finance/City Council	5/9/2022

What we've heard so far...

Feedback from the first neighborhood meeting



To take a closer look visit:
[*www.greatstreetsbtv.com*](http://www.greatstreetsbtv.com)



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Summary sheets from focus groups



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What We've Heard So Far



Residents

Main Street is **vital cultural and civic resource** for newcomers and Burlingtonians

It is a Gateway that should **represent the diverse and rich culture, history and identity** of all residents

Main Street should be lively and welcoming with **places for arts and programming for all ages**

Accessibility and safety of pedestrians is paramount

A clear **parking and wayfinding strategy** will support business success

Businesses

Investments today need to support future needs and last for years to come (**maintenance!**)

The main street project needs to be **coordinated with other city priorities**

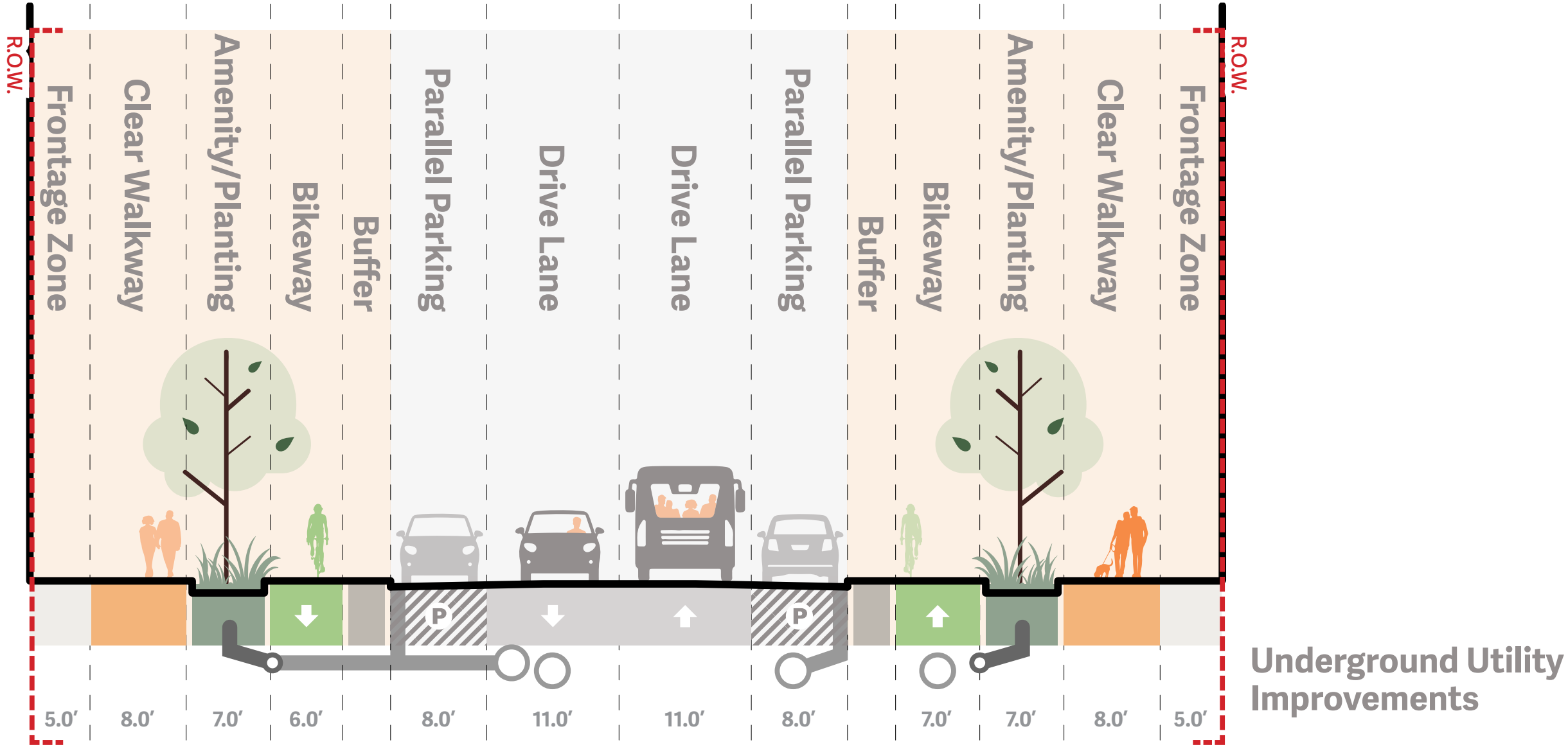


**LET'S TAKE A CLOSER LOOK AT
MAIN STREET...**

Typical Main Street Cross Section

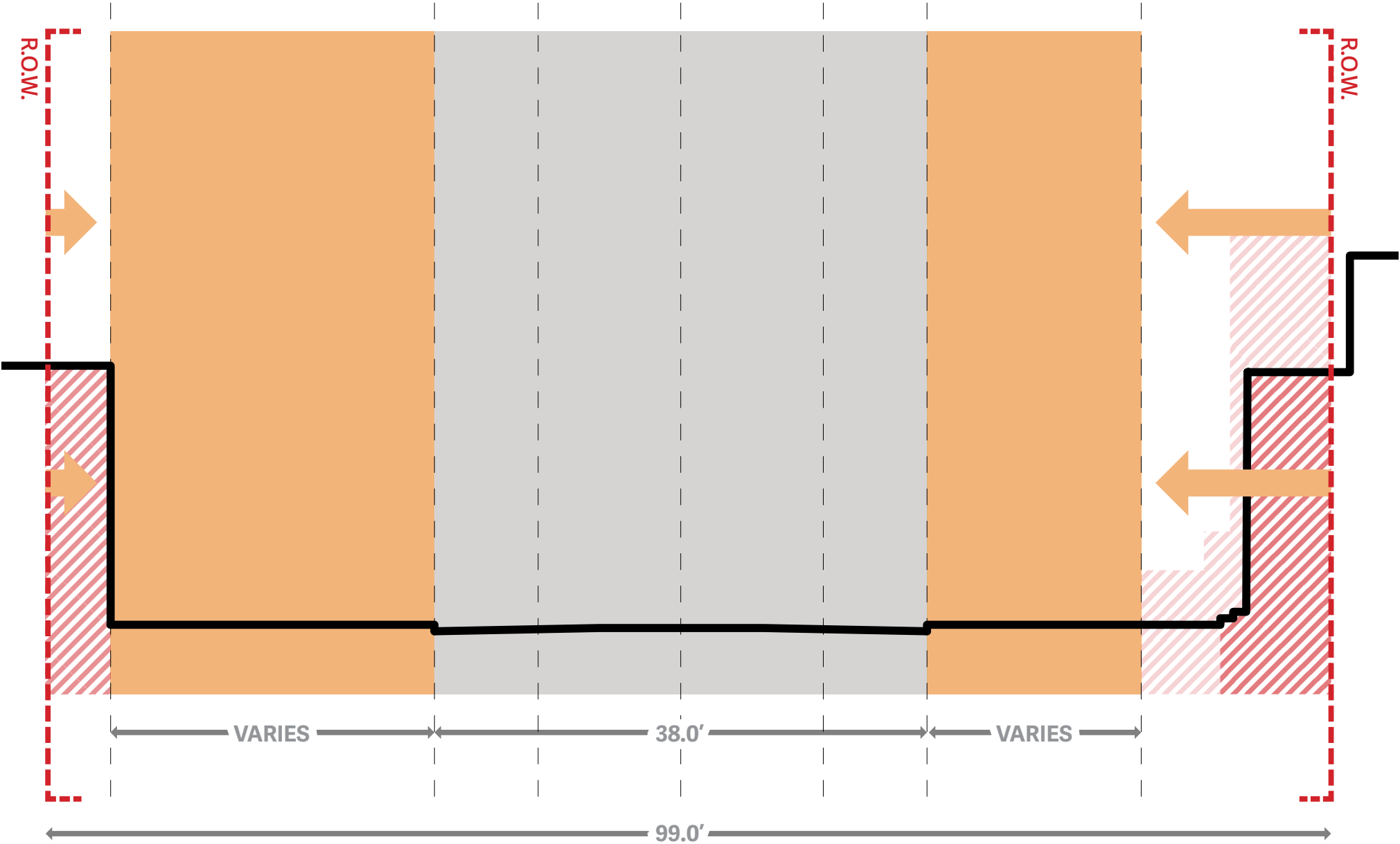


The cross section will vary, especially where there are R.O.W. encumbrances



Right-of-Way Limitations

The cross section will vary, especially where there are R.O.W. encumbrances



Toolkit - Amenities!



Amenity/Feature	Existing Conditions	Proposed Concept
-----------------	---------------------	------------------

Roadway Pavement Width	50' - 70'	40'
Parking Spaces	160	90
Bike Lanes	None	Separated lane - each direction
Sidewalk Width (each side)	5' - 26'	13' - 18'
Stormwater Treatment	None	Generous spaces available
Green Space (each side)	0' - 15'	6'-15'
Plazas/Public Art Spaces	Limited	Good opportunities

Ways to Support Parking Changes



Leverage technology –

- Parking management aps
- Variable /peak hour pricing
- Real-time feedback on available parking locations

Create incentives –

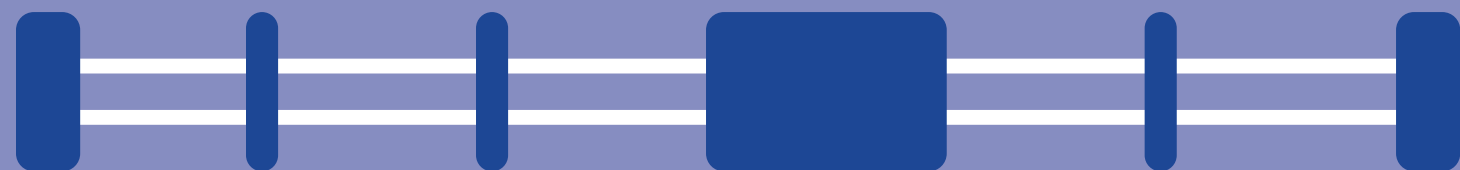
- Reinvest parking fees into non-motorized travel modes
- Incentivize loading to occur in off-peak hours
- Employee parking programs

Build out infrastructure –

- Increase visible/secure bike parking
- Improve transit accommodations
- Wayfinding signing
- EV charging stations

Vary parking restrictions to reflect –

- Land use
- Seasonal demand
- Flex spaces for parklets and “streateries” during warmer months



Design Approach Option One:

Artful Gateways



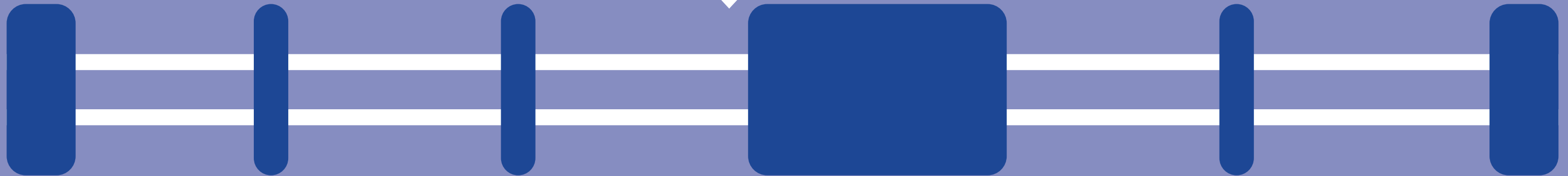
Design Approach Option Two:

Lake, City, Mountain

Design Approach Option One:

Artful Gateways

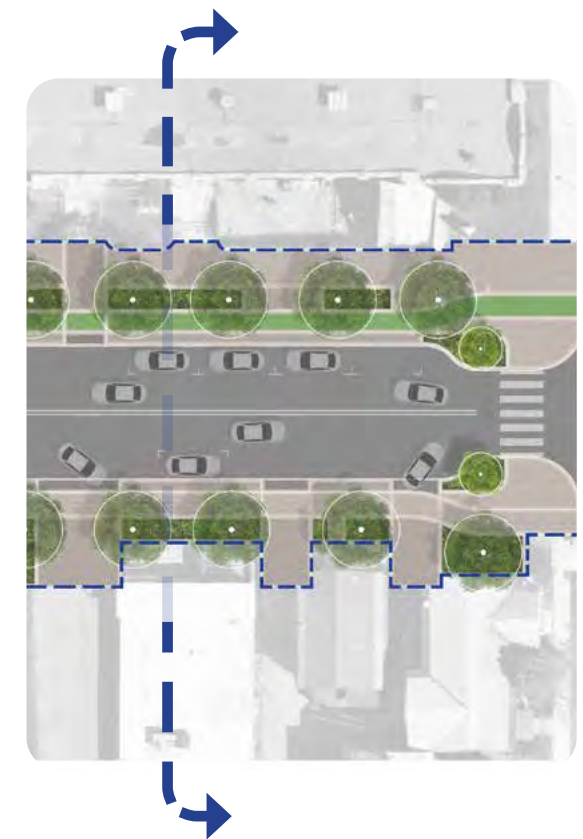
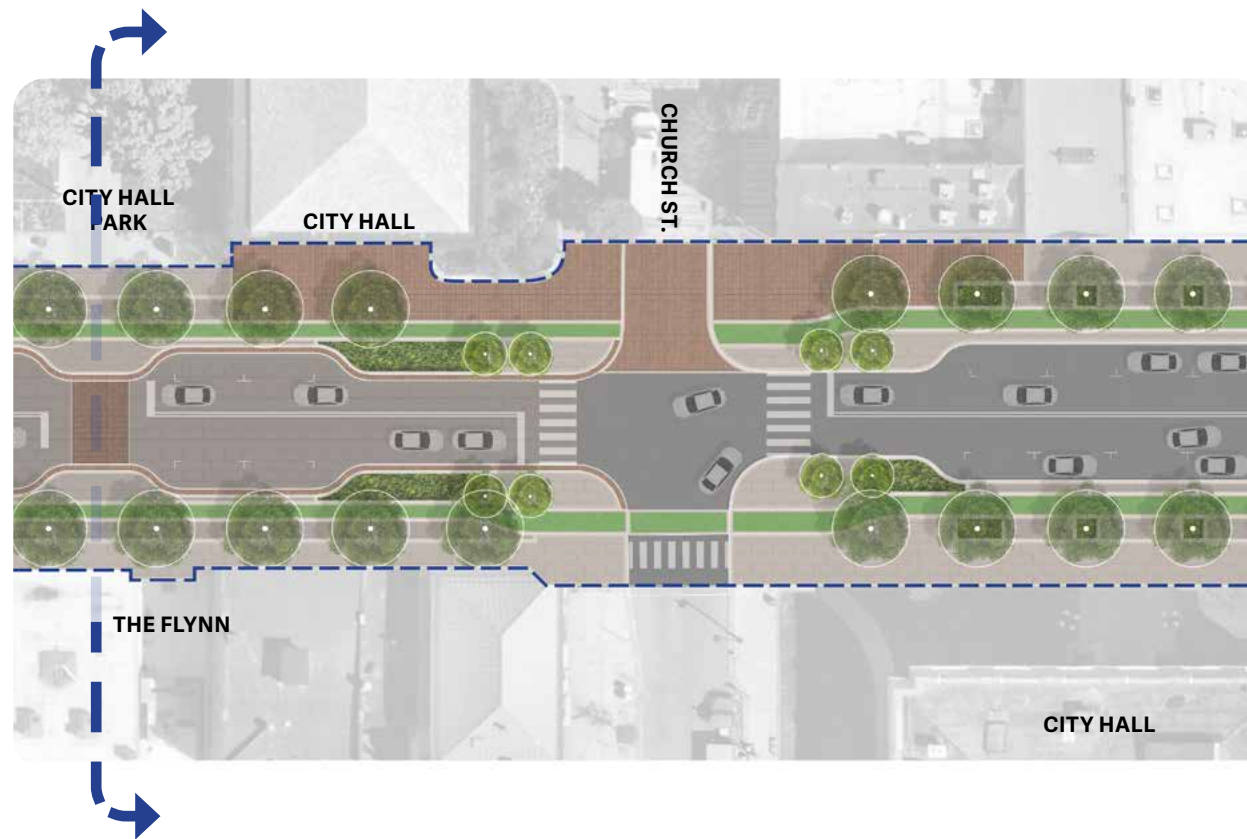
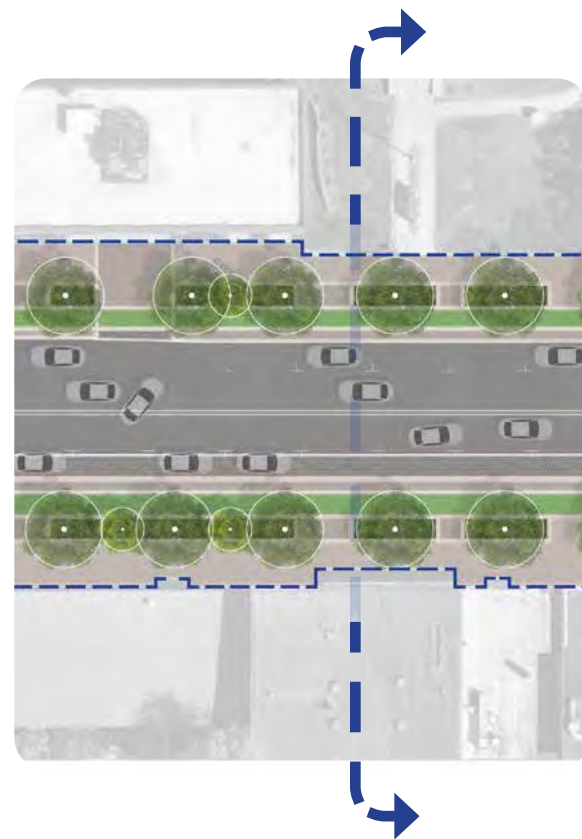
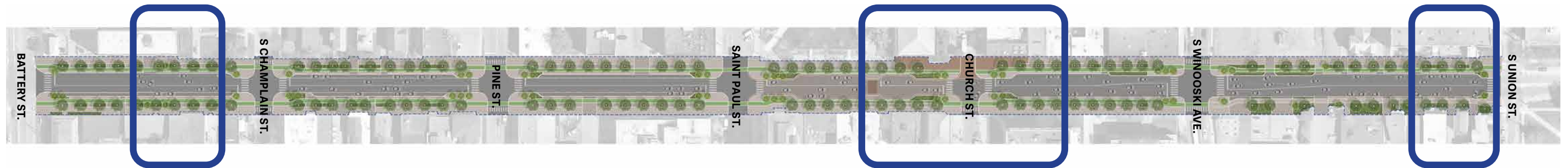
A **Dignified** and **Continuous**
Streetscape for all Six Blocks



Emphasis on Place-making
focused at **Crossroads** and
Gateways

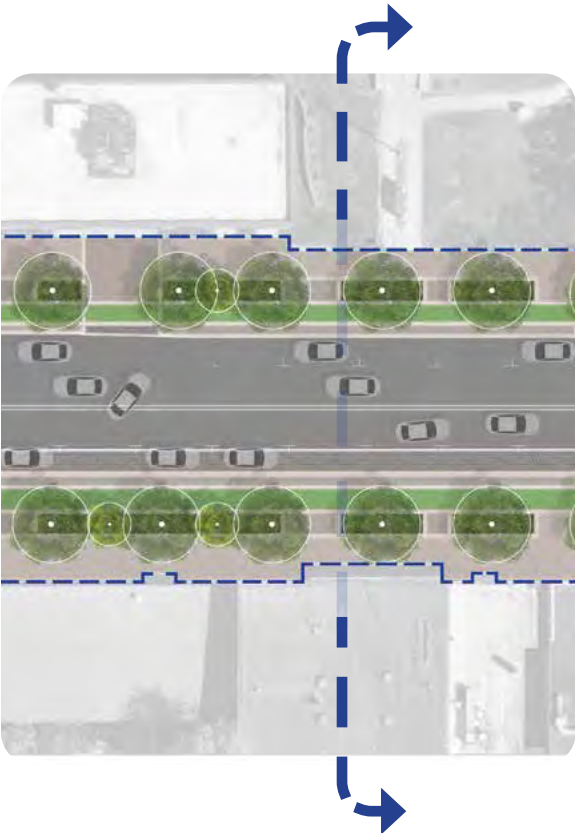
Artful Gateways

A dignified and continuous streetscape with special emphasis at crossroads



Artful Gateways: West

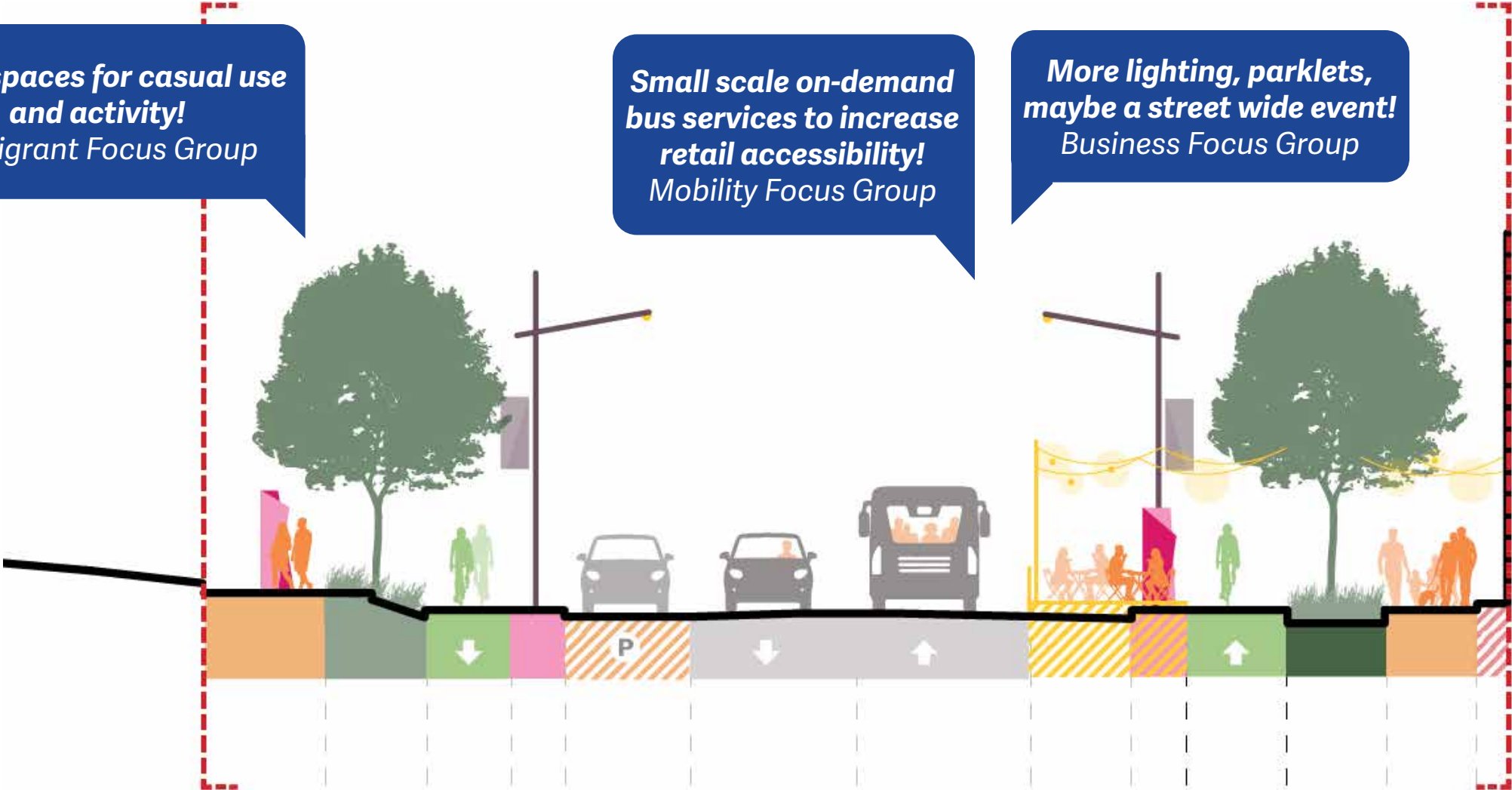
A dignified and continuous streetscape with special emphasis at crossroads



More spaces for casual use and activity!
Immigrant Focus Group

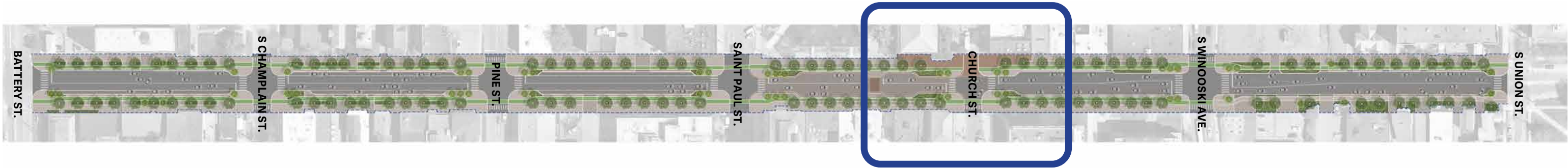
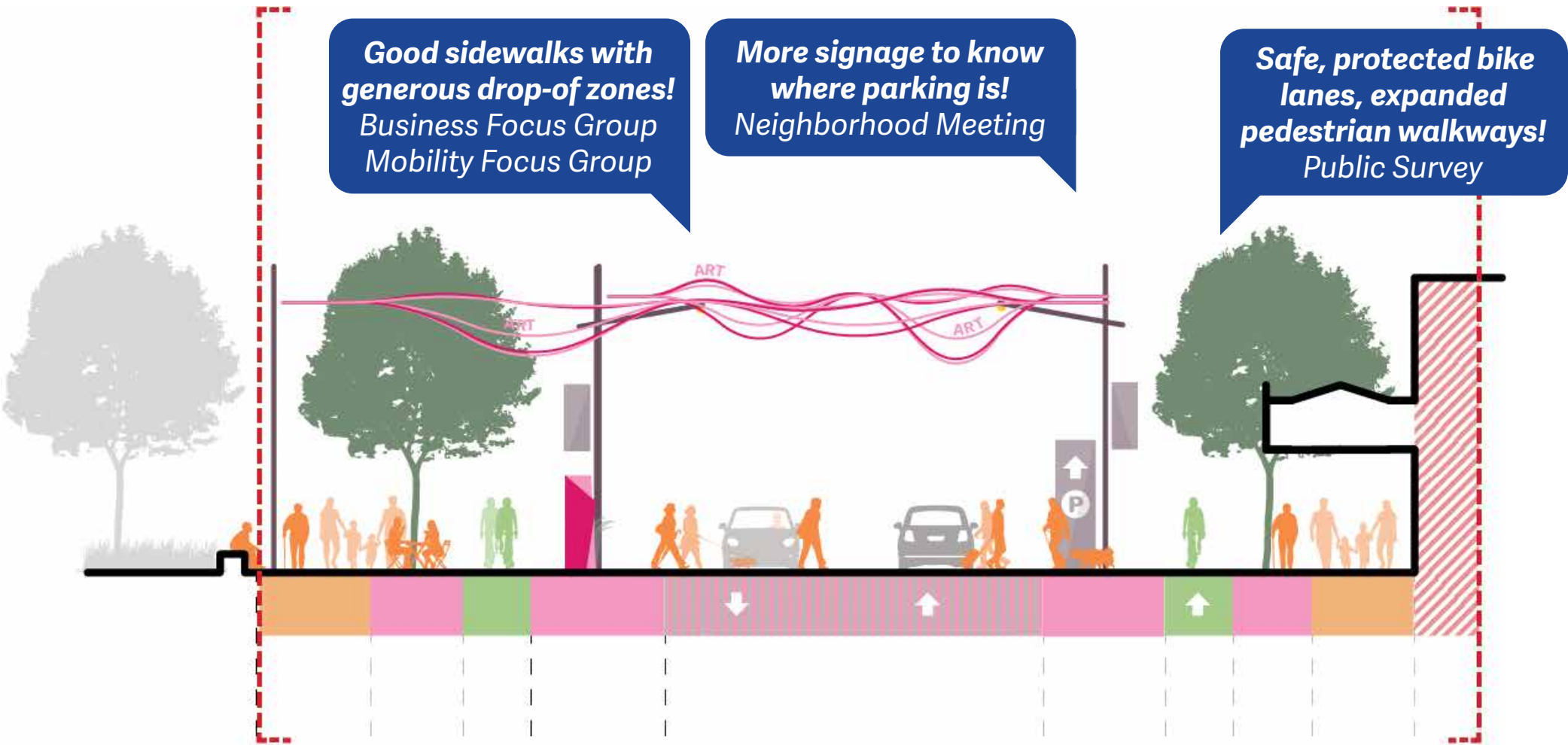
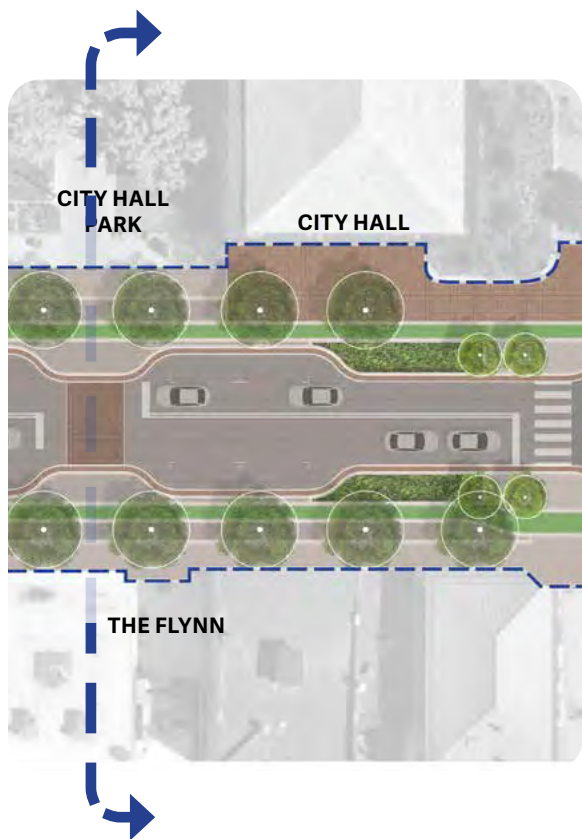
Small scale on-demand bus services to increase retail accessibility!
Mobility Focus Group

More lighting, parklets, maybe a street wide event!
Business Focus Group



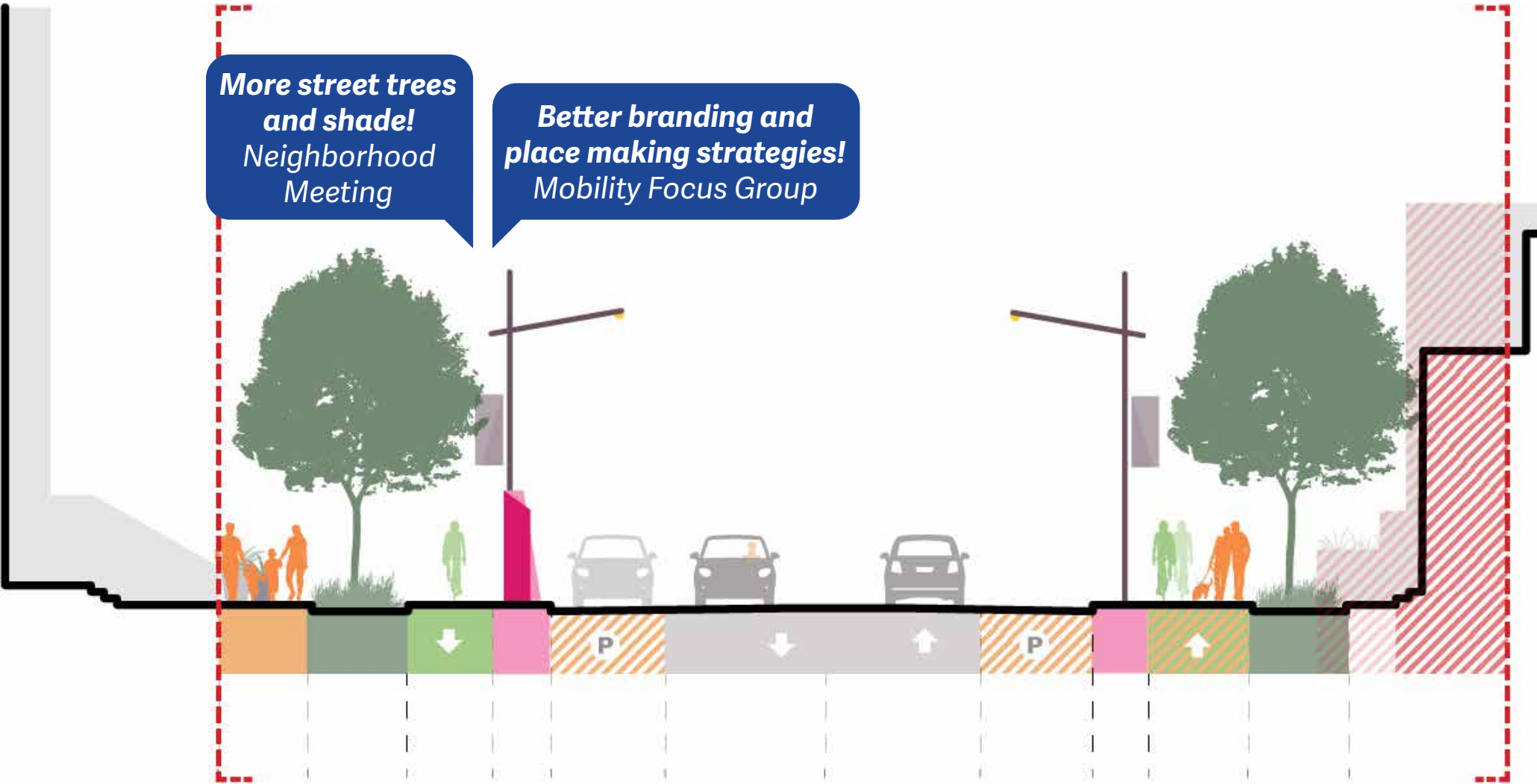
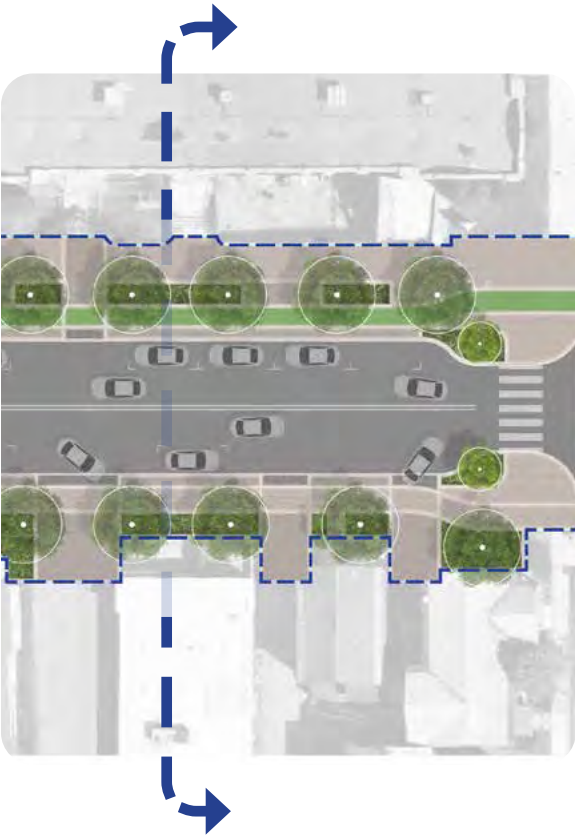
Artful Gateways: Central

A dignified and continuous streetscape with special emphasis at crossroads



Artful Gateways: East

A dignified and continuous streetscape with special emphasis at crossroads



Artful Gateways: Art Strategy

Art punctuates the main crossroads and gateways



Translate all street signage into primary languages spoken in Burlington including a digital information board
Immigrant Focus Group

Suspended artwork denotes nodes and gateways



Cool sculptures that are interactive and inviting for kids and families
Youth Focus Group

Temporary and revolving installations keep the streetscape active all year



Landmark sculptures welcome residents and visitors alike



Artful Gateways: Planting Strategy



A singular approach to planting that is consistent across the six blocks



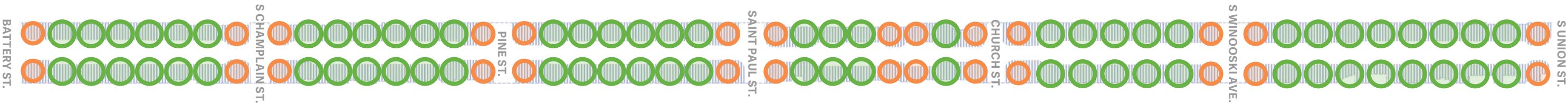
Regular planting beds with common native street trees



Boulevard-like rows of large shade trees



Structured groupings of native shrubs and grasses



Artful Gateways: Stormwater

Stormwater detention areas are unifying elements with repeating lines



"Rain gardens and stormwater management to reduce flooding and run-off"
Neighborhood Meeting



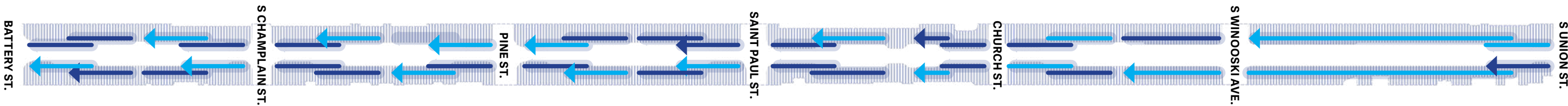
Stormwater retention focused at lowpoints near edges and nodes



Clean, creative, and artful use of runnels and catchment



Long linear planting beds to help catch water before draining to the lake



Artful Gateways

A dignified and continuous streetscape with special emphasis at crossroads

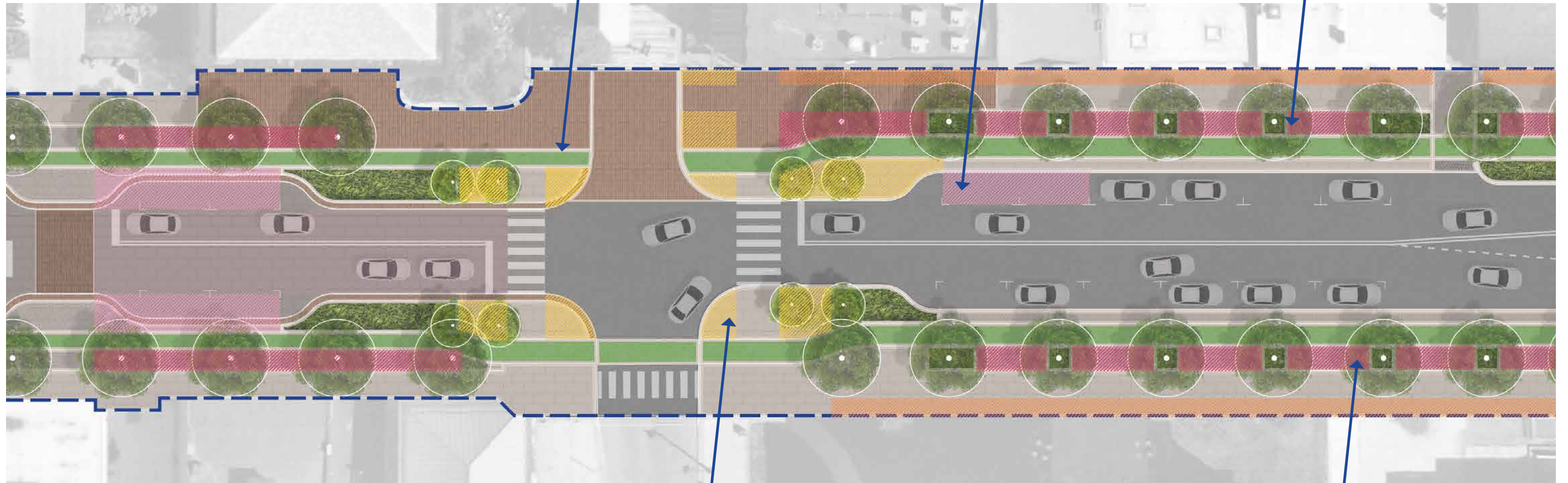


- Adjacency Business Spillout Space
- Special Amenity Zone
- Furnishing Zone
- Flexible Parking Space

*Straight and direct
bicycle lanes*

*Parking spaces that can be
converted into special event
or seasonal spill-out spaces*

*Clean and manicured
native planting beds*



*Special placemaking and design emphasis
at high-volume intersections*

*Rhythmic and predictable
placement of benches and
other street furniture*

Design Approach Option Two:

Lake, City, Mountain

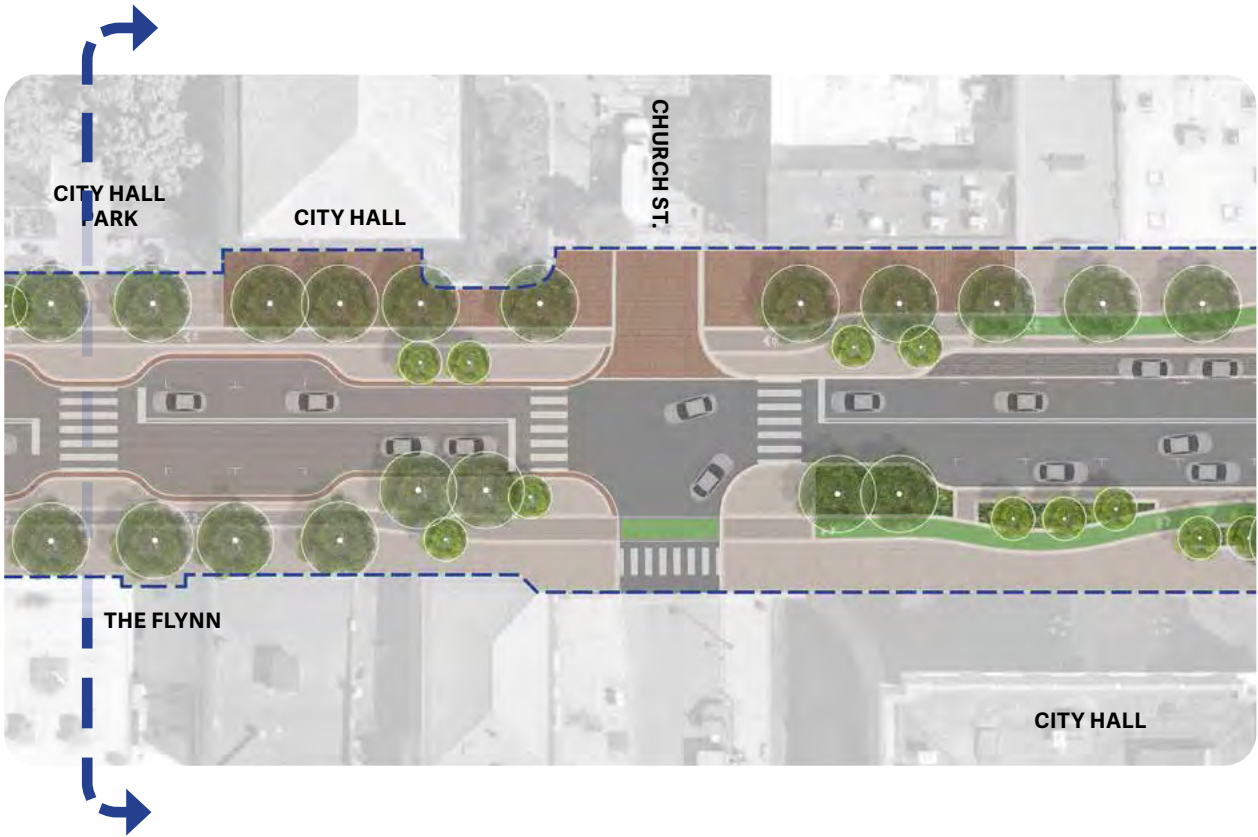
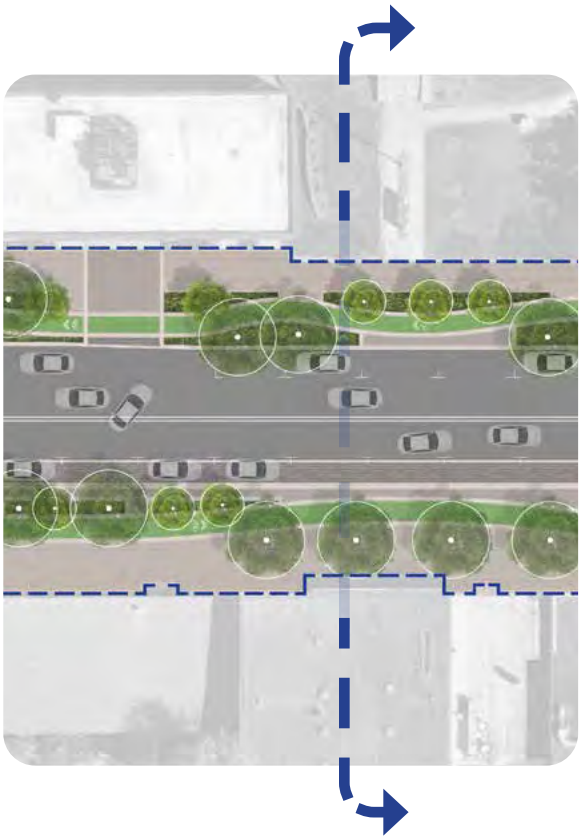
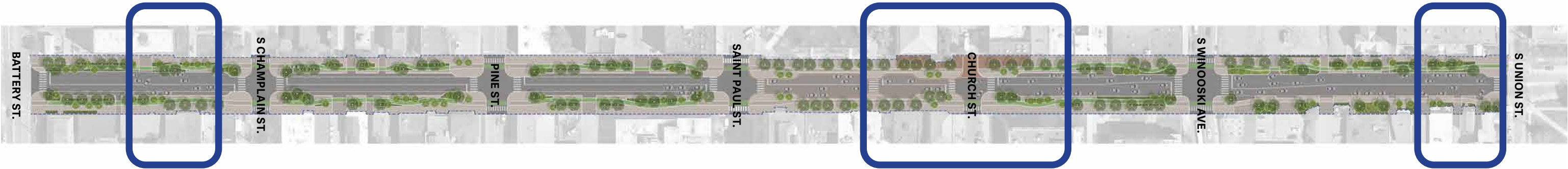
Three **Distinct** Zones



Landscape changes to express the character of **Lake Champlain**, the **Cityscape**, and **Green Mountains**

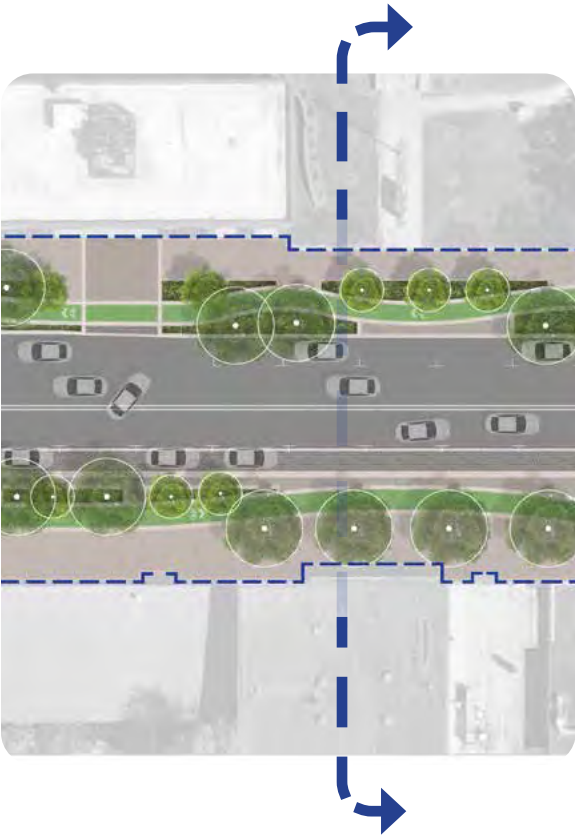
Lake, City, Mountain

Landscape changes to express the character of three zones in Burlington



Lake, City, Mountain: West

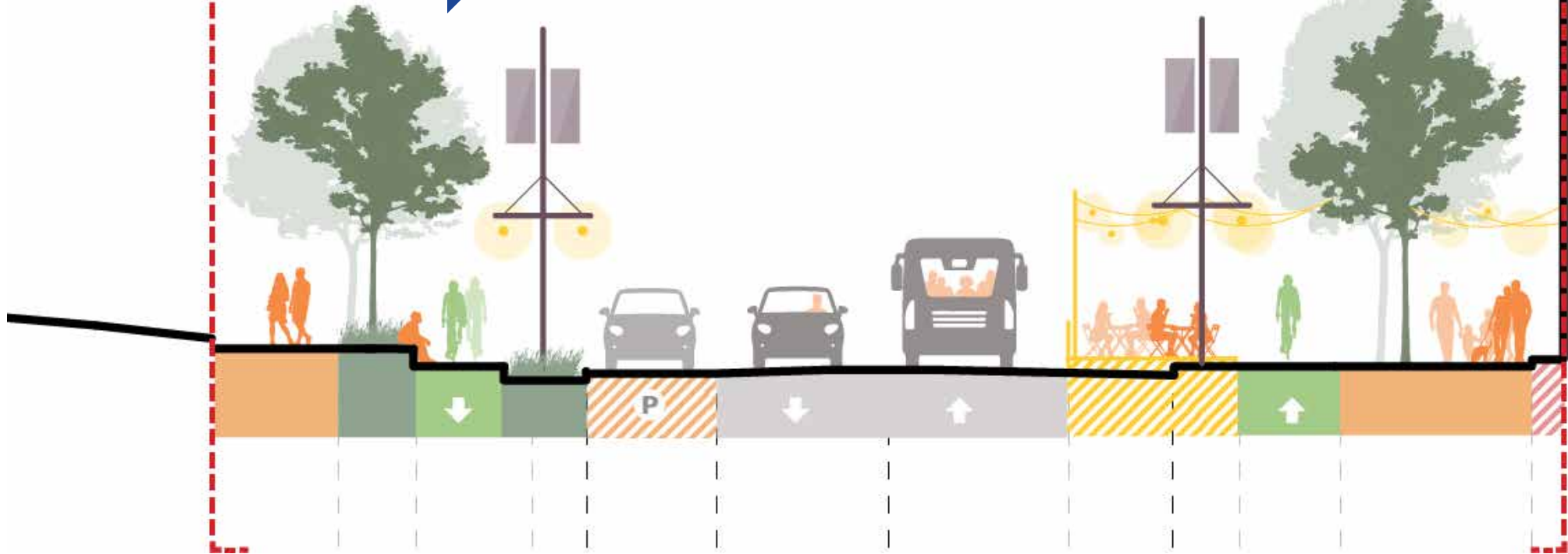
Landscape changes to express the character of three zones in Burlington



"Rain gardens and stormwater management to reduce flooding and run-off"
Neighborhood Meeting

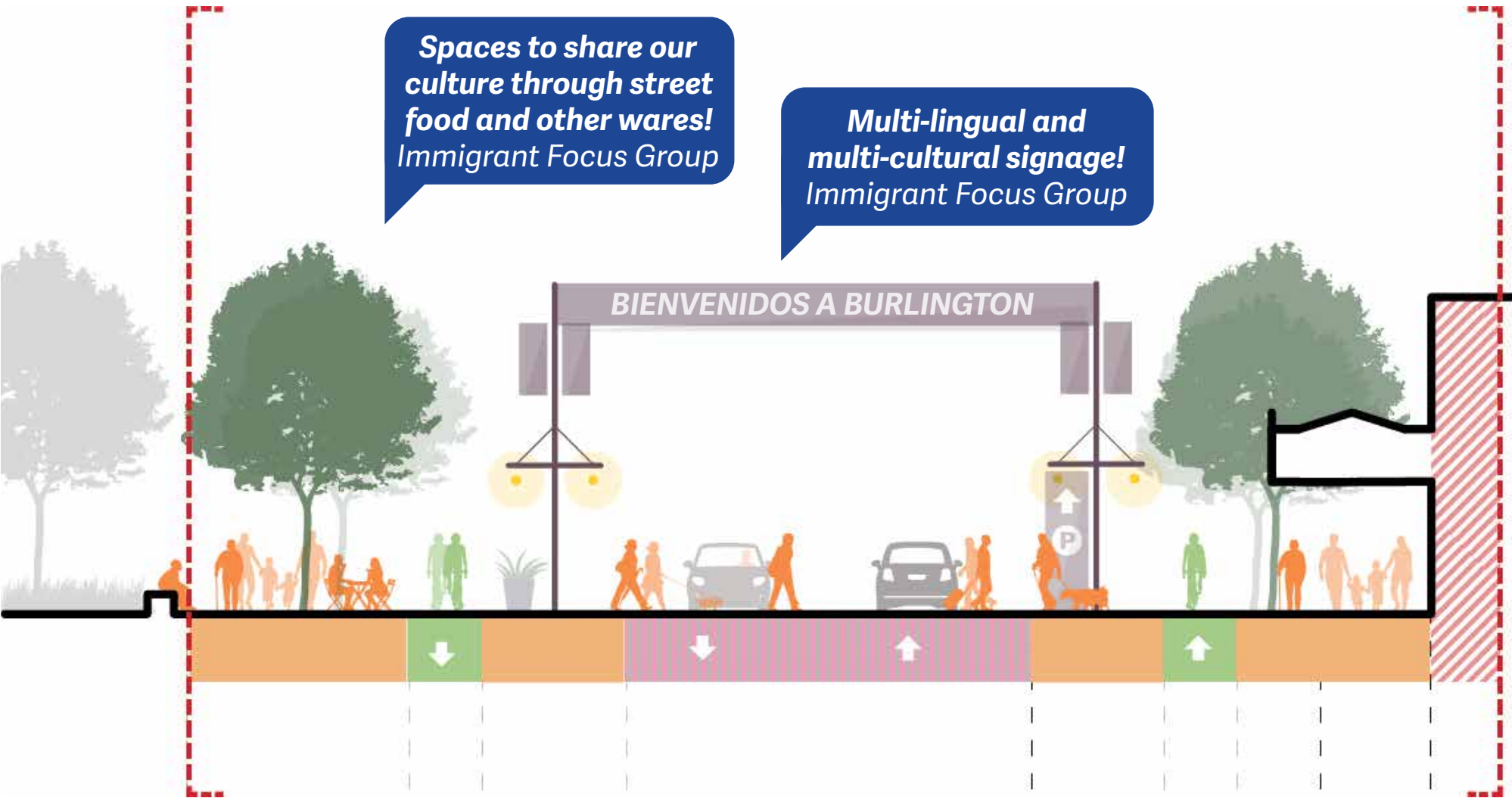
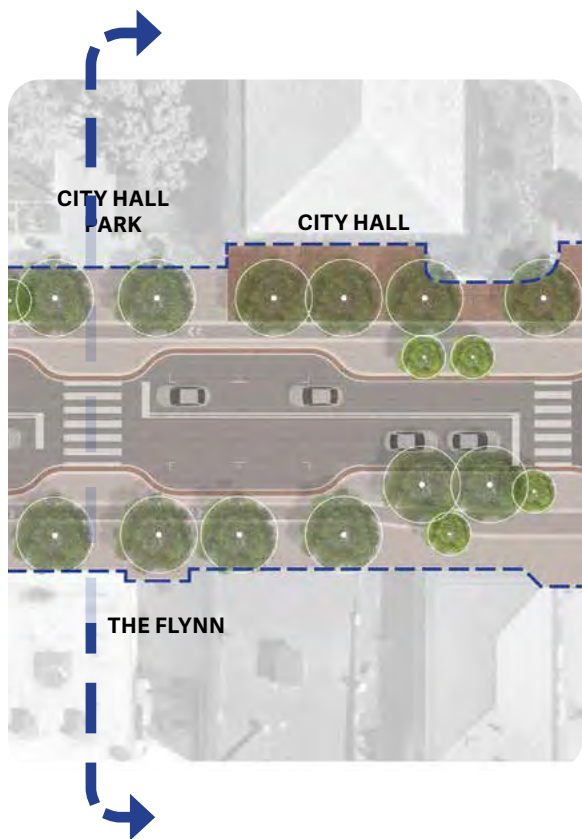
Places to sit and hang out with affordable food options!
Immigrant/BIPOC

Pop up shops, food stands, arts, and farmers market!
Youth Focus Group



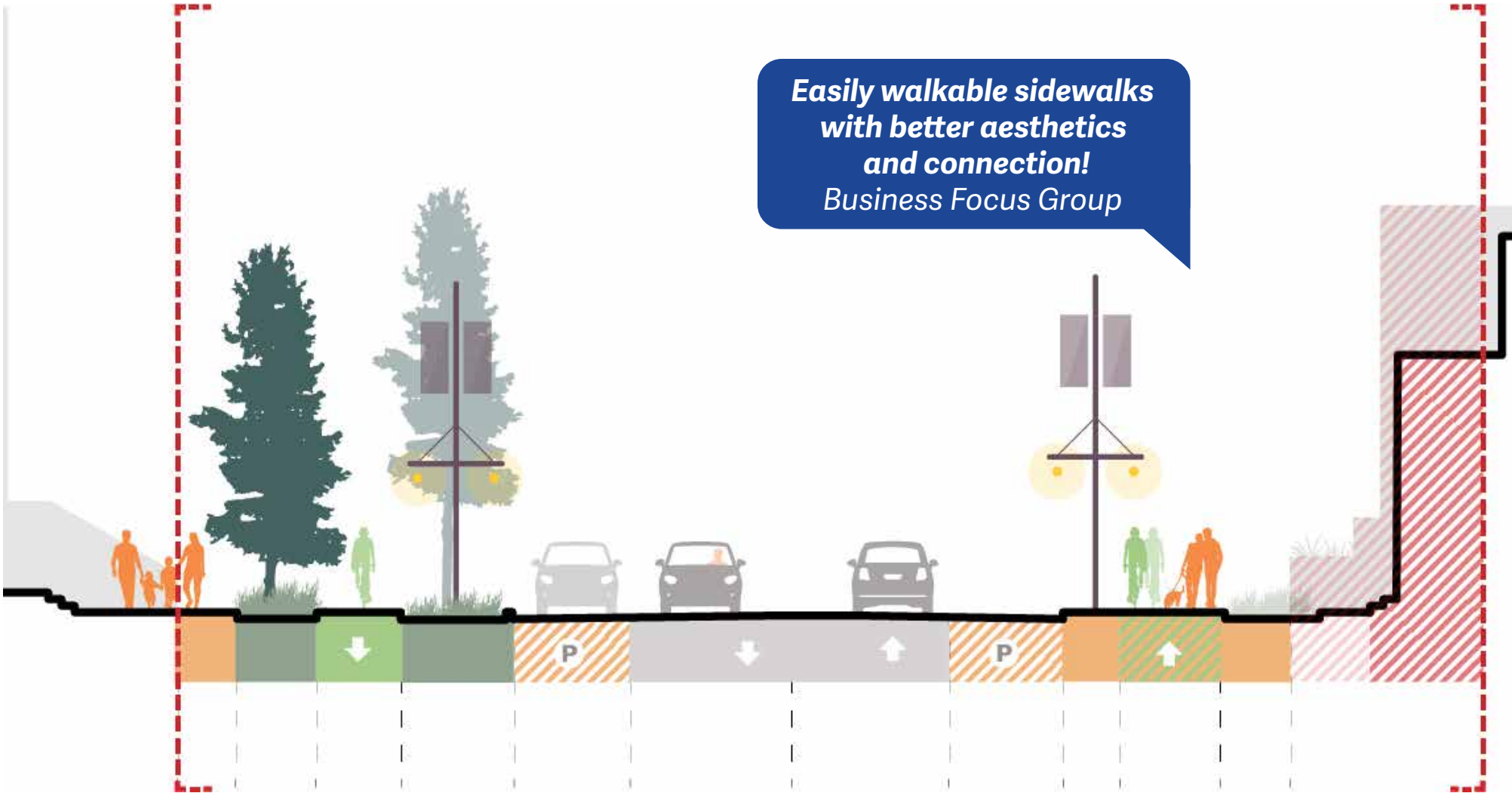
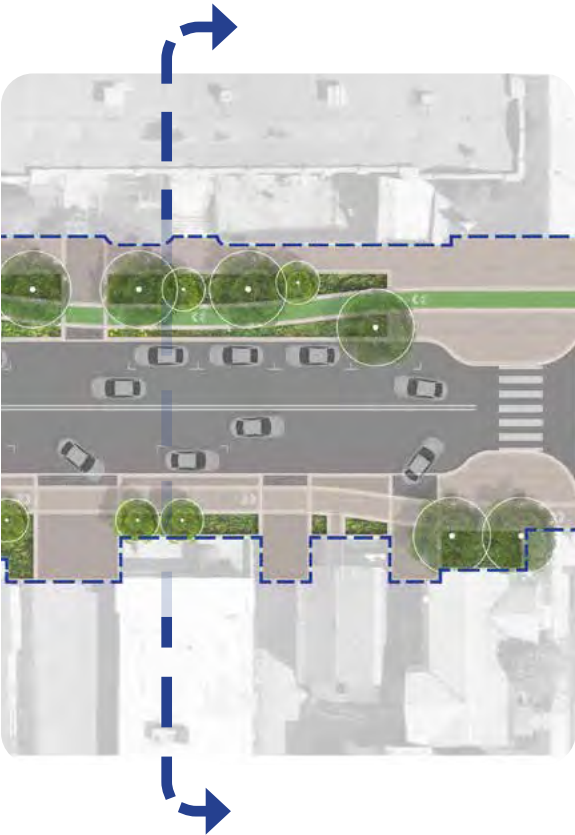
Lake, City, Mountain: Central

Landscape changes to express the character of three zones in Burlington



Lake, City, Mountain: East

Landscape changes to express the character of three zones in Burlington



Lake, City, Mountain: Art Strategy

A network of community-inspired art sprinkled throughout the streetscape



Co-created artwork and murals between artists, the city, and local organizations

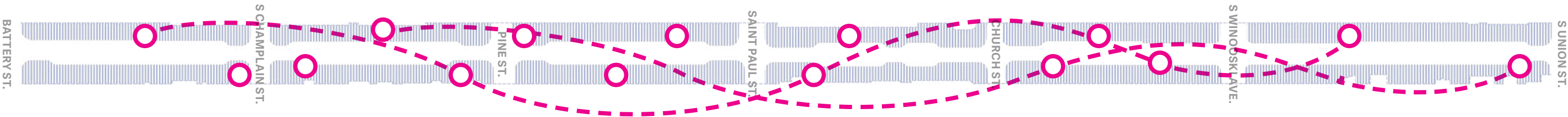


Main Street is the center of the city, so it needs to represent the identity of all of Burlington residents
Immigrant Focus Group

Artwork that gives people a voice



Playful installations that look great in person and on social media

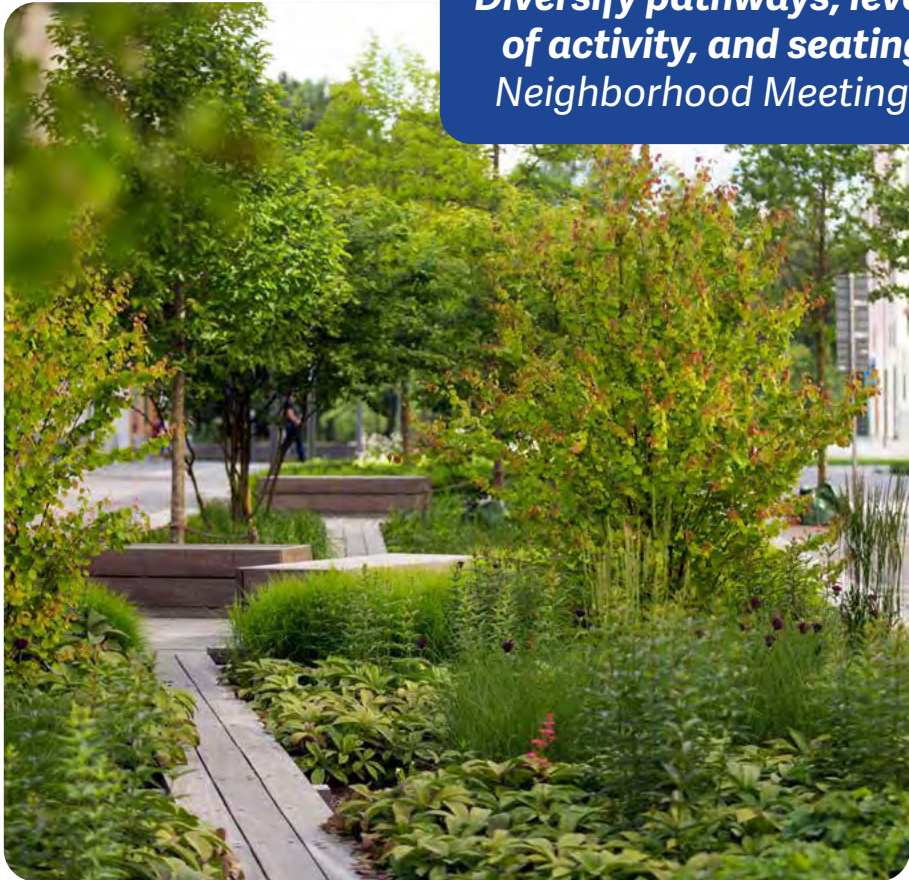


Lake, City, Mountain: Planting

Ecologically-rich planting inspired by the different biomes surrounding Burlington



*Diversify pathways, levels
of activity, and seating
Neighborhood Meeting 1*



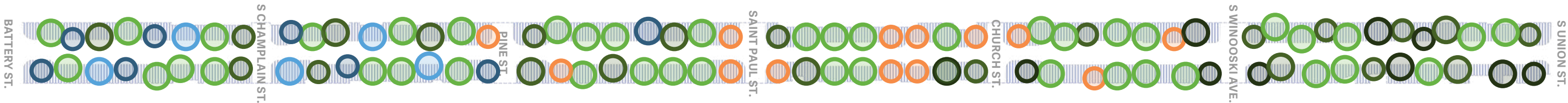
A wide variety of native plant species including trees, shrubs, and pollinators



Poly-cultures of native trees arranged in the streetscape



Nature-inspired placemaking through the creative use of planting and stone



Lake, City, Mountain: Stormwater

Stormwater detention and drainage to reveal and celebrate the beauty of water



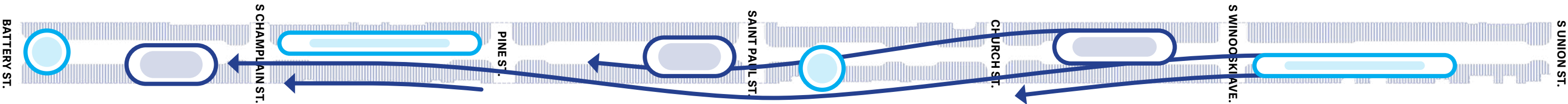
"Rain gardens and stormwater management to reduce flooding and run-off"
Neighborhood Meeting



Naturalized stormwater detention areas similar to those on Saint Paul St.

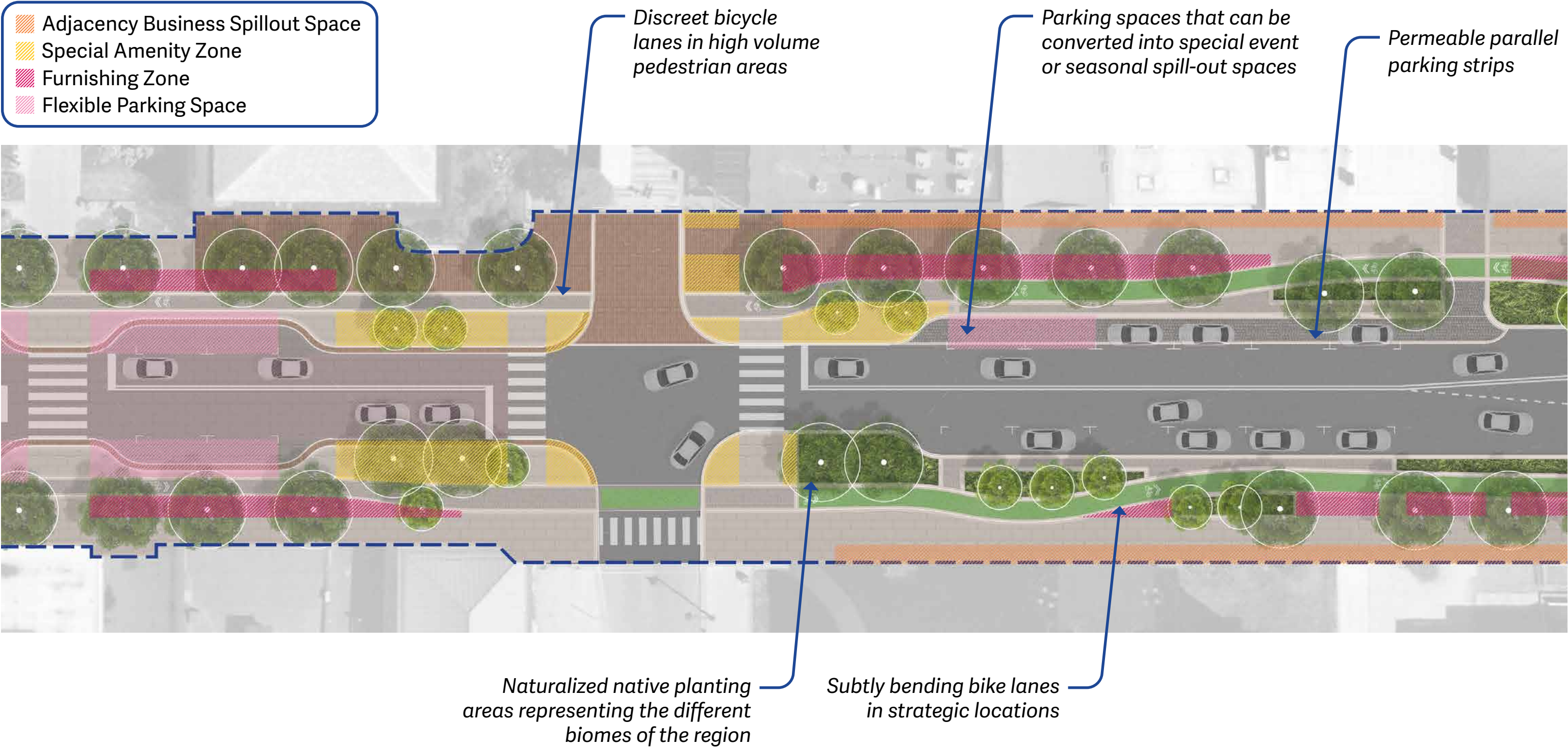
Sculptural reveals of stormwater that act as runnels during storm events

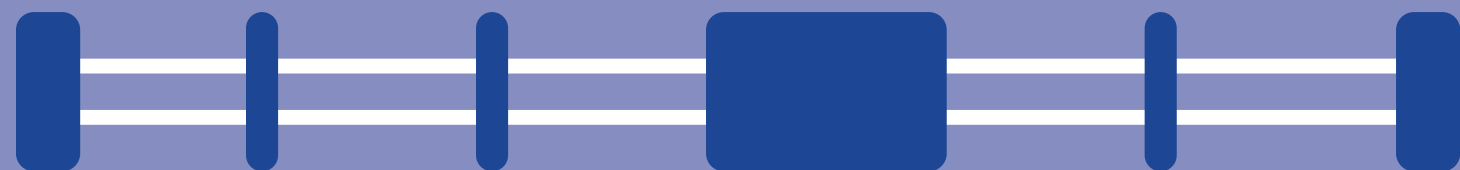
Native wetland species help filter runoff before draining into the lake



Lake, City, Mountain

Landscape changes to express the character of three zones in Burlington





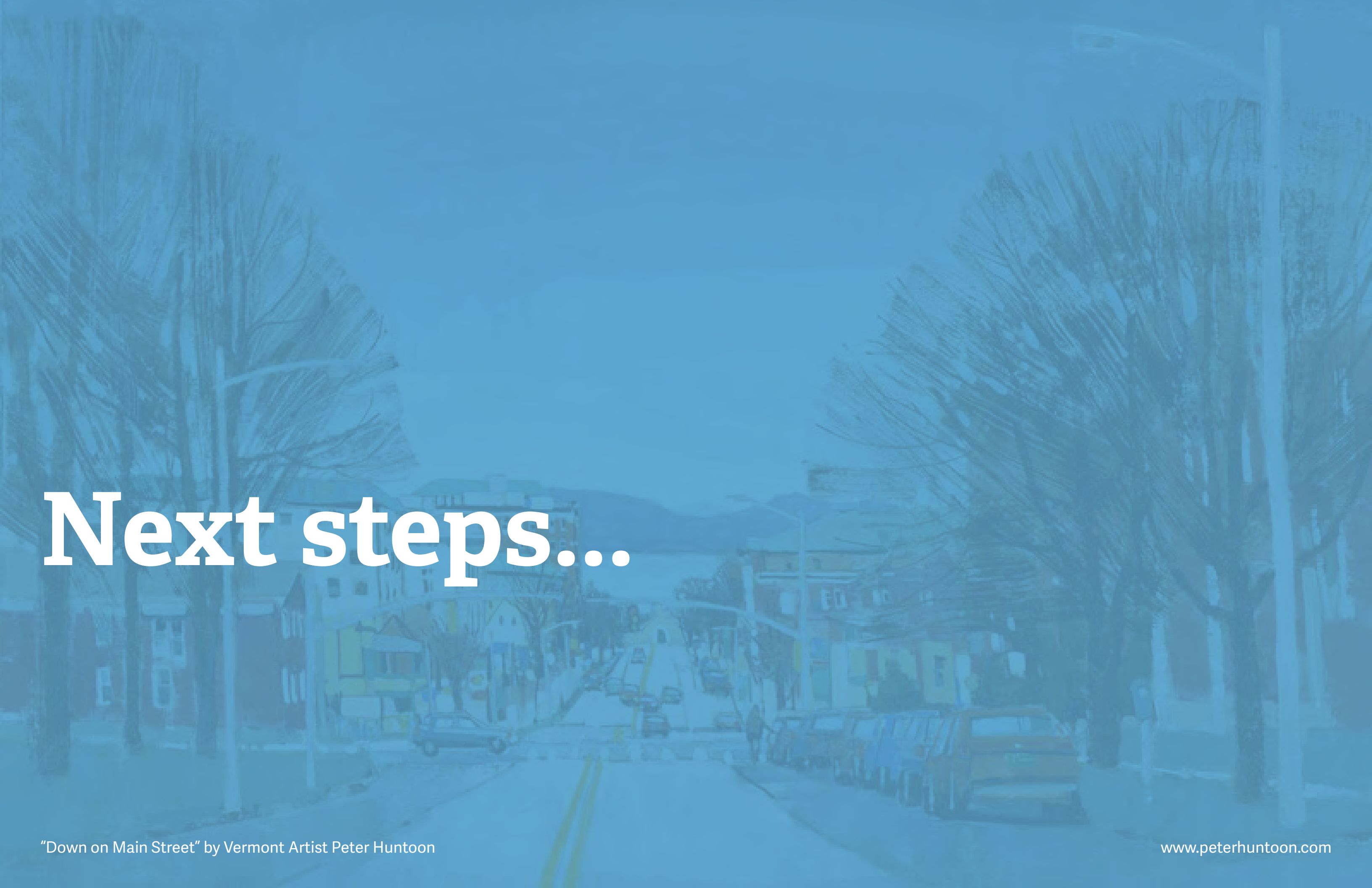
Design Approach Option One:

Artful Gateways



Design Approach Option Two:

Lake, City, Mountain



Next steps...

Preparing for the Preliminary Plan



PLAN NEXT STEPS

After the **April 28th neighborhood meeting** and **May 6th Business meeting**, the team will incorporate feedback from tonight and additional feedback up to May 14th into the concept plans.

Follow up with five listening session participants to **gather additional guidance from underrepresented groups**.

On May 9th, share Concept Plans with **City Council**.

On May 18th, share concept plan direction with DPW Commission and Church Street Commission.

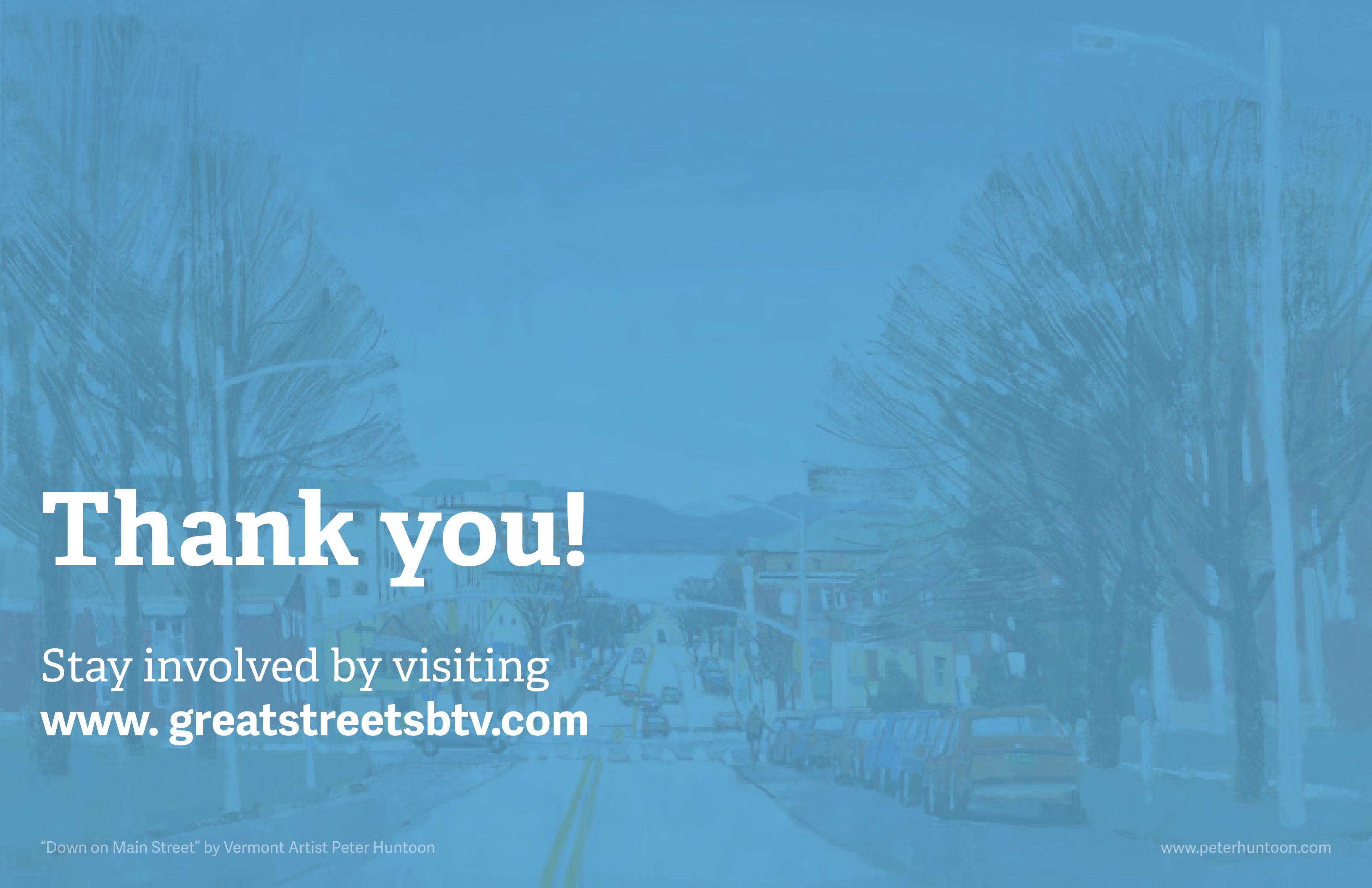
HOW YOU CAN ENGAGE

Before May 14th...

Head to www.greatstreetsbtv.com

Take the online survey
<http://greatstreetsbtv.com/survey>

Email comments and ideas to
Olivia Darisse at
odarisse@burlingtonvt.gov



Thank you!

Stay involved by visiting
www.greatstreetsbtv.com



City of Burlington Transportation, Energy and Utilities Committee

April 26, 2022

Jon Moore, GMT General Manager

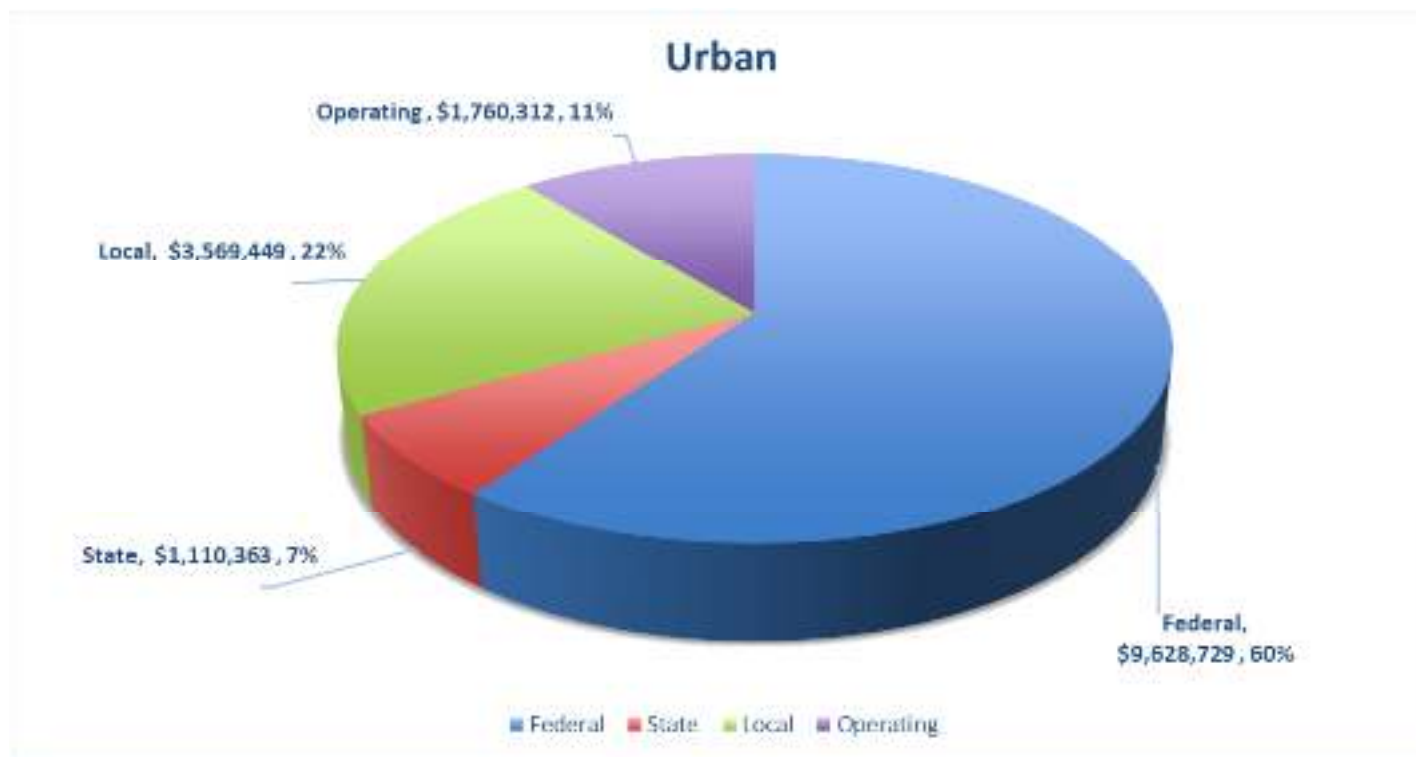
jmoore@ridegmt.com

802-540-2527

Ridership Data



GMT FY23 Revenue Sources



FTA Grant Matching Requirements

- Operations: 50% non-federal match required
- Maintenance, Capital, New Starts: 20% non-federal match required
- The Infrastructure Investment and Jobs Act(IIJA) increases federal transit funding by 35%
 - Non-federal match is needed!

FY23 Urban Budget (as originally passed)

- Initially approved by the GMT BOC in December 2021
- 4% fixed route assessment increases
 - \$90K increase (\$2.26M total)
- 6,200 hours of service reductions
 - 4.6% of total Chittenden County service hours
 - 30-minute peak hour service frequencies on routes 6&7
 - Elimination of four daily (4) Montpelier (#86) LINK trips
- Resumption of fare collection (\$1.58M)
 - GMT collected \$2.3M in passenger fares in FY19
 - GMT's operating expenses have not been reduced by \$700K
- \$325K increase in ADA costs compared to FY19
 - Increased program demand as population ages
- Second year of two (2) new CBA's

FY23 Urban Budget Adjustments

- The GMT Board voted to restore most service in FY23
 - Elimination of two (2) Montpelier LINK trips
 - \$275K in added operating costs from original budget
- Fuel expenses are projected to increase by \$450K
 - \$2.75/gallon budgeted, \$4.25/gallon projected
- Awaiting award of state operating funds
 - Expecting \$1.1M less than FY19
 - Have \$2.2M CRF budgeted to offset the reduction (last of CRF's)
- **\$1M deficit from original budget**
 - Will have ~\$1M in unspent CRF from FY22
 - H.736 funding

FY24 Budget Outlook

Account	General: Budgeted FY24 1-12-24 FY23 Actual	General: Budgeted FY24 1-12-24 FY23 Actual	General: Budgeted FY24 1-12-24 FY23 Actual	General: Budgeted FY24 1-12-24 FY23 Actual
Transfer and Local Funds (Total) - (Transfers):	(\$1,000,000)	(\$1,000,000)	(\$1,000,000)	(\$1,000,000)
Trans. from ADP (Transfers):	\$0	\$0	\$0	\$0
Adm. Transfers (Local Funds):	(\$1,000,000)	(\$1,000,000)	(\$1,000,000)	(\$1,000,000)
Trans. from Local Funds (Transfers):	\$0	\$0	\$0	\$0
FY24 Net Deficit/Excess of Local Funds:	\$0	\$0	\$0	\$0

Assumes \$1.2M grant revenue, including bonds (see below) in FY24

Proposed \$1.2M Local Funds in FY24

Summary

- Minimal service reductions in FY23
- The GMT Board will make a FY23 fare collection policy decision in May
 - Pending T-bill funding and language/intent
 - Local routes, all routes, means tested?
 - Consider short-term benefits vs. long term opportunity costs (future service reductions)
- **Additional non-federal funding is needed in future years!**
 - Especially if fuel prices remain high, ridership does not rebound, and ADA costs continue to increase
 - **Highlights the needs identified in the CCRPC Transit Financing Study!**
 - Statewide non-federal funding source for transit



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

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

802.863.9094 VOX
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www.burlingtonvt.gov

Councilor Jack Hanson, Chair, East District
Councilor Mark Barlow, North District
Councilor Gene Bergman, Ward 2

Inquiries:
Madeline Suender
802.735.5324
msuender@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council

Tuesday April 26, 2022

Directly following the 5PM Vehicle For Hire meeting

–DRAFT MINUTES–

Call to order 5:35PM PM by Chair Hanson at the close of the VFH meeting.

1. Agenda

Councilor Bergman moved to approve agenda. Seconded by **Councilor Barlow**. All in favor passed unanimously.

2. Minutes of 3/14/22

Councilor Barlow moved to approve 3/14/22 minutes. Seconded by **Chair Hanson** All in favor passed unanimously.

3. Minutes of 3/22/22

Councilor Barlow moved to approve 3/22/22 minutes. Seconded by **Councilor Bergman**. All in favor passed unanimously.

4. Public Forum

No comment. Closes at 5:38 PM.

5. FY'23 Fare Policy and Proposed Service Reductions

- Chapin Spencer
- Action

See presentation given by Jon Moore.

Meg Polyte, GMT – Supportive of collaborative thinking to increase ridership and look for opportunities to keep zero fare. We likely need to increase ridership to find a way to offset this cost.

Tom Derenthal, GMT– Important that GMT be consistent and offer a dependable, usable service.

Councilor Barlow – 30 min peak hr frequencies on Rt 6 and 7 are being rolled back?

Jon Moore, GMT – Starting in June, yes.

Councilor Barlow – Why is operating budget less than in FY19?

Jon Moore – Covid 19 relief funds then. We are confident we will get more funds.

Councilor Barlow – Fuel price spike. Over the last 5 years, what should the projected average be?

Jon Moore– Prices are volatile. Last summer we had payed ~\$1. Assume 5 year average ~\$2.50/gal. Fuel suppliers say likely to be ~\$4 for foreseeable future.

Councilor Barlow – Is a majority of ridership benefiting from zero fare lower income?

Jon Moore – Yes, we have data to show low income ridership.

Councilor Barlow – Bus is attractive due to convenience, and when frequent and short waits between legs.

Jon Moore – We agree. Analyzing if we need to continue fare free or have more frequent and expanded services and means tested program.

Councilor Bergman – Need as much information about the sustainable revenue study as possible.

Jon Moore - Will provide the study.

Councilor Bergman – Revenues and relationship to fare free – do not want to pit fare free against service enhancements. It is good to focus on low income folks but think universal programs have more success than means driven. Means testing leads to social incohesion. Explore employers and new developments and how these services and supply funds to GMT.

Jon Moore – Have been looking into how we can get funds from these revenue sources. Current funding is not sustainable from property taxes.

Councilor Bergman – Transit is important in urban cores of Burlington. Electrification for bus system is needed.

Jon Moore – Two electric buses in service now and are in federal program for 80% of funding for 7 more. Financial sponsors are potential to make additional costs. Electric buses are about 2x as much.

Councilor Bergman – GMP should be a partner in this electrification.

Jon Moore – We are in conversations with them. And about how we can solve charging issues.

Councilor Bergman – ADA costs. How is this rising? Aging population here.

Jon Moore – Looking at administrative ways to reduce costs currently and have a more sustainable program. Micro transit could be an opportunity and we are looking into this.

Chapin Spencer – The board is looking at ADA and how to spread this cost. It is wildly changing each year and within communities.

Jon Moore – ADA costs are paid ½ by fed government and ½ by local municipality.

Chair Hanson – City Council wants to maintain fare free service and maintain and expand service going forward. Will have many conversations about how to do this. Have an immediate need this FY to solve budget needs.

Why did senate go for smaller amount?

Senator Chittenden – Some members wanted to reduce the entire amount, compromise of 1.2 million with flexibility was ideal. Fare Free is valuable. To keep it after this year we will need local communities to increase contributions

Chair Hanson – Still talking about cutting transit so it is a mistake to further shrink this money. Should be expanding network. We should be pushing State but also other partners like Burlington/UVM who save money due to fare free shuttles. City Council recently approved resolution to advocate for 50k to make the City Loop fare free which would be more saving for the City that should be reinvested into transit system. How are we leaning on various partners to get more money? Utilities could be partners to share costs. Ridership needs more than fare free to increase. A lot of this comes down to non-federal money. When we look at these budgets we should consider what they would look like if we get money from partners. Is fare free currently in place? What is Electric bus timeline?

Jon Moore - 50k saved for two Montpelier link trips. 400k over last two years saved by UVM. No fares until at least July 1 currently. Conversations with GMT happening about Tier three funding. Electric bus funding will be known in August. With supply chain could be two years until we see those taking deliveries.

Senator Chittenden - I'd be happy to answer follow up questions after this. Please don't hesitate to follow up with me: Thomas.chittenden@gmail.com. Fully support funding a sustainable revenue stream. Could be through registration fees for single use vehicles.

Councilor Bergman – At a moment where we can use collaboration. Need sustainable funding and improved ridership. Community support and input needed to improve.

Jon Moore – There are some changes happening now with Senate and House representation, good momentum.

Chapin Spencer – We have at various times tried to set up separate board committees for regional service. We have grown the system but need to build sustainable funding.

Jon Moore – Covid relief funds hid the problem over the past few years.

Chair Hanson – Even this year we are failing with reduced routes.

Marcie Gallagher – Fare free needed for the link express. There is a strong value to having this. At a \$4 cost each way, it does not outweigh convenience of driving or carpooling.

Jon Moore – We need to do more research and see where it is cost effective.

Chair Hanson – Agrees charging for link is a disincentive for potential riders.

Meg Polyte, GMT – In regards to potential action items – Could this committee work as a convener of a bigger picture of similar committees to provide an opportunity for people to come together between communities. Would be helpful at least in Chittenden County to dig into multiple goals and problems.

Chair Hanson – A transit summit could be powerful.

Councilor Bergman – Would like to hear a GMT board request of next steps and players involved.

Item closes at 6:42PM. No action taken.

6. Main Street Concept

- Laura Wheelock, Olivia Darisse
- Action

See presentation.

Laura Wheelock – Will look for action tonight to seek support to bring this concept presentation to council at the end of May.

Councilor Bergman – Was this presentation given to NPAs?

Laura Wheelock – Different presentation given to reintroduce Great Streets goals and take in feedback.

Councilor Bergman - Would like to see this go to NPAs and sent via FPF to allow people to see the input they made has been listened to, considered, and incorporated, and allow for questions and an iterative process. Hoping that FPF can be put out ahead of Council. City Wide outreach is needed.

Laura Wheelock – The plan was not to go back to every NPA before Council in May. We have collected a large distribution list, done FPF, signs, and other outreach for the Thursday Meeting to take input. The NPAs were challenging because we are given limited time. Thursday meeting allows break out groups and time for engaged conversations and feedback. The vote from the Council in May is to help provide positive direction for line and grade of the road, changing the curb line is the monumental step. We will still have time for feedback and will use it.

Olivia Darisse – We were clear at NPAs about next engagement opportunities and how to allow people to stay involved and shared our plan for public meetings.

Councilor Bergman – Maybe a more focused conversation, not full presentation, could go to NPAs ahead of council.

Chapin Spencer – We could try to have this as part of the construction overview NPA tour.

Laura Wheelock – NPAs have distribution lists so we could look to just provide information out that way.

Councilor Bergman – Outreach needed to focus on what council will be asked to do.

Councilor Barlow – Exciting. Will Council ask be to choose between two concepts or just to provide roadway narrowing to eventually implement these? Is there opportunity for other concepts?

Laura Wheelock – Asking for support to change the curb line of the road to allow for either of these concepts.

Steve Woods, Agency Landscaping – The intent moving forward is to take these two options which are summaries of many options we have developed after getting feedback. We have some fixed items that are needed for travel ways but a lot of flexibility to make the open space successful. That is what we are looking on feedback for. The hope is to have a hybrid of all feedback to present for a final design.

Councilor Barlow – I like both concepts. Could see everyone liking both so glad to hear it could be a combination.

Rob Goulding – Don't think there is time to get on May's NPAs but we have gone for public forum which could be a compromise to share information to allow people to have contact info and links to resources. Would allow us to get to half the NPAs by the middle of May.

Councilor Barlow – I can make an update or give my update time to DPW at my Wards NPA tomorrow. Will you poll people on these concepts tomorrow?

Laura Wheelock– Hoping to not use polls but to be a zoom meeting and a bit more personable. Have breakout rooms to allow people to vocalize feedback. Not the idea to vote on one or the other. We want to hear what elements they like from each.

Chair Hanson – For informed feedback, it would be helpful to see the differences in a chart of some key criteria like bikability, stormwater.

Susannah Ross, Agency Landscaping – That is our plan for the Thursday Night meeting to have the community evaluate how they feel about each.

Councilor Barlow – Winter Maintenance, parking specifics?

Laura Wheelock – We are retaining 90 of 157 current spaces. The tradeoffs, the bike facility one is something we can highlight. The hills that come in and out of this core area are fairly steep and has our design team thinking about how to provide traffic calming for both bikes and vehicles.

Steve Woods – Good point to clearly rank and score. We want both of these to be successful and winners. We are at a point in the design that we aren't letting that be a limiting factor and we will respond to make these spaces work. We are not at the point yet where one is offering a better solution.

Chapin Spencer – Both options have continuous bike facilities, stormwater retention, etc. Not a tradeoff needing to be made here.

Laura Wheelock – Seeking your support to bring the concepts to Main St forward to Council and that you feel we have done our due diligence and are prepared to bring to Council.

Councilor Bergman – Would make motion assuming you will take extra efforts discussed.

Councilor Barlow –Seconded.

Chair Hanson – Quick pitch and FPF is good. Do not feel staff needs to give presentations on this at NPAs.

Councilor Barlow – Meeting on Thursday Night is not on City Calendar.

Laura Wheelock - Not a warned meeting so it is on DPWs Calendar only. We will republish on all social media. Hybrid meeting. It will be in Bushor Conference Room but we are encouraging remote.

Motion passed unanimously.

Item closes at 7:44PM.

7. Director's Report

Defer.

8. Councilors' Update

Councilor Barlow – Thanks for the sidewalk presentation.

Laura Wheelock– Please provide input.

Councilor Bergman - Would be helpful to have a ranked list to share. And understanding how it is that it is ranked and turned into a work plan

Laura Wheelock – List is subjective and ever changing so difficult to share publically, but listing by condition category could be an option.

Chapin Spencer - We are balancing transparency and putting out highly technical data that may generate more questions from residents and time consuming responses from staff. We will work with the TEUC next month to find the right balance.

Councilor Bergman – Would like N Winooski Ave progress with TDM and Parking on next meeting.

9. Next Meeting 5/24/22

10. Adjourn

Councilor Bergman motion to adjourn. **Councilor Barlow** seconds. All in favor. Meeting ends **7:52 PM**.