



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

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

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Councilor Jack Hanson, Chair, *East District*
Councilor Jane Stromberg, *Ward 8*
Councilor Mark Barlow, *North District*

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Transportation, Energy and Utilities Committee of the City Council
Thursday, February 24, 2022 6:00PM

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

This month, remote attendance is strongly recommended:

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
(masks required)

–DRAFT AGENDA–

- 1. Agenda**
- 2. Minutes of 1/25/22**
- 3. Public Forum**
- 4. Bike Share – 2022 Options**
 - Chapin Spencer, Cindi Wright, Rob Goulding, Nicole Losch
 - Action
- 5. UPWP Public Hearing**
 - Nicole Losch
 - Action
- 6. South End Construction Coordination Plan Update**
 - Norm Baldwin, Corey Mims
 - Information
- 7. Main Street Project Update**
 - Laura Wheelock, Olivia Darisse
 - Information
- 8. Director's Report**
- 9. Councilors' Update**
- 10. Next Meeting 3/22/22**
- 11. Adjourn**



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
www.burlingtonvt.gov/DPW

Memo

Date: February 22, 2022

To: Transportation, Energy, and Utilities Committee

From: Nicole Losch, PTP, Senior Planner

Subject: Burlington Projects for the FY2023 Chittenden County Regional Planning Commission's Unified Planning Work Program

Recommendation

We respectfully request the Transportation, Energy, and Utilities Committee approve the following motion:

Support staff's proposed projects under the FY2023 Unified Planning Work Program (UPWP) and authorize each Department to pursue local match allocation within the FY2023 budget development.

UPWP Introduction

The UPWP is the Chittenden County Regional Planning Commission's (CCRPC) annual work program for planning activities. The UPWP is the mechanism to implement the regional strategies outlined in the ECOS Plan (www.ecosproject.com) and also helps the City implement local plans.

The majority of UPWP funding is Federal and is provided by the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration. As such, most funding is available for projects with a transportation nexus, including transportation planning, land use planning, and stormwater planning. UPWP projects are conceptual in nature and funding is for planning assistance only, which excludes the cost of municipal employees, detailed design or engineering, right-of-way acquisition, construction, and capital implementation. Requests for assistance can be for consultant-managed projects or CCRPC-staff technical assistance. The UPWP is concurrent with the City's fiscal year.

UPWP projects require a 20% local cash match from a non-federal source. Regionally-significant projects usually do not require a cash match. Technical assistance projects that can be completed by CCRPC staff

usually do not require a cash match, but may be charged \$50 per hour if work exceeds more than 12-hours of staff time.

The UPWP process requires project applications to be submitted (and were submitted) by January 21, 2022. All applications and local match estimates must be presented to and approved by the local governing body by the end of March 2022. The purpose of this meeting is to inform the community of these projects, solicit public comments, and confirm the City's intent to allocate the local match through the upcoming budget process.

The CCRPC's UPWP Committee reviews all countywide applications in March 2022 and anticipates CCRPC Board Approval in May 2022. Additional information on the UPWP can be found on the CCRPC's website: <https://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>

Project Candidates and Local Match Requirements

The City's UPWP projects are pursued by the various departments engaged in community planning: Public Works; Parks, Recreation, and Waterfront; Office of City Planning; Community and Economic Development; City Arts; and Office of Racial Equity, Inclusion, and Belonging. The City may submit more than one application but must prioritize all projects in case funding is limited. This prioritization was included when applications were submitted.

The following table describes the City's proposed projects in order of priority:

PROJECT		DESCRIPTION	MATCH AMOUNT & SOURCE
Continue FY2022 Projects	Green Streets Opportunity Map	Continue the work of the Stormwater Integrated Planning effort into Wards 1 and 8.	\$11,000 DPW – Stormwater
Technical Assistance	Racial Equity Analysis of City Projects	A mapping effort of active Burlington projects showing the racial and ethnic groups per project compared to the city overall, and providing a methodology that can be repeated for future projects	n/a
	Engineering Standards	Burlington Public Works is compiling and drafting all relevant street design standards. The technical assistance support will review the documents, suggest revisions, and package the standards into a comprehensive document	n/a
New Projects	Battery Street Corridor Study	A planning study to identify improvements to the Battery Street corridor, to be coordinated with the Railyard Enterprise Project design, Battery Park Master Plan, Amtrak service, Main Street Great Streets crossing Battery Street, and the re-opening of Pine Street and St Paul Street.	\$20,000 DPW - Traffic

	Vision Zero Action Plan	Identify explicit goals and measurable strategies with clear timelines and responsible stakeholders that will help us eliminate traffic fatalities and severe injuries.	\$12,000 DPW - Traffic
	New North End / North Avenue Planning	A planning study to help answer critical questions such as: how can zoning enable the corridor to evolve to support additional commercial and housing opportunities, as well as critical neighborhood services for a diversifying population; how a vibrant and welcoming character can be reflected the built environment—both public and private realms—and at key gateways; and how to prioritize tens of millions of dollars of capital investments resulting from the 2015 North Avenue Corridor Study.	\$40,000 City Planning
Counts & Inventories	Pavement inspections	1/3 of the system – recurring annual request	n/a
	Traffic counts and ped/bike counts	Various locations determined by DPW to measure traffic calming impacts, identify baseline data for future projects, and/or establish baseline data	n/a



City of Burlington
Department of Public Works
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Burlington, VT 05401
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Chapin Spencer
Director of Public Works

MEMORANDUM

TO: Members of the Transportation, Energy, Utilities Committee

FROM: Chapin Spencer, Director, Public Works
Robert Goulding, Public Information Manager, Public Works

CC: Cindi Wight, Director, Parks, Recreation & Waterfront
Nicole Losch, Senior Planner, Public Works

DATE: February 24, 2022

RE: E-Bikeshare Update & Recommended Next Steps

Background:

After hearing feedback from TEUC, stakeholders and our institutional/regional partners, we believe that an additional year of electric bikeshare is warranted. Stakeholders, partners and the Council are aligned that this system must operate as a transportation choice for regional riders, and not a tourist draw. Further, to make this work, a cross municipal streamlined partnership is one of the best ways to help this system succeed. Finally, the partnership that we have entered into introduces regulations that would be much more difficult to achieve outside of this partnership, especially if other bikeshare vendors felt incentivized to enter the Burlington market.

After hearing the concerns at the January TEUC, we approached Bolt Mobility with a clear set of community needs to strengthen Year 2 of electric bikeshare. After two meetings with Bolt Mobility – including one with their CEO – they have indicated to us that they will agree to the following additional commitments as part of a proposed contract amendment and renewal to run one year starting May 5, 2022:

- **Start each day during the peak season (Memorial Day to Labor Day) with no more than 4 (four) bikeshare bikes at any waterfront hub.** The Parks Commission and BOF/CC must approve the lease of space in a park, including the current Penny Lane location. *This start of the day cap is expected to suppress demand at the waterfront while still providing an option to regional system users.*
- **Expand the number of hubs in the bikeshare network by at least 10 on or before May 27, 2022 – the majority of which will be in residential areas.** DPW Transportation will provide a list of preferred neighborhood expansion sites for additional virtual or physical hubs to be implemented by the Friday prior to Memorial Day. These hubs will be identified for their ability to enhance neighborhood riding and connection to our transportation network. *We believe that as the system gets more visibility and serves more needs especially in neighborhoods this will encourage additional riders.*

- **Set a bikeshare system goal that more than 80% of trips being other than roundtrip waterfront trips - defined as trips that do not originate and end at the same waterfront hub.** Roundtrip waterfront trips are our proxy for tourist driven recreation - which is not the goal of the bikeshare system. If this threshold isn't met in the 2022 season, it will be a basis for triggering a public hearing at a fall 2022 Transportation Energy & Utilities Committee meeting to consider contract non-renewal and next steps for bikeshare in Burlington. *This step will incentivize Bolt to perform to expectations and allow regular monitoring of how the system performs. It adds a specific and measurable metric to study system performance.*
- **Implement escalating pricing during 2022 that disincentivizes longer recreational trips.** This has been requested as a tool to disincentivize longer trips at a price that scales up the longer the bike is in use. The current contract encourages the vendor to implement escalating pricing. This amendment would require its implementation in 2022. Bolt reports that they are prepared to implement this in 2022.
- **Offer group/corporate memberships no later than May 5, 2022.** These memberships are an untapped area of growth that can grow bike commuting for area organizations, increase ridership and generate system growth with point to point riders. Bolt says that a group pricing model is under development and will be marketed in 2022 to area organizations.
- **Keep at least 200 bikes in active service during the May – October season.** Due to pandemic related supply chain issues last year, the vendor was not able to have 200 bikes in active service. This year they state that they can deliver. With the increased number of hubs, it is important there be enough bikes in each hub to provide reliable accessibility.

There are additional areas that can improve this partnership and balance stakeholder concerns. While these are not part of the contract, they are important for this discussion.

- Parks, Recreation & Waterfront has a March meeting scheduled with local vendors to discuss needs and interests for a waterfront operating lease. While there was a prior discussion in 2021 with one stakeholder for a lease, this will be a broader conversation and hopefully yield an opportunity for area businesses to capture the tourist – or additional – markets and provide balance to our community.
- Bolt and partners have discussed more assertive marketing to grow the subscription market for regional riders, and this will be discussed at a meeting this week.

Potential bikeshare options moving forward:

1. Negotiate contract amendment with Bolt, based on the proposed commitments listed above, to operate the bikeshare service for an additional year.
 - a. This gives the current electric bikeshare a chance to build on last year's launch. Bolt has proven to be a flexible and responsive partner. All other municipal and regional partners have expressed to Burlington an interest in renewing with the current vendor. We are only one year in and hope that a second year will show further improvement.
2. Pull out of the regional partnership entirely.
 - a. This would be a suboptimal result from staff's perspective. The partnership and the bikeshare service could still go on without Burlington's participation. E-bikes could still operate on City streets and paths, but we would have much less influence over hub locations and none over specific contract provisions.
3. Re-open an RFP, either with regional partners or independent of the partnership.
 - a. There have been two RFP's introduced over a 5 year period. Gotcha (at the time) was chosen in 2018 to operate the traditional bikeshare system, which evolved into Bolt's (having purchased Gotcha) e-bike system. As supply chain issues impacted the delivery of the e-bike system, a second RFP led to some interviews with other systems. None seemed as flexible as Bolt to agree to requested local conditions. Furthermore, it was not clear whether they would have local staff on the ground managing the system.

- b. While we could reopen an RFP and do so more widely and for longer, we still may not find another vendor and would still be at the starting point of negotiations for a bike share system where trial and error and trust would all need to be rebuilt. There is no guarantee that a system would be in place for 2022 – which everyone is hoping is truly our first post-pandemic year.

Metrics to Measure System Performance:

Staff recommends the City evaluate the following metrics in the fall of 2022 before deciding on next steps:

- Whether the goal was met of 80% of trips being other than round-trip waterfront rides
- The increased subscribership from the current approximately 150 members and especially demonstrating growth in the equity plan and corporate subscriptions
- The year over year trend in total number of point to point (non-round-trip) rides
- Whether the vendor maintained the average fleet size at 200 bikes during peak season
- Overall compliance with contract provisions

Staff Recommendation:

Based on two successful negotiations with Bolt where they were willing to commit to the proposed contract terms above, staff recommends advancing the first option detailed above – developing a contract amendment for a one-year extension from May 5, 2022 to May 4, 2023. With an affirmative vote of the TEUC, City staff would work with the City Attorney and the vendor to develop contract language consistent with the terms above. The goal would be to bring the proposed amended contract to the City Council in late March or April.

We look forward to the conversation at the upcoming TEUC meeting. Feel free to reach out in advance with any questions.



BOLT[™]

GREENRIDE

RIDERSHIP REPORT:
END OF YEAR - 2021

Ridership Data

MAY 2021 - DECEMBER 2021

FLEET OVERVIEW

Average number of deployed bikes: **99**

Total number of rides: **8,851**

RIDERSHIP TRENDS

Average trips per rider: **2.34**

Most popular days of the week for ridership: **Thursday, Saturday, Friday**

Peak ridership times: **2pm, 3pm, 1pm**

RIDER DATA

Total number of unique riders: **3,783**

MEMBER TYPE

Annual Subscribers: **14 users, 216 trips**

Campus Subscribers: **128 users, 2,641 trips**

CATMA Subscribers: **1 user, 23 trips**

Bolt Forward: **6 users, 80 trips**

Pay As You Go: **3,743 users, 5,991 trips**

CUSTOMER SUPPORT

Average response time of customer service team (via email, live chat, and telephone): **41 seconds**

Website and telephone uptime: **99.99%**

TRIP DATA

Average trip length: **2.9 miles**

Average trip duration: **33.79 min**

Total miles ridden: **25,274.2 miles**

Total minutes ridden: **299,045 min**

HUBS

Top hub locations: **Penny Lane, Ben & Jerry's, UVM Library**

Number of rides that ended in a hub: **5,093**

Number of rides that ended outside of a hub: **3,856**

SUSTAINABILITY

Carbon emissions saved: **22,222lbs**

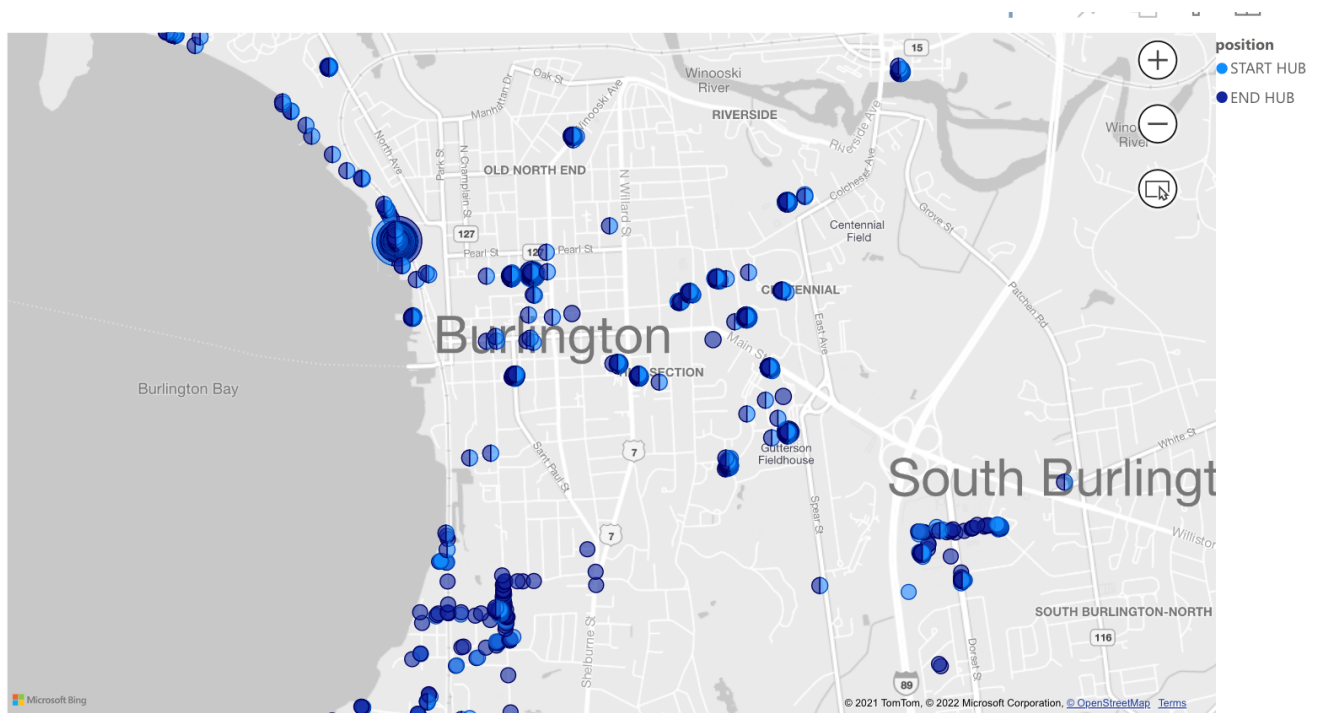
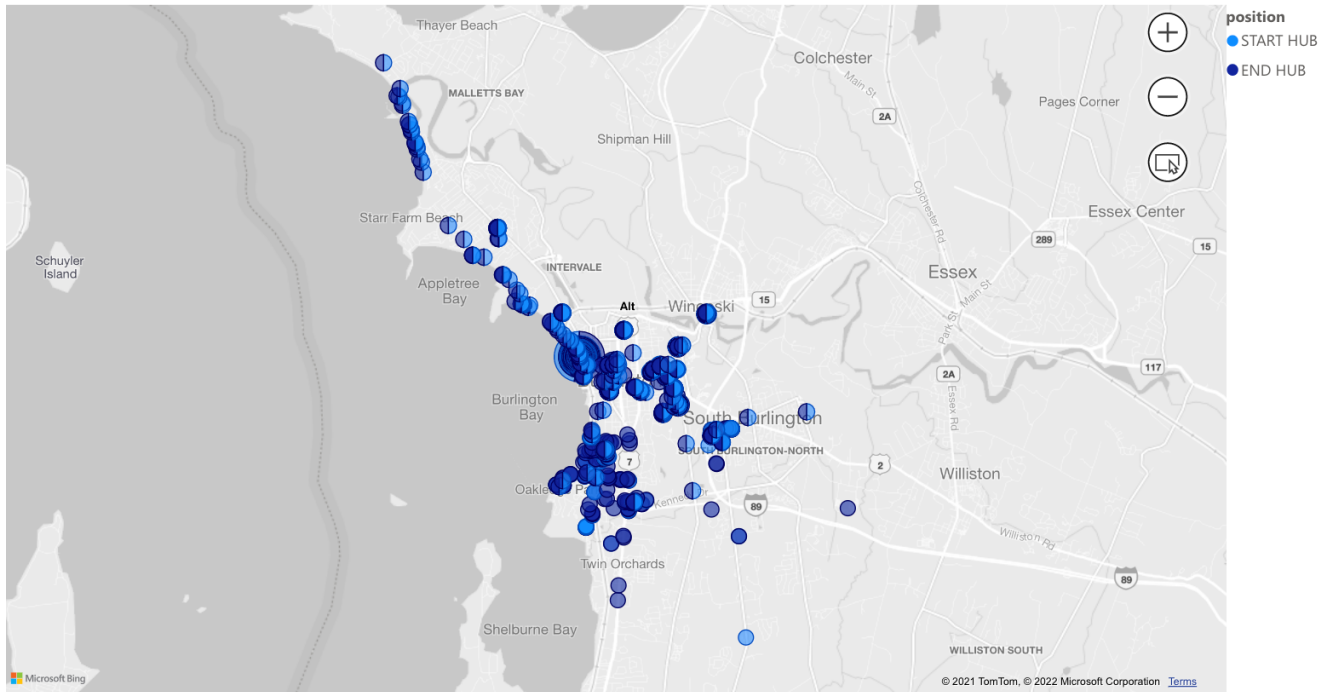
*Filtered to only account for trips longer than .25 miles and less than 15 miles and trips greater than 2 minutes, but less than 200 min.

Hub Activity

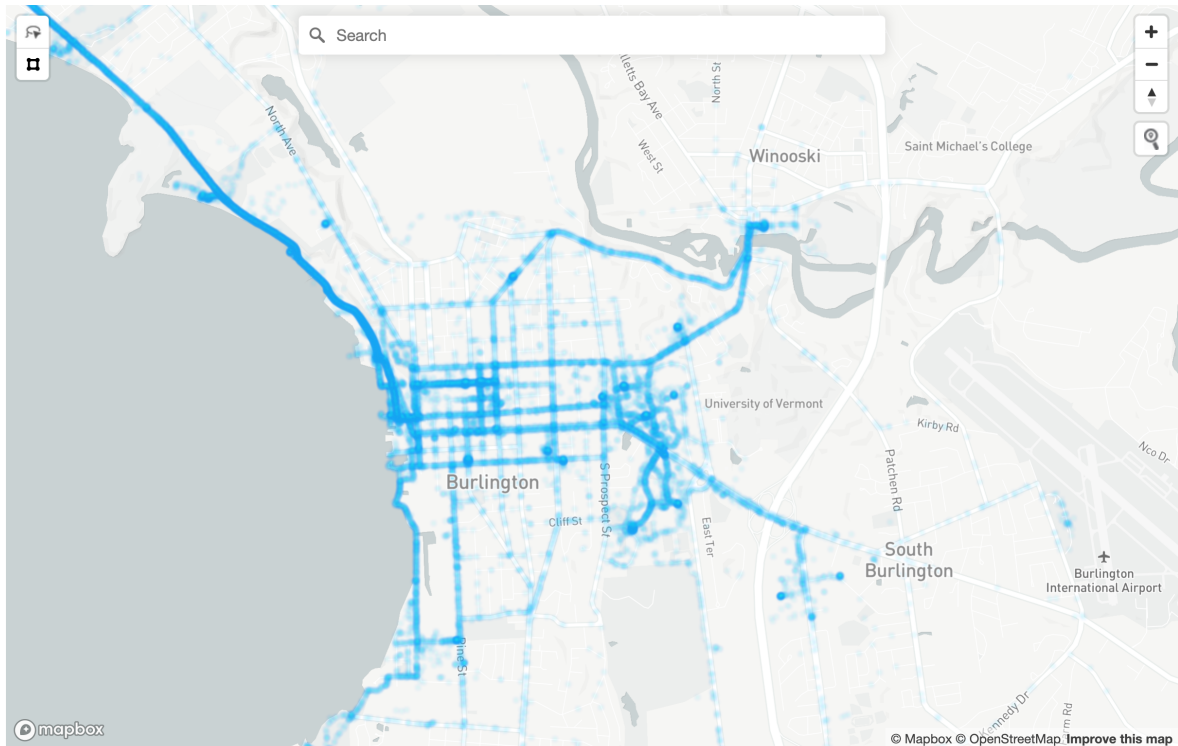
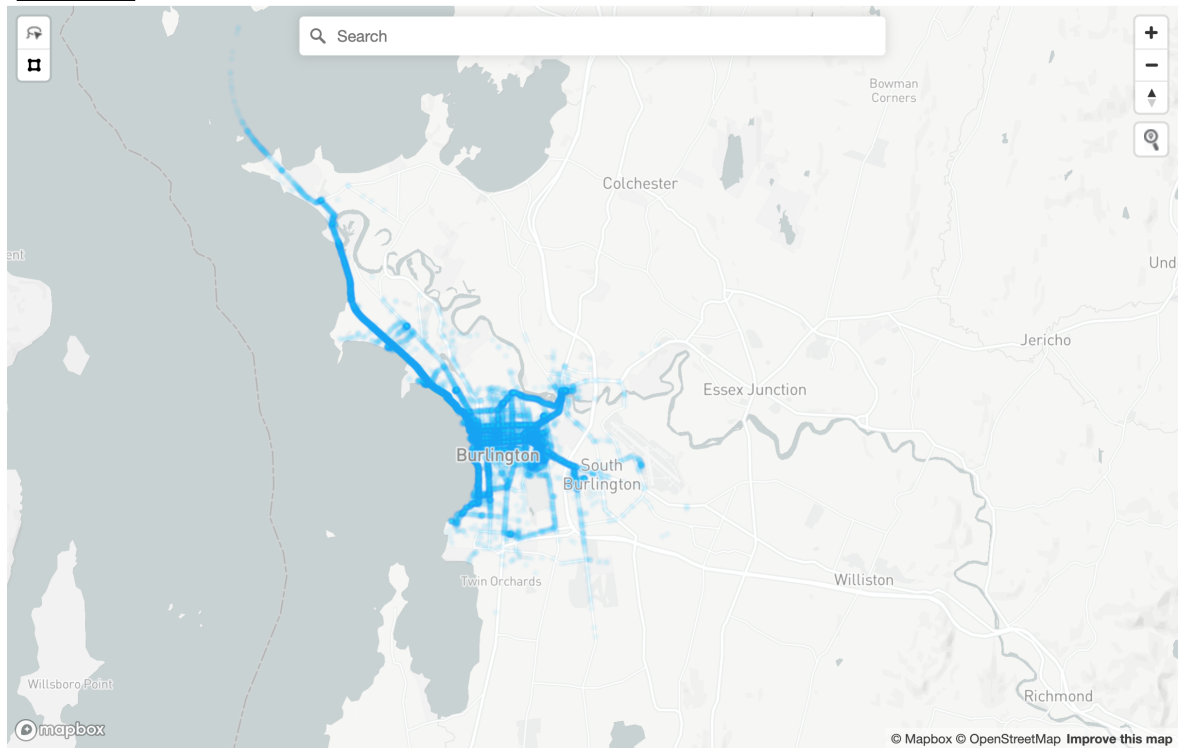
OOH →

hub	START HUB	END HUB	Total
	1659	3856	5515
burlington_PennyLane	2217	1674	3891
burlington_BenandJerry&amp;#39;s	578	519	1097
burlington_UVMLibrary	497	251	748
burlington_WinooskiFallsWay	314	355	669
burlington_downtowntransitcenter	394	246	640
burlingtonLiving/LearningCenterUVM	378	198	576
burlington_BenandJerry and #39;s	333	216	549
burlington_UVMGuttersonGarage	304	177	481
burlington_UVMbillings	282	191	473
burlington_ChamplainCCM	280	170	450
burlington_BurlingtonDPW	239	183	422
burlington_UVMWaterman	254	130	384
burlington_UVMTrinityCampus	231	146	377
burlington_237N.WinooskiAve	198	153	351
burlington_champlaincollegefinneyquad	191	140	331
burlington_CambrianRise	114	58	172
burlington_ThayerCommons	97	71	168
burlington_UniversityMall	81	59	140
burlington_412farrell	69	50	119
burlington_UVMMedicalCenterMainCampus	80	38	118
burlington_SouthBurlingtonCityHall	48	17	65
burlington_HealthyLivingMarket	35	19	54
burlington_BurlingtonInternationalAirport	25	16	41
burlington_CommunityCollegeofVermont	19	7	26
burlington_BenandJerry and 39	19	4	23
burlington_92NorthAve	12	3	15
burlington_Cambrianway	3	3	6
burlington_City Hall		1	1
Total	8951	8951	17902

Heat Maps



Ride Paths



Trip Data By Subscription

MAY 2021 - DECEMBER 2021

AVERAGE TRIP DURATION

Campus Plan: **40 min**

CATMA Plan: **31.82 min**

Bolt Fwd: **27.72 min**

Annual Plan: **31.67 min**

Pay As You Go: **54.22 min**

AVERAGE TRIP DISTANCE

Campus Plan: **1.1 miles**

CATMA Plan: **1.26 miles**

Bolt Fwd: **1.78 miles**

Annual Plan: **2.25 miles**

Pay As You Go: **3.68 miles**

TOTAL TRIP DURATION

Campus Plan: **105,650 min**

CATMA Plan: **732 min**

Bolt Fwd: **2,218 min**

Annual Plan: **6,841 min**

Pay As You Go: **324,889 min**

TOTAL TRIP DISTANCE

Campus Plan: **2,908 miles**

CATMA Plan: **29.15 miles**

Bolt Fwd: **143.11 miles**

Annual Plan: **486.87 miles**

Pay As You Go: **22,088 miles**

BUSIEST TIME OF DAY (# OF RIDES)

Campus Plan: **4pm, 1pm, 2pm**

CATMA Plan: **6am, 4pm, 11am**

Bolt Fwd: **5pm, 3pm, 5am**

Annual Plan: **6am, 4pm, 3pm**

BUSIEST DAY OF THE WEEK (# OF RIDES)

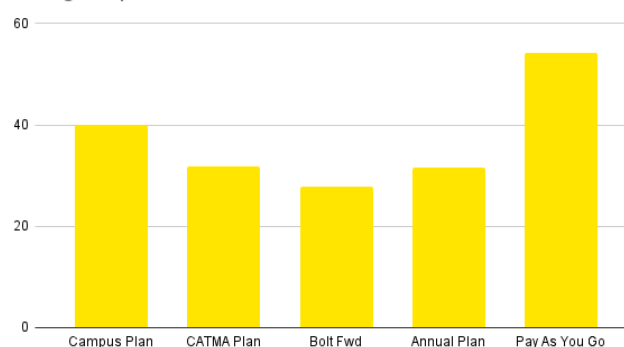
Campus Plan: **Thursday, Wednesday, Tuesday**

CATMA Plan: **Wednesday, Thursday, Friday**

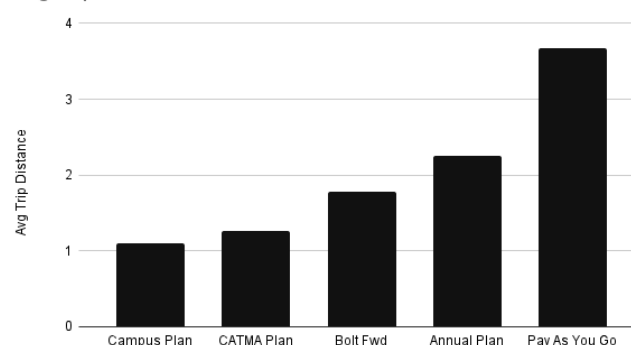
Bolt Fwd: **Tuesday, Friday, Saturday**

Annual Plan: **Wednesday, Saturday, Thursday**

Average Trip Duration



Avg Trip Distance



Top Hubs By Subscription

MAY 2021 - DECEMBER 2021

CAMPUS PLAN

- UVM Library
- Champlain CCM
- UVM Gutterson Garage
- UVM Living Learning

BOLT FWD

- Cambrian Rise
- Downtown Transit Center
- Penny Lane

ANNUAL PLAN

- Ben & Jerry's
- S. Burlington City Hall
- Downtown Transit
- Living Learning Center

CATMA PLAN

- UVM Billings
- UVM Waterman
- Winooski Falls Way
- UVM Library

PAY AS YOU GO

- Penny Lane
- Ben & Jerry's
- Downtown Transit
- UVM Library

Takeaways from 2021

GENERAL FINDINGS

- Subscription purchases increased dramatically once students returned to campus
- Students using the Campus Plan account for the majority of the subscription holders for the Greenride system
- Penny lane remains the busiest hub, with roundtrip rides averaging 60 minutes
- Out of Hub lockups may not always be reporting 100% accurately. We are continuing to try and improve the geofencing around each hub location to improve the accuracy.

WINTER OPERATIONS

- Fleet operates at around a 50% capacity
- Airport hub moves into parking garage for the winter
- Cherry St. Hub location is reduced during winter months
- See attached document for specific Winter Operational Practices

PENNY LANE

- Pay as you go riders took roundtrip rides averaging 60 minutes
- The average distance of round trip rides was 5.68 miles, significantly longer than rides originating from other hubs, on average.
- Weekends were the busiest time for the round trip Penny Lane rides

BOLT FORWARD

- Six users accounted for 80 trips in 2021
- Cambrian Rise, Downtown transit center were most utilized hubs
- 5pm, 3pm and 5am were the busiest travel times for Bolt Forward users

Priorities for 2022

FLEET INCREASE

- Getting the fleet to the full 200 is a top priority
- Parts and batteries have been delayed by the supply chain issues seen across the country and are impacting the timeline to get the fleet to full capacity

HUB EXPANSION

- We will begin testing out virtual hubs in local neighborhoods
 - Old North End is our first recommendation for expansion
- South Burlington and Winooski locations are part of the expansion plans for 2022
- Hubs still awaiting various approvals:
 - City Market South
 - Landry Park, Winooski
 - Switchback Brewing

ESCALATED PRICING

- Bolt's Tech Team is building this into their Q2 pipeline to complete. Discussions will be held with partners to determine specifics.



South End Construction Coordination Plan

BURLINGTON SOUTH END PROJECT SEQUENCE

Project/Segment	2021	2022	2023	2024	2025	2026	2027
I-189 Ramps Class 1 Paving	CONSTRUCTION						
US 2, US 7 & US 7 Alt Class I Paving		CONSTRUCTION	Continuing in 2023				
Vermont Rail & Amtrak Railroad Upgrade Projects		CONSTRUCTION					
Shelburne Street Roundabout		CONSTRUCTION					
Champlain Parkway Home Ave to Lakeside Ave (C2) & C1 Path	PERMITTING & DESIGN		CONSTRUCTION				
Champlain Parkway Lakeside Avenue			CONSTRUCTION				
Champlain Parkway Pine Street from Lakeside Ave to Kilburn St				CONSTRUCTION			
Main Street - Great Streets (Battery to Union)		DESIGN	CONSTRUCTION				
Railyard Enterprise Project	NEPA, DESIGN, PERMITTING & ROW				CONSTRUCTION		
Champlain Parkway I-189 to Home Ave (C1)				PERMITTING & DESIGN	CONSTRUCTION		
Champlain Parkway Pine Street from Kilburn St to Main St						CONSTRUCTION	

Main Street Revitalization

Great Streets BTV

February 24th, 2022

**Transportation, Energy and
Utilities Committee**



Agency
Landscape + Planning



Engagement Schedule

Project Phase	Engagement Milestone		Community Role
Phase A (11/2021-4/22) Project Kick-Off	Community Meeting #1 Introduction + Goals Leadership Meetings CC, REIB, DPW, TEUC, CSM, Parks, BBA, Walk/Bike, NPAs, BAC Focus Groups	Create website and social media presence	Envision Share preliminary goals Reinforce work completed to-date
Phase B (4/22-TBD) Conceptual Design Design Development Permitting	Community Meeting #2 Concept Design Leadership Meetings with City Council, DPW, TEUC	Focus group conversations Vet concepts with city	Prioritize, Resolve Evaluate corridor concept Refine final plan and go through permitting process
Phase C (TBD) Construction Permitting Documents	Public Notifications	Receive City approvals and begin notification of construction project process to adjacent users	Build Reconstruct Main Street

Update on Focus Groups!

Youth
Feb 9th

Business &
Non-profits
Feb 9th

Immigrants &
Refugees
Mar 8th

Mobility
Support
Mar 24th

BIPOC
Groups
TBD

Feb and March

We will share the survey with those who are unable to participate to ensure their voices are included in the process.

Main Street Revitalization Plan Youth Focus Group Meeting

February 9th, 2022

Their thoughts on Main Street!

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!

Majority of participants hoped for better pedestrian infrastructure such as trees, benches, and good bike lanes.

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

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

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.

Next Steps

Refinement of Concepts: Through May

- 4/26 TEUC
- 4/28 Neighborhood Meeting #2
- Focus Groups
- 5/9 City Council to seek approval on concept

Design Permitting:

May 2022 through Summer 2023

Construction:

Beginning Fall 2023 (expected min. of two years)

Public and Stakeholder Engagement: THROUGHOUT!

*To visit the project website
scan the QR code below:*



<http://greatstreetsbtv.com/>

Questions & Discussion

odarisse@burlingtonvt.gov

www.greatstreetsbtv.com

burlingtonvt.gov

Main Street Revitalization | **Great Streets** BTV



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Transportation, Energy and Utilities Committee of the City Council
Thursday, February 24, 2022 6:00PM

–DRAFT MINUTES–

Call to order 6:05PM by Chair Hanson

1. Agenda

Councilor Barlow moved to approve agenda. Seconded by Chair Hanson. All in favor passed unanimously.

2. Minutes of 1/25/22

Councilor Barlow moved to approve minutes. Seconded by Chair Hanson. All in favor passed unanimously.

3. Public Forum

No Comments.

4. Bike Share – 2022 Options

- Chapin Spencer, Cindi Wright, Rob Goulding, Nicole Losch
- Action

See Memo.

Rob Goulding – Background of Bike Share in Burlington and Chittenden County. Primary Goal is for this to be a point to point system not to replace recreational bike rentals. Plan to rebalance the system and expand neighborhood hubs, disincentives for recreation trips. Corporate memberships built into the system, another tool to allow for bike commutes, also helps with parking constraints. Contract stipulations to achieve the system we intended. We see three options for the council – recommended: we move forward with a contract amendment with suggested stipulations, pull out entirely, or direct us as a solo entity, or encourage our other partners, to put out another RFP.

Cindi Wight – Mid March meeting with bike shops to hear what they are interested in doing.

Ignacio Tzoumas, Bolt - A successful program for us is a system used by the community which is a shared public and private goal.

Chair Jack Hanson – Opens public comment.

Councilor Stromberg joins meeting.

Rick Sharp – Current Bike Share system is a failure. Not point to point but summer tourist trips.

Waterfront rack should be removed if contract is renewed at all. Happy Cindi Wight has reached out to bike shops. If you approve the contract remove waterfront hubs. Make sure no public funds from City go into promoting Bolt as a private company.

JP Coseno – Thank you to for doing this and thanks to Chapin for reaching out and Cindi for the meeting. When will escalated pricing be included? Clarify where new hubs are, specifically near the Waterfront. Local shops and outdoor shops need notice.

Zandy Wheeler – If we expand hubs on/near Waterfront/bike path, is there a chance a tourist trip starting and ending at the same hub will not be happening anymore? This needs to be accounted for in goals.

JP Coseno - If the thought is to expand the majority of new hubs on the waterfront hubs. I would say it doesn't align with the goals of a transportation system

Cindi Wight – We are not looking to add any more hubs on the waterfront. All hubs on the waterfront need to go to the Parks Commission for approval so there would be more opportunity for feedback. Will commit to letting bike shops know ahead of this if it were to happen.

Rob Goulding - Zandy's comment is a metric that is in the memo - more than 80% trips should be other than waterfront roundtrip trips, being the proxy for tourist trips we continue to evaluate. This will include future public meetings.

Chapin Spencer - Next meeting will be in the fall to make appropriate changes before the spring of the following year.

Councilor Mark Barlow - Questions around usage at UVM. Are those point to point or roundtrip? Why is the usage higher there? Are demos an option for marketing?

Rob Goulding - Penny Ln and two UVM campus locations have about equal trip starts. UVM did a bit more outreach with students, a big promotional earth day ride, and good hub coverage around UVM campus. We have heard they are bullish on the system, see room for improvement and want to expand. They see significant pay as you go ridership. We would support demos.

Ashley Ayers, Bolt – We have had programs on campus in the past that have been helpful and we can try to do this throughout the City to try to educate users about the system.

Councilor Barlow – Having someone there and having new hubs be a launched event rather than just an install would be helpful.

Ashley Ayers – Can do that and have done that in the past with free helmets and other promotions.

Councilor Jane Stromberg – Likes the idea of a launch event.

Chair Hanson – What will tiered pricing look like and what is contractual agreement.

Rob Goulding - We are still working out the pricing model for 2022. We would look for something to reasonably disincentivize people who are looking for recreation trips.

Chapin Spencer – We have had conversations with Bolt that they would look to implement this in quarter 2 of 2022 but will see if they are willing to set that up by July 1.

Ignacio Tzoumas, Bolt – Happy to comply with whatever the community needs and will move forward with escalated pricing July 1.

Chair Hanson – Some specificity around escalated pricing is needed before this moves to full council for my support. Is there obvious signage before they take out a bike that it will shut off if they take it to the causeway?

Rob Goulding - There is a map that shows where the system limits are.

Chapin Spencer - With a sentence on map that says the bikes will not work on causeway and to please use a local bike shop. This has been there since 2021.

Cindi Wight - This language is small and we could look into improving this to make it more obvious.

Chair Hanson - Making this more obvious on the sign or however people are booking so it is clear. Clarify the waterfront hubs.

Rob Goulding – Just Penny Ln hub. There was another waterfront location that we relocated last year.

Chapin Spencer – Passenger rail should be serving the waterfront this summer. There has been talk about what transportation will be available at that time. Bike share has been brought up along with GMT but this is conceptual.

Chair Hanson – Can these changes be made before the full council?

Chapin Spencer - Yes, escalated pricing be set by July 1. Have a floor for pricing structure. Making more obvious to tourists using the bikes near the Causeway.

Michelle Glowacki, Bolt – Agreeable to making all of these conditions.

Chapin Spencer – One of the reasons to continue with Bolt is because they are adjusting to our needs and requirements.

Mark Barlow moves to support staff recommendation to recommend to the City Council to negotiate a 1 year contract renewal with Bolt Mobility, including the amendments included in the memo. In addition: a deadline to implement escalated pricing by July 1 with a minimum pricing structure; an in-app notification prior to renting a bike on the waterfront and larger

signage at the waterfront station that the e-assist will cease working on the Causeway outside of system limits. Seconded by Councilor Stromberg. All in favor. Passes unanimously.

5. UPWP Public Hearing

- Nicole Losch
- Action

See Memo.

Nicole Losch - Overview of UPWP, assistance available from CCRPC and projects we applied for.

Councilor Barlow – NNE/North Ave Planning, will this include bus routes to improve connectivity within the neighborhoods off N. Ave?

Nicole Losch – Could be part of this to see what options exist to fill this gap to improve system.

Councilor Stromberg – Sears Ln, have we been engaging the businesses and residents in this area?

Nicole Losch – Very new, haven't had chance for much outreach aside from HULA who has been interested in this.

Chapin Spencer – This is an item that came from HULA and CCRPC and considering Parkway construction and passenger rail, it is timely. The neighborhood has not been engaged yet but the point of the scoping study is to engage the community and see what is feasible.

Chair Hanson – More context on the selection process for these applications.

Nicole Losch – For Public Works side we had internal meeting to discuss all potential candidates, discussing time limits and ability to provide local match was a major factor with upcoming bond uncertainty.

Chair Hanson - Thinking about the Walk Bike Master Plan and how we achieve this on schedule. Battery St is a priority. What is the time frame on Battery St?

Nicole Losch - Soonest start July 1. Battery St is likely in paving queue in coming years so findings of the study can coordinate with that.

Chair Hanson – Want to see the corridor study done in a timely manner. Does this lay out an end date?

Nicole Losch – Once we get a confirmation of funding, the first step is to outline a schedule. Would expect this to move faster than other corridors like Winooski as its smaller and a different demographic.

Chair Hanson - Pearl St was a priority in Walk Bike Plan bike network goals, what is progress?

Nicole Losch - We didn't include this because it won't need a full corridor study to fill gaps in the bike lane network.

Councilor Stromberg moves to Support staff's proposed projects under the FY2023 Unified Planning Work Program (UPWP) and authorize each Department to pursue local match allocation within the FY2023 budget development. Second by Mark Barlow. All in favor passed unanimously.

6. South End Construction Coordination Plan Update

- Norm Baldwin, Corey Mims
- Information

See Presentation.

Corey Mims – Update of South End Construction Coordination Plan. Class 1 Paving is over two years now instead of 1.

Jack Hanson – Amtrak updates?

Norm Baldwin – Project is largely shut down for the winter. Plan to be operational in July.

Chapin Spencer – One of the upsides to this is that City Council needs to approve each of these so they can adjust start times as needed.

Item closes 7:28PM

7. Main Street Project Update

- Laura Wheelock, Olivia Darisse
- Information

See Presentation.

Laura Wheelock – Here to talk about engagement and schedule.

Councilor Barlow – Appreciate the engagement efforts.

Councilor Stromberg – Excited about high school engagement. Unique idea to get valuable input. What is the timeline?

Laura Wheelock – Look for end of April for staff to be back to the TEUC for action

Jack Hanson – If ballot item fails what will happen?

Laura Wheelock – Could be an option to go in November. Would look to see were concerns were form voters. Would hate for City to loose option to use the downtown TIF district \$1.8 Million which is constantly increasing. Putting a survey out to UVM and Champlain. Also working on directly engaging businesses and property owners.

Closes item at 7:47 PM

8. Director's Report

Thanks to everyone involved with the Fines for Food Campaign, nearly \$40k raised to fight food insecurity in Burlington. Storm coming tomorrow and a likely parking ban announced tomorrow morning. DPW website for more info. We have been moving towards mobile pay for parking resources and have started allowing use in garage and will look to move it into Lakeview/College Garage to allow all parking to be used with one app, please reach out with any issues as this is implemented. N Winooski Ave will plan to come to council in March for additional guidance.

Item closes at 7:50 PM

9. Councilors' Update

Chair Hanson – Potentially will add an item about the airport.

Closes at 7:51PM

10. Next Meeting 3/22/22

Tentatively plan for 6 PM start. Email to follow up.

11. Adjourn

Councilor Barlow moved to adjourn the meeting. Seconded by Councilor Stromberg. All in favor passed unanimously. Adjourned at 7:55 PM.