



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

c/o Department of Public Works
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Councilor Jack Hanson, Chair, *East District*
Councilor Jane Stromberg, *Ward 8*
Councilor Mark Barlow, *North District*

Inquiries:
Madeline Suender
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Transportation, Energy and Utilities Committee of the City Council
Tuesday, January 25, 2022 5:00PM

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

This month, remote attendance is strongly encouraged:

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 10/23/21**
- 3. Public Forum**
- 4. Bike Share – 2022 Options**
 - Chapin Spencer, Cindi Wright, Rob Goulding, Nicole Losch
 - Potential Action
- 5. Main Street Project Update**
 - Laura Wheelock, Olivia Darisse
 - Information
- 6. Consolidated Collection Update**
 - Lee Perry, Chapin Spencer
 - Information
- 7. Director's Report**
- 8. Councilors' Update**
- 9. Next Meeting 2/22/22**
- 10. Adjourn**



City of Burlington
Department of Public Works

Technical Services Engineering Division
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Memo

Date: January 25, 2022

To: Transportation, Energy, and Utility 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 September 2021, we presented a background of the Great Streets Initiative, the Main Street concept, and the next steps in moving this project forward. Since that time, we have procured a design consultant, obtained authorization to seek voter authorization on project funding, performed preliminary engineering studies and investigations, and begun engaging with stakeholders and community members.

During this TEUC meeting, we will provide a presentation with information on the development of the concept, public engagement strategies, and the project timeline. The project team will be bringing the proposed ballot item to request voter authorization of the project funding to the January 24th City Council meeting, and expect to receive feedback that will influence the

information we bring to the TEUC meeting. As such, presentation materials will be provided for review on the day of the meeting.

For further updates please visit www.greatstreetsbtv.com.

Background

The Great Streets Initiative is a culmination of many years of planning and project development, including the public vote in March of 2015 to use the City's downtown TIF district to make new investments in the downtown public infrastructure, to ensure that Burlington residents have a downtown that is a vibrant, walkable and sustainable urban center. Through this initiative, we've advanced several key projects envisioned by plans such as *Main Street, St. Paul Street, City Hall Park, and Downtown Streets Standards*.

The premise of the Great Streets Initiative is to work with citizens, stakeholders and City officials to arrive at a design that provides a balance between a corridor's various needs and uses. In June 2016, the City launched the Great Streets Initiative through advancement of the Downtown Streets Standards development, the Main Street concept design, St. Paul Street concept design, and the City Hall Park Design. By early 2017, it was clear that more work would need to be done on Main Street's concept before advancing it to final design. As a result, the Main Street concept was put on hold while the city advanced the St. Paul Street and City Hall Park projects to construction. We are resuming the Main Street effort from where we left off in 2017.

With the St. Paul Street and City Hall Park projects complete, the City is refocusing its efforts on the Main Street concept plan. During the upcoming TEUC meeting, the Main Street project managers will provide a presentation on the background of what went into the Main Street concept and where we are headed.

The City issued a Request for Proposals (RFP) in August 2021 in order to procure a design consultant to advance the Main Street plans through approval of a final concept design. The concept will focus on the redesign of six blocks of Main Street from Union Street to Battery Street. The City selected Vanasse Hangen Brustlin, Inc. (VHB) as the design consultant.

The project team attended the October 18, 2021 City Council meeting to provide a project update, obtain authorization to award the design contract to the selected consultant, and obtain authorization to seek VEPC authorization to use Tax Increment Financing (TIF) for the pieces of the project that do not yet have that authorization in place. In November 2021, VEPC authorized the use of TIF funding for the project. Voter approval is required to utilize the funding, and the City will be seeking this approval on the March 2022 ballot. For more information regarding TIF funding please visit www.burlingtonvt.gov/CEDO/Downtown-TIF-District.

Thank you.



City of Burlington
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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
Cindi Wight, Director, Parks, Recreation & Waterfront
Robert Goulding, Public Information Manager, Public Works
Nicole Losch, Senior Planner, Public Works

DATE: January 21, 2022

RE: E-Bikeshare Update & Possible Next Steps

OVERVIEW

On May 5, 2021 Burlington, South Burlington, Winooski, the University of Vermont (UVM), Champlain College, the Chittenden Area Transportation Management Association (CATMA) and the Chittenden County Regional Planning Commission (CCRPC) executed a one year contract with renewal options with Bolt Mobility to bring a fleet of electric bicycles to the region at no cost to the parties. This came after 3 years of a traditional (non-motorized) bikeshare network operated by Gotcha and then Bolt (after merger and purchase).

The goals of this system include:

- Providing convenient, alternative transportation choice to residents and commuters to reduce vehicle miles traveled
- Growing the number of bike users and bike commuters in the region
- Creating an equitable system that allows anyone fair access to an e-bike

A brief timeline of how this partnership came to be is shown below:

- 2017: After extensive community engagement, Burlington City Council approves the City's first walk bike masterplan - planBTV Walk Bike. This Plan calls for the establishment of a bikeshare network.
- 2018: CATMA issues an RFP on behalf of the regional partners. A limited pool of businesses applied with Gotcha selected to establish the network.
- 2018-2020: Gotcha operates traditional bikeshare network and parties negotiate the transition to an electric fleet

- 2019: Burlington City Council approves DPW to enter into a one year contract with the possibility for renewals
- 2020-2021: Covid delays contract finalization and e-bike transition. Gotcha is sold to Bolt and is heavily impacted by supply chain challenges
- 2020: CCRPC releases an RFP to determine if other bikeshare vendors are interested in the Chittenden County market. Limited applications are received and the regional partners conduct some interviews. Other vendors don't seem like as good of a fit, are less flexible and do not commit to hiring a local employee to manage the system.
- 2021: Supply chain challenges relax and Bolt commits to an electric fleet for 2021 at no cost to regional partners.

ANALYSIS ON RENEWAL

Areas of opportunity: Overall, we are pleased that Bolt met the commitment of paying a livable wage, hiring a local employee, transitioning the bikeshare network to an electric fleet, expanding the number of hubs from 17 to 28 and providing good customer service. They have been candid with us about supply chain challenges in getting the fleet up to 200 bikes (averaging 99 available bikes) and early technical trouble with their speed restrictions. They did agree to concessions which likely went against their business interests due to stakeholder concerns, including: placing a 10MPH restriction on bikes on the waterfront path, moving the popular College St station to a less visible waterfront location and adding signage to hubs.

Areas of improvement: We need the fleet to expand and the number of hubs to expand further into neighborhoods. While we do think bike share riders should have access to the waterfront, we do not want a Waterfront station to be the dominant station in this network – which it currently is. Neighborhood expansion and purpose driven (as opposed to recreational) trips are our priority. Additionally, we want to see more aggressive marketing, including of the equity plan and the development of an escalated pricing model (to further discourage recreational trips).

Regional Partners' Assessment: Further discussion with our regional partners yields much of the same feedback, though in conversations with the regional partners there is strong interest in renewing the contract with Bolt. There is universal agreement that this first year did not meet full expectations, but acknowledgement that the pandemic played a role in Bolt's overall performance. Marketing and fleet/hub expansion are clearly on our partners' priority list. They appear prepared to extend Bolt's contract, but given the greater number of considerations in Burlington, City staff want to bring this to the City Council's Transportation, Energy & Utilities Committee for input before determining our direction.

City Staff would be supportive of renewing the contract for an additional year if Bolt will agree to the City's top priorities that will better achieve the bike share goals laid out above.

Initial staff recommended priorities for a contract amendment:

- Increase hubs, including the use of virtual hubs further into residential areas. *DPW Transportation will be supplying a priority list of additional hub locations and Bolt has agreed that virtual hub expansion is a priority. City Staff recommends the contract be amended to require Bolt to add no fewer than 10 additional hubs in residential neighborhoods by June 1, 2022.*
- Pursue an aggressive local subscriber strategy. *Most 2021 users paid through a pay as you go plan which likely means a high level of visitor use. We want to see more use by local residents. City staff recommends including requirements in the amended contract for strategies such as:*

First 15 minutes free in spring to boost engagement, college partnerships for deep discounts for affiliates, CarShare Vermont and Green Mountain Transit discounts, etc.

- Develop and implement an escalated pricing model. Bolt reports progress in this area though there are no firm commitments yet. Is this still a priority for Burlington stakeholders? If so, we recommend additional commitments be required in the amended contract.

Are there other priorities TEUC members would like to see? Based on the 2021 bike share performance, what approach would committee members suggest?

Other City commitments if Bolt contract is renewed:

We understand outdoor shops are also potentially interested in a presence on the waterfront. Parks, Recreation and Waterfront will look at issuing an RFP for a summer 2022 waterfront site after meeting with bike shops to understand interests and needs.

Options other than renewing:

1. Bike Share partners could issue a new request for proposals (RFP)
2. Burlington could leave the partnership and issue our own request for proposals
3. Burlington could leave the partnership and not seek to advance a bike share system

Considerations of not renewing:

- ☐ Whether we choose to not renew or issue an RFP, we could potentially have no bikeshare network for the foreseeable future.
- ☐ We have yet to find another vendor who has committed to the amount of service flexibility that Bolt has offered.
- ☐ There are only a handful of stations in the right-of-way or on City property. Burlington could choose to walk away, but other partners can exercise the right to maintain a relationship with Bolt. There is nothing prohibiting Bolt from continuing to operate in the City. In this case, we would not be contractual partners and would lose the Burlington specific conditions in the contract and the trust built up over 2 years of partnership. It would also put a dent in the ability to stand up an integrated regional system. Instead, regulatory changes would be necessary to force Bolt or other vendors into making changes (i.e., speed restrictions, etc).

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

The Bolt Report

To: Robert Goulding; Bryan Davis <bdavis@ccrpcvt.org>; Karen Yacos <karen@localmotion.org> **+1 other**

Cc: Cindi Wight; Chapin Spencer; Miro Weinberger; zandyw@skirack.com; tom@localmotion.org **+7 others**

[WARNING]: This email was sent from someone outside of the City of Burlington.

The Bolt Report confirms that what they are running in Burlington is not a point-to-point alternate transportation system. It is in fact a cannibalize-the-summer-tourist-bike-path-market system. Exactly what we were told it would not be.

Two thirds of all Bolt ebike users came from the Penny Lane hub: 2,217 users out of a total of 3,743 pay as you go customers. The 149 users in the other plans are almost meaningless given those numbers.

And it looks like the pay as you go rentals were for a longer distance - a whopping 3.68 miles on average versus 1.5 miles for the plans and 54.22 minutes on average, versus 27 to 40 minutes for the other plans. Obviously the joy rides on the Bike Path are longer and take more time. So much for Nic Anderson's assurances early on in the Bike Share process, trying to convince us that hourly pricing would be so high "people would be crazy to use bike share for an extended tour of the Bike Path." Although Bolt won't tell us how much of their total income in 2021 came from the Penny Lane hub, given the numbers above it's obvious that at least three quarters of their entire income last year came from the Penny Lane hub.

What Bolt is doing is funding their so-called point-to-point system by siphoning off the summer tourist ebike rental market. By allowing Bolt to maintain a rack for immediate on-the-spot ebike rentals on the side of the Bike Path at Penny Lane, the City has given Bolt a green light to cannibalize the summer ebike rental market that Burlington Segways and Electric Bikes relies upon. Local Motion, North Star Sports and Ski Rack also rely upon rentals in this market. I believe all the local bike shops lost ebike rental business to the Bolt ebikes on Penny Lane last summer. We were told that Gotcha, now Bolt, would not do that, but it's obvious that's exactly what they are doing.

The heat and ride maps confirm this as well. The vast majority of Bolt ebikes rented last summer were used on the Bike Path. Many of them went all the way out past the Winooski River bridge to the Causeway. How many Bolt ebikes went out to the Causeway? That is not revealed anywhere. It would also appear that many of those ebikes were abandoned out on the Bike Path. Is that because they were not working correctly? I would like to see complaints of Bolt ebike users to see what's going on there.

At Burlington Segways and Electric Bikes we make certain our ebikes are fully charged and in good working order before they go out on the Bike Path. I assume the other local bike shops do the same. If the ebike breaks down we will replace it, sometimes delivering a replacement ebike miles away, including the Champlain Islands. What is the rate at which Bolt ebikes fail? What does Bolt do for the customer when the bike fails?

The solution to this is simple. Move the Penny Lane rack to Battery Park. You wouldn't have any further objections to Bolt from us if you did that because then you would have a real point-to-point system. As long as the rack at Penny Lane remains there, or anywhere else on the Bike Path, our ox is being gored and you will be hearing me scream bloody murder about this.

Don't let this out-of-town corporation take over the summer ebike rental market in Burlington at the expense of the local bike shops.

Please move the Penny Lane rack.

Rick Sharp

P.S. I had to laugh at the sustainability statement that 22,222 lbs. of carbon emissions had been saved. That fails to take account of all the cars that were driven to the waterfront to rent an ebike from the Penny Lane rack of course.



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**

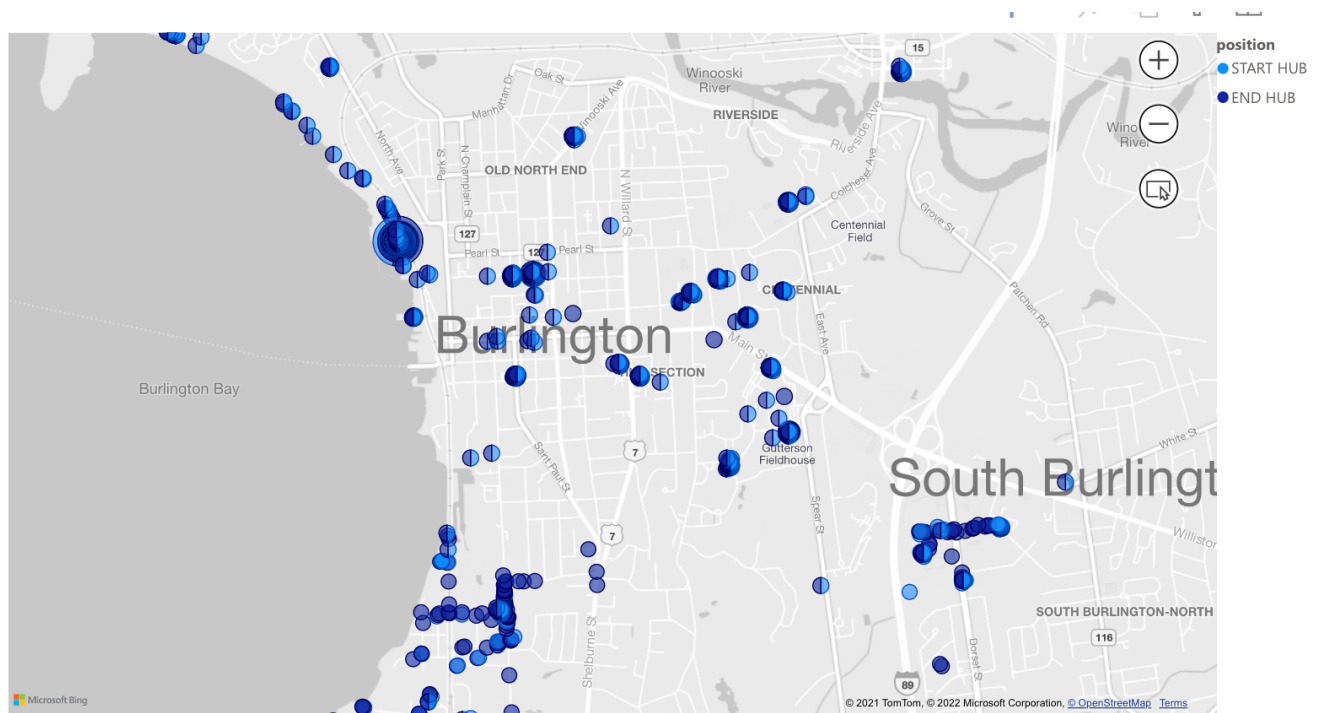
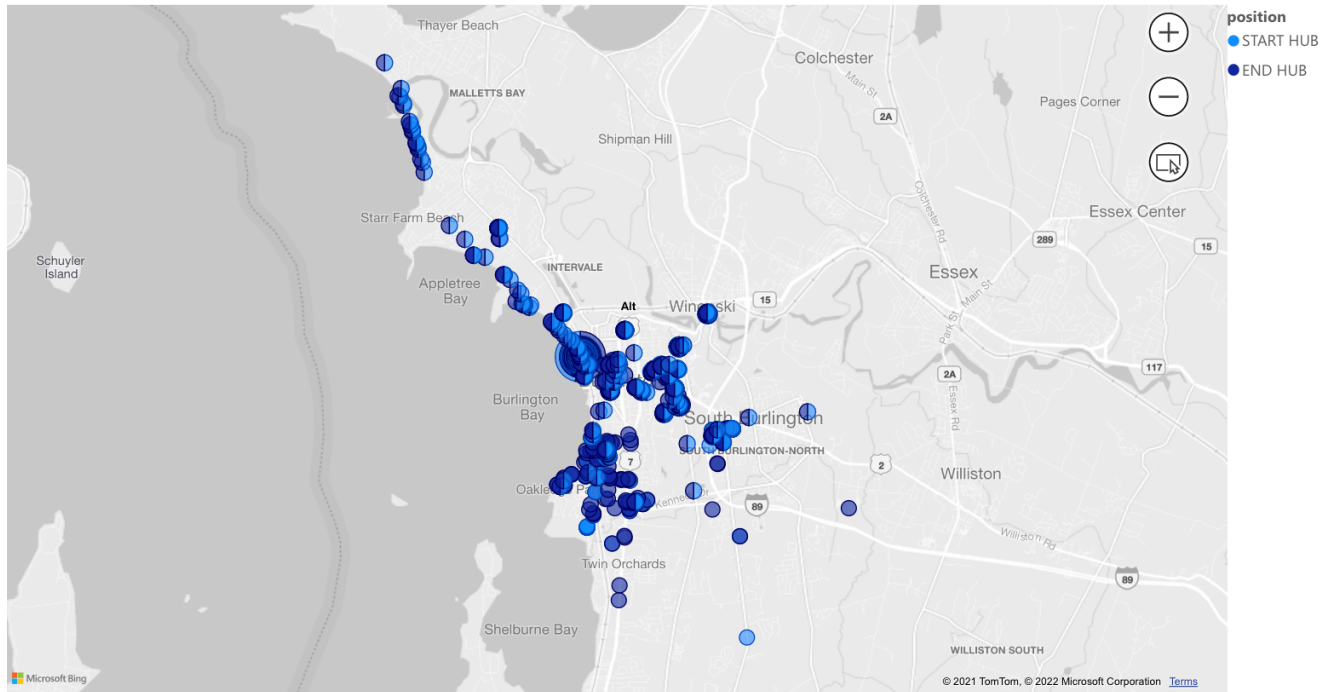
*Filtered to only account for trips longer than .25 miles and less than 15 miles and trips greater than 2 minutes, but less than 200 min.

Hub Activity

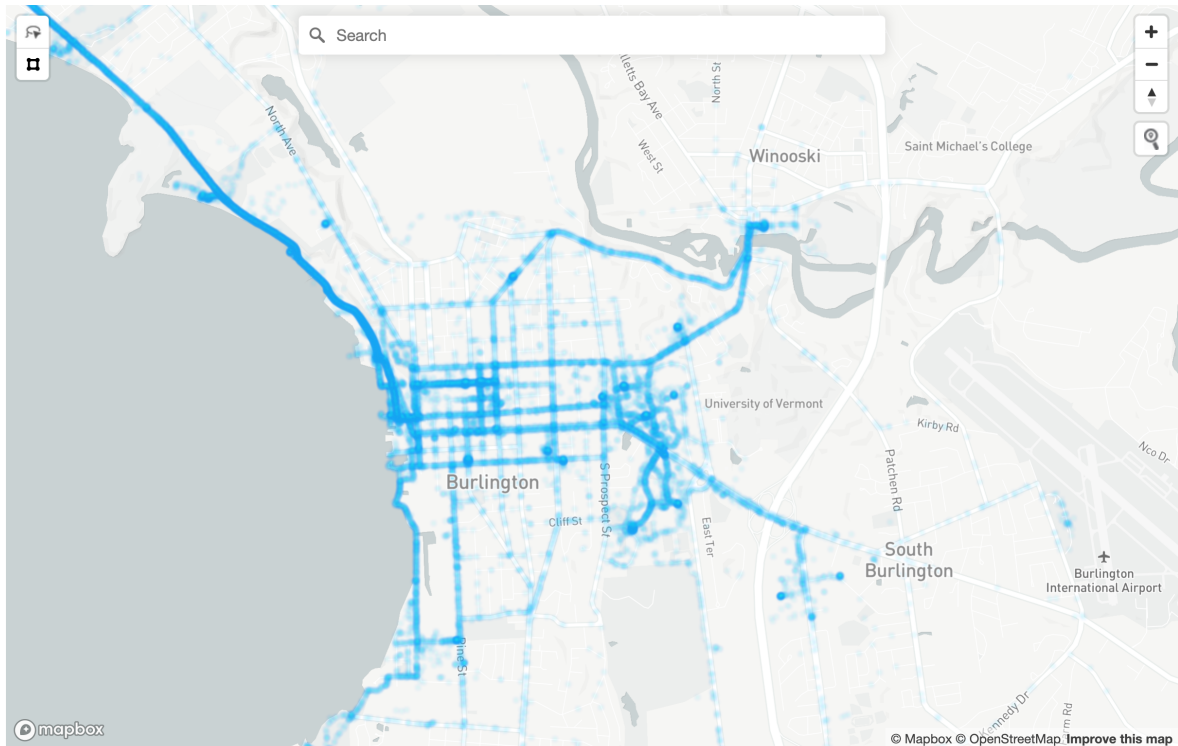
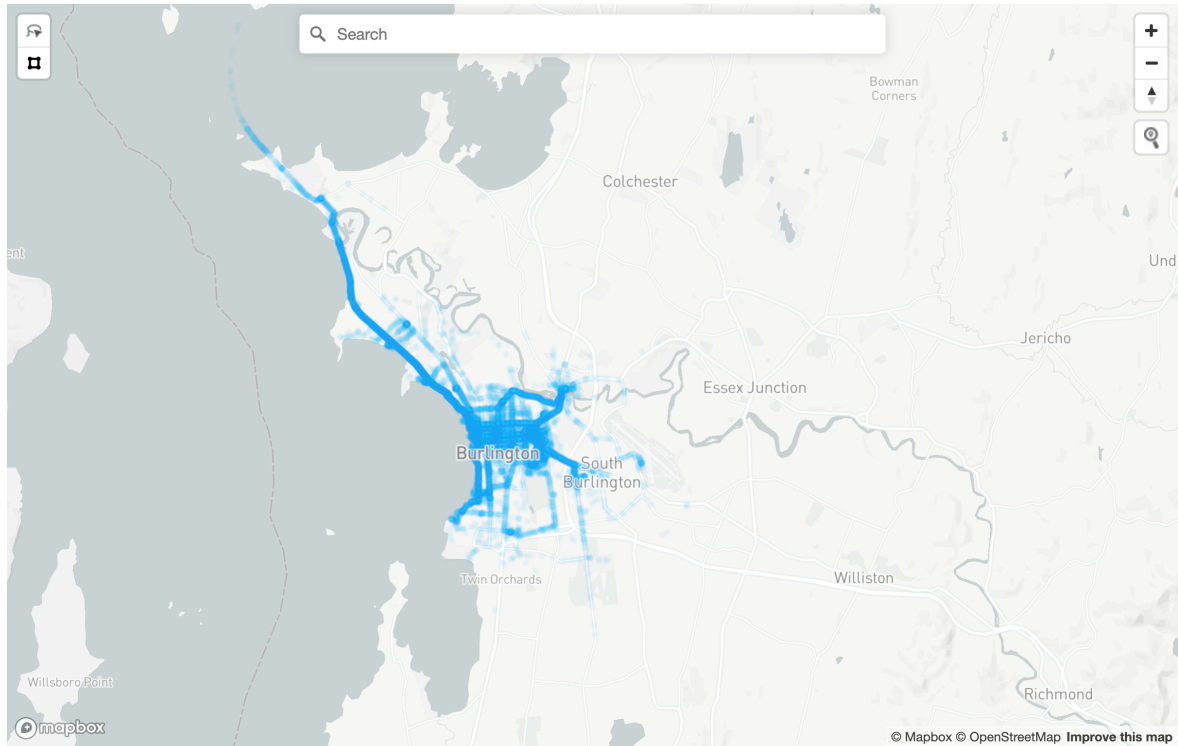
OOH →

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)

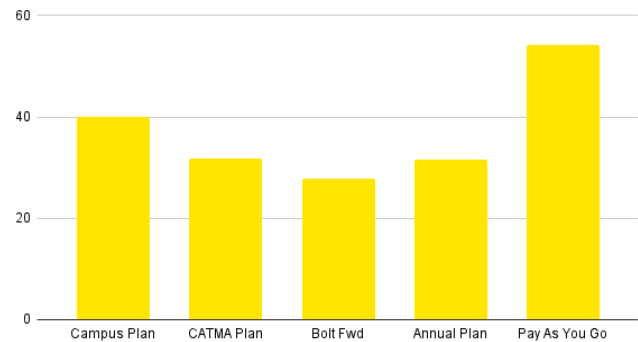
Campus Plan: **Thursday, Wednesday, Tuesday**

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

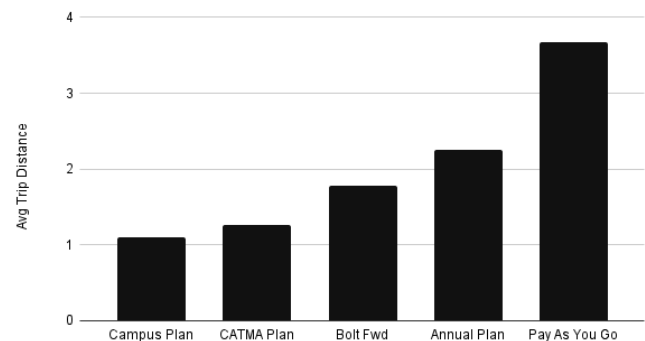
Bolt Fwd: **Tuesday, Friday, Saturday**

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.



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Transportation, Energy and Utilities Committee of the City Council
Tuesday, January 25, 2022 5:00PM

–DRAFT MINUTES–

Call to order 5:02PM by Chair Hanson

1. Agenda

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

2. Minutes of 10/23/21

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

3. Public Forum

Rick Sharp, Segway Tours - Confirm councilor receipt of Bike Share memo.

Closes at 5:05PM

4. Bike Share – 2022 Options

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

Chapin Spencer, DPW Director – No action tonight. Goals, history, and future considerations of Bike Share outlined in memo.

Brian Davis, CCRPC – Idea is to create another commuter option at the regional level. Finished Phase 1 by getting bikes on the ground and evolving the program to fit community needs. Increasing hubs is a goal.

Josh Katz, CATMA – Importance of multimodal regional transportation system and how this can help that goal. Reduces emission. Bolt is willing to work with us to improve this system.

Cindi Wight, BPRW Director – Met with some Bike shop owners to understand their concerns. Identified access to waterfront as a concern. Plan to reach out to these 6 bike shops to see who is interested in gaining better access to the waterfront and how that is best achieved.

Ashley Ayers, Bolt – We have only been on the ground with E-bikes for 8 months including through winter weather. We are looking forward to having E-bikes implemented and looked at for the full year.

Rick Sharp, Segway Tours – Data shows waterfront hub has most E-bikes used. Local bike shops need to be first option for waterfront rentals. Put a sign at the waterfront to show where local bike shops are. Any waterfront hubs need to be removed as these are not point to point hubs but rather waterfront recreational bike stops. Helmets, bike introductions, maps, and etiquette can all be given at local bike shops along with rental. Out of state business favored through this. Remove Bolts E-Bike hub from the waterfront. Memo provided to Commissioners.

Chair Hanson – Has not reviewed the date from Bolt.

Jason Stuffie – Uses the Bolt system. Pleased with the system and has a membership. Greenway is both recreation and commute so will be hard to remove. Increasing pricing for nonmembers to discourage

recreation trips. Speed limit along the waterfront did not seem restrictive enough. Local Bike shops can't compete and this needs to be considered.

JP Coseno – Point to Point trips have not been promoted well. There has to be a plan to build up subscriptions vs just adding more E-bikes. Bike shops need a level playing field on the bike path as this is big portion of revenue. Would like to see program goals laid out and how to achieve them. Shortcomings need to be addressed. Bike shop community is not told far enough in advance of plans. Waterfront changes to discourage recreation trips would help.

Zandy – Memo from DPW begins to help the community understand measurable goals, which is important. Hub data provided shows we don't have a transportation system. Need to ensure partners still think that's important. There is a cost to this program via staff time and resources. In favor of an equitable expansion of a transportation option that could be good for the environment and lower income communities. What initiatives have been made to employers or groups that have driven ridership? Are new hubs being used and by who? Has the history since 2018 of people using bike share program been primarily recreationally driven? Would like to see DPW produce an RFP for locals to help design and/or supply, to level the playing field and keep Bolt on task for point to point commuter trips. Systems like this rely on recreation but that is not good enough. Will send follow up communication to committee members.

Karen Yacos, Local Motion – Goals from DPW need to be measurable. Waterfront is primary hub but others are being used. Putting out information about proposed hubs would be helpful. Equitable and low income goals would be helpful. Supports bike share but if it impacts local bike rental ecosystem then this is bad for biking in this community long term. Clear initiatives coming forward from data would be helpful. No impact to Local Motion seen thus far.

Rick Sharp– Believes the Bolt rack cost his business.

Karen Yacos – We don't know what the true impact is but we have mostly regular bikes and run a ferry. We have seen increase in E-bike requests. We have had a good couple of years due to increased bike activity so we are a unique business.

Councilor Stromberg – Nice to see data. Inspired by the goal to increase amount of bikes that can be used in this area. Equity goal is good. What conversations did Cindi Wight have?

Cindi Wight – Reached out to a couple of local shops to meet owners. Feedback showed interest in some sort of presence at the waterfront. Will reach out to all shops to see what they need and how we can accomplish this. Any commercial use of our spaces has to be approved by park commission.

Councilor Barlow – How were hubs picked and how will future hubs be selected?

Rob Goulding – Existing green ride system hubs and 11 additional hubs. Bolt, DPW, community partners, CCRPC based on Walk Bike Plan, put together recommendations for hubs that were point to point oriented.

Brian Davis – Initially, Champlain, UVM, and UVMMC hosted a number of hubs as a pilot. Gotcha iteration had sponsored hubs by businesses. Most if not all transitioned into this latest phase and they were analyzed. Some of the hubs are hardscaped bike share racks. Other stations can be virtual on standard existing bike racks.

Councilor Barlow – Hearing hubs have had issues with winter snow pile up. Who maintains the bike hubs so they remain accessible and ready in the winter?

Rob Goulding – There are standards in place in the contract to keep these accessible. Hadn't heard about maintenance issues recently. Bolt has been responsive when we had to reach out. Winter

maintenance plan in place to dial back system when we know there will be less usage but if people are looking to use the bikes and are unable then we will look to solve this problem.

Ashley Ayers –Scale back the fleet when ridership is low, adapting to the weather/winter.

Chair Hanson – Glad we have the system. Agree with concerns raised by how the system is used currently. Its use seems to be different than it was intended and designed for. We need it to serve the community goals we have laid out.

Any demographic info?

Ashley Ayers – We don't collect demographic info, only phone numbers. We do see biggest subscription from students.

Bolt Forward program – we have had 6 users take 80 trips under this subscription. They are from DT Transit center and Cambrian rise hubs.

OOH means Out of Hub. Heat map shows where all bikes are locked and OOH lock ups are shown.

Chair Hanson – What are our goals for the balance between point to point vs recreational usage.

Rob Goulding – Current balance is not where we want it. Want mostly if not exclusively point to point. Too many pay as you go users currently. 2000+ originations from UVM and Champlain which indicates point to point and local commutes. We want to see an expansion of point to point and subscriptions in neighborhoods. We tried to mitigate against recreational rides through prices, 10 MPH speed restriction on waterfront. We moved the station from the visible College St location to a less visible Penny Lane location. We still think regional riders and commuters should still have access to the waterfront but we see there is still heavy recreation usage. We are looking into ways to further deter recreational day usage.

Brian Davis – Steps outlined in the memo to show how we can achieve this balance desired.

Chair Hanson – Process and timeline?

Chapin Spencer – Direction from TEUC at Feb meeting. Contract is up early May. Allowing time to give current vendor time to negotiate or time to pursue a different direction if desired by the TEUC. Send us any data or questions in advance.

Councilor Barlow – Influence behavior on use of the system but still remain economically viable. How do you strike this balance? How do you pay the bill but maintain equity.

Chair Hanson – City should advocate for our shared goals for community, point to point, sustainability, equitable, transportation without taking business from local shops. Memo shows this goal. Email RGoulding@burlingtonVt.gov.

Closes item at 6:12 PM.

5. Main Street Project Update

- Laura Wheelock, Olivia Darisse
- Information

Chapin Spencer – After council support to place Main St Great St on the ballot, we want to go through public engagement with TEUC.

See presentation

Councilor Barlow – Confirms funding is all TIF. What stormwater improvements? Excited about project.

Laura Wheelock, DPW Senior Engineer – No subsurface storage tanks planed but we can change to meet water quality goals. Paver belt so pedestrian section of street can infiltrate. Soil on St Paul St was fully replaced with porous stone. St Paul St entire street is now available for stormwater retention.

Chair Hanson – Excited and supportive of project. Huge step forward from climate perspective. Has there been any acceleration discussions for starting this?

Laura Wheelock – This timeline is aggressive to allow for outreach, design and construction. 15 months to design 6 blocks is aggressive. Saw acceleration opportunity and already surveyed the street, did soil and subsurface testing, and utility location.

Chair Hanson – Trying to get creative to accelerate this to reach climate goals. Happy to help address funding or other issues that councilors can help with.

Chapin Spencer – We have had conversations about this but it is a massive project so we are trying to learn from St Paul and move as quickly as possible.

Zander - Isn't the stormwater and sewer combined on Main St.? If so, why is there a plan to separate them so that the sewer tx plant is not overwhelmed during rain storms?

Laura Wheelock – Separating water provides opportunity to allow rain water to bypass systems and be discharged sooner. It is worthwhile to do this now so in the near future we can have new or improved outfalls connect to substantially change how we put water into the lake. Done on St Paul St as well.

6. Consolidated Collection Update

- Lee Perry, Chapin Spencer
- Information

Chapin Spencer – Late last year Council had a split vote. We have since engaged with stakeholders, engaged with councilors and haulers. Considering pandemic, other generational projects such as Main St, important ballot item education, winter maintenance, open positions - we would like to pause on this to focus on matters at hand. We would like to consider revisiting this in the spring.

Lee Perry – With the lack of staff, and many opened positions that require immediate attention to keep operations running, we do not have the capacity currently to work on this.

Councilor Barlow – Supportive of delay. Concerns with DPWs ability to maintain this with either route. Can you elaborate about what you've heard from haulers of compost and trash since we last spoke?

Lee Perry – Two meetings with representatives from many stakeholders who brought good questions to light about environmental goals, billing, unit sizes, cart use, dumpster use. Equitable cost along collection routes to be fair across the whole City.

Chair Hanson – Disappointing to hear this will continue to be on hold. We are deep into the process on this and have done a lot of work and outreach and created momentum may need to be redone. Would like to understand how to move forward on this as quickly as possible. Will continue conversation offline.

Chapin Spencer – Wanted to acknowledge as we struggle to take time on this. Happy to see how we can pick this back up.

Closes item at 6:53PM

7. Director's Report

Chapin Spencer – Champlain Parkway received Federal Permit to move forward. Split Parkway into two construction phases, packaged with the South End Construction Plan, and found ways to minimize community impact. REP, Roundabout, and Parkway all coordinated. Parkway planned to be out to bid in Feb and then 3/4 years for second construction contract.

Chair Hanson – Will construction contract come to TEUC first? Public wants opportunity for input.

Chapin Spencer – Typically goes to BOF first but flexible and could come to TEUC first if requested. REP starts community engagement in late Feb for stakeholders, businesses and residents to follow.

Dates will be public in the coming weeks

Roundabout construction continues. Appreciative of public patience with detours. Website has contact info for any concerns.

Councilor Barlow – Regularly uses roundabout detour with no issues. Have you received complaints?

Chapin Spencer – Not a lot, some comments on increased traffic on surrounding streets. Surrounding streets all repaved in advance as we tried to plan ahead to insure infrastructure was ready. Pandemic changed traffic patterns. Roundabout stays open during rush hour with blasting occurring between.

8. Councilors' Update

Chair Hanson – Talking to constituents and stakeholders about issues related to the airport. Resolution postponed until Monday, there is a chance that I will add something to the agenda next month.

9. Next Meeting 2/22/22

10. Adjourn

Councilor Barlow moved to adjourn the meeting. Seconded by Chair Hanson. All in favor passed unanimously. Adjourned at 7:01PM.