



**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](http://www.burlingtonvt.gov)

**Councilor Maxwell Tracy, Chair**, WARD 2  
**Councilor, Tom Ayres**, WARD 7  
**Councilor William “Chip” Mason**, WARD 5

**Inquiries:**  
**Guillermo Gomez**  
802.540.0557 DIRECT  
[ggomez@burlingtonvt.gov](mailto:ggomez@burlingtonvt.gov)

**Transportation, Energy and Utilities Committee**

**DRAFT MEETING MINUTES:**

**Thursday, March 6<sup>th</sup>- 2014 at 4:45 PM**

**DPW – Front Conference Room  
645 Pine Street – Burlington, VT**

Members present:      Chair, Maxwell Tracy      (TEUC)  
                                 Tom Ayres                      (TEUC)  
                                 Chip Mason                    (TEUC)

Others present:        Norm Baldwin, DPW  
                                 Guillermo Gomez, DPW  
                                 Nicole Losch, DPW  
                                 Chapin Spencer, DPW

Chair Tracy called the meeting to order at 4:55 pm.

**1. Agenda**

Chair Tracy moved to approve the agenda with the addition of one item at the end: An update on CCTA negotiation. All in favor.

**2. Public Forum**

**3. Minutes of 1/21/14**

Councilor Ayres moved to approve minutes from 1/21/14. All in favor.

**4. Spring Street Closure**

Losch: Information about the closure was included in the memo attached to the meeting agenda. There was a neighborhood request for Traffic Calming in 2012. Residents were concerned about vehicles speeding and the awkward sight lines at this location. We have been

working together for this closure with Parks and Recreation because of the location, right next to Dewey Park. After discussing the options with residents, there was interest in testing a street closure. DPW did a pilot project, which included data collection, and later analyzed and discussed the results and observations. General results were satisfactory. Only one person complained about the closure. We held a negative poll, which closed last week. The results were in favor of moving forward with the permanent street closure. We plan to implement the closure in two phases. First, we will do the closing with a temporary measure. We are doing this because Parks & Rec is interested in expanding the park. Phase 2 of the closure will be managed by Parks & Rec. Today we are asking the TEUC's approval and advancement of this to the City Council.

Tracy: The results are consistent with what I heard from the neighbors.

Losch: We got feedback from residents, which proved useful in improving the design.

Tracy: What is the temporary measure to be used for the closure?

Losch: We are going through the options. We do not want Jersey barriers. Planter boxes are an option. We are also in conversations with Burlington City Arts to see if the school could participate in this. Parks might also be able to contribute small trees.

Mason: Is there ever a presentation at an NPA level for traffic calming?

Losch: Not usually. The meetings usually include the residents that are directly affected. If there is a major impact, we will hold a larger meeting. The first meeting for this project attracted a lot of supporters.

Tracy: Yes, a good mix of people showed up.

Losch: The neighborhood has been very active throughout the project.

Councilor Mason moved to approve the closure and bring this to the City Council. All in favor.

##### **5. Colchester/Pearl/Prospect Intersection – Nicole Losch, DPW**

Losch: We are in the midst of a scoping study for the Colchester/Pearl/Prospect intersection. This study was initiated after the Colchester Avenue Corridor was completed. As part of this project, a short term alternative was conceived, which consisted of changes in signalization and lane configuration at the intersection. The Steering Committee for this study met after the data collection was completed, and based on the feedback received, the committee voted to make the changes at the intersection permanent. The pilot project had already gone through the Public Works Commission, which approved all the regulatory changes.

We are finishing the scoping study. The Steering Committee will meet in the upcoming weeks to vote for the preferred alternative. We will be coming back to this Committee and the Council with this preferred alternative. If the preferred alternative involves a realignment of the intersection, we will work with the Regional Planning Commission to move this project to construction.

Mason: How would the realignment work?

Losch: We would encroach into one of the properties and the UVM Green would be expanded. More details about this will be available at the end of this study.

Tracy: Is UVM on board with this?

Losch: Yes. They are among the stakeholders in the Steering Committee. They want to see a carefully done, well thought design.

## **6. North Avenue Corridor Study – Nicole Losch, DPW**

Losch: We recently held the second Public Meeting for this corridor study. We had a good turnout for this past meeting. Approximately 35 residents attended. The meeting allowed members of the community to go through all the different options envisioned for each of the segments that make up the corridor. The next meeting is scheduled for April, to get feedback from the residents on the different alternatives.

Ayres: I was there for part of the meeting. I had the chance to listen to the presenters in one of the tables set up during the meeting.

Losch: It has been challenging to get the word out for this project. We are currently developing an online tool so we can hopefully reach out to more people and capture their feedback.

Ayres: I was pleased with the attendance for this meeting.

Losch: There are a couple of locations where roundabouts could potentially work and are being considered.

Ayres: I hear a lot about the intersection of Plattsburgh Avenue

Tracy: Are there any cycletracks being considered?

Ayres: I think there is a lot of support for cycletracks

Losch: Many of the options presented include the implementation of cycletracks.

Ayres: Part of the success in the perception of cycletracks I think comes from bike advocates, which have been engaged in the neighborhood.

Losch: We held a special meeting at the Heineberg Center. There was general support for the alternatives that were presented. The responses received show openness to new ideas.

Spencer: We are planning to reach out to the two new councilors.

Ayres: I would like to take part of this.

## **7. Bicycle & Pedestrian Action Plan – Nicole Losch, DPW**

Losch: We received a grant to scope for bicycle and pedestrian improvements. The intent of this grant is to help develop an implementation plan. This study will help identify priorities and allow us to go through a public process. Through this study, we will come up with specific alternatives that can be advanced in the future. The process involves issuing an RFP. There are local and national companies that are interested in doing this study. We have been in conversations with the Regional Planning Commission about expanding the study to include performance measures. If we revisit our status every year and track progress, we might see things move faster.

Tracy: Everyone seems to be in favor of this.

Losch: Funding is always one of the biggest hurdles to move projects forward. Lisa Aultman-Hall recently gave a very interesting presentation about the different obstacles that communities face to move projects forward. It was a very interesting presentation. She mentioned funding, topography and climate among the different factors that difficult the advancement of projects in our area. Larger projects will have to be funded externally, through grants or PPPs (Public-Private-Partnerships). All these different issues will be discussed through this study.

Spencer: Once we have a clear idea of what our needs and priorities are we can have the discussion about how to fund these projects. We have planned a lot, but when it comes to constructing, we have to prioritize so we can move forward.

Tracy: What is the status of the North Winooski Corridor Study?

Losch: The Regional Planning Commission's Technical Advisory Committee is currently reviewing the application. It has been recommended to be funded, but there are still a few steps before the final decision on the application is made.

## **8. Adoption of the Town Road and Bridge Standards – Nicole Losch, DPW**

VTrans is encouraging municipalities throughout the State to adopt the Town Road and Bridge Standards. The standards are a brief document and every year we must send a certification. We recommend the City to adopt these standards. The main advantage of adopting these standards is that in case of emergencies, the local share that the City must provide is reduced. We will get the TEUC members a copy of the standards for review.

Mason: How urgent is this issue?

Losch: It is not very urgent at this time.

Mason: Is there a downside to adopting these standards?

Losch: None that we can identify at this time.

Councilor Mason moves to discuss this in the next TEUC meeting. All in favor.

Spencer: We have also been reviewing a document from NACTO (National Association of City Transportation Officials). The document is "NACTO, A Street Design Guide). We are working to adapt these guidelines. We will come to this committee in the future to discuss this topic.

## **9. CCTA Negotiations**

Spencer: Pending on negotiations on Saturday, the Union could call for labor action on Monday. Our hope is to reach an agreement on Saturday. We are trying to balance the need for full time work. We are proposing a few part time positions and review how we split the shifts. Our goal is to set up a schedule for full time workers to have fixed schedules. I am in a unique position for these negotiations because I am a supporter of labor, but I also understand the business side of CCTA.

Ayres: Can you explain about how CCTA plans to deal with the "time hole" between the two peak periods of each day?

Spencer: There is currently a 5.5 hour "time hole" between the two peak periods. Part timers are being proposed for the peaks. There has been growth service in CCTA, but this growth is concentrated in the morning and peak hours of the day. Under the current model, drivers have to fight over voluntary extra work.

Tracy: Are other municipalities facing similar challenges?

Spencer: I don't know the specifics about what other cities are doing. Larger transit systems have more flexibility, but CCTA is a relatively small system.

Mason: Can workers go on strike or is there a requirement to give notice?

Spencer: No notice is required. Drivers could go on strike with or without the blessing of the Union. If any agreement is reached, the condition will be of not going on strike. The biggest impact of the strike would be on the neighborhood special.

## **10. Councilors' Updates**

Tracy: I will create a summary of our work per request of Council President Shannon.

Spencer: I have a proposal. We need to have a conversation about looking at our asset bases and how they are funded. We are doing OK with roads but we need to explore our sidewalk funding. We have a limited pot of funds. I am interested in meeting with this group so we can present and discuss the different options.

Tracy: I agree. I hear a lot of complaints about the state of our sidewalks.

Spencer: I would like to propose a joint TEUC – Public Works Commission Meeting for the end of March.

The meeting is proposed for March 27<sup>th</sup> from 4:45 to 5:45 PM

Tracy: Is the administration on board?

Spencer: Bob Rusten has been very receptive and I have also had preliminary conversations with the Mayor.

Tracy: I think there would be great support for this initiative

## **11. Adjourn**

Tracy moves to adjourn. All in favor. Meeting adjourned at 5:49 PM.