



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

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

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**Transportation, Energy and Utilities Committee**

**DRAFT MEETING MINUTES:**

**Wednesday, April 30<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)

Others present: Pat Buteau, DPW  
Guillermo Gomez, DPW  
Nicole Losch, DPW  
Chapin Spencer, DPW

Chair Tracy called the meeting to order at 4:51 pm.

**1. Agenda**

Chair Tracy moved to approve the agenda. All in favor.

**2. Public Forum**

**3. Minutes of 3/6/14**

Councilor Ayres moved to approve minutes from 3/6/14. All in favor.

**4. Traffic Fund Discussion – Pat Buteau, Chapin Spencer - DPW**

Spencer: Traffic fund is currently strained. We are looking for opportunities to find efficiencies and increase revenues.

Buteau: There are four areas that we are trying to change

**1. Eliminate Operating Deficit**

2. Capital Investment (Assessment)
3. Stabilize Traffic Fund
4. Secure cash to purchase technology upgrades

We are considering different measures to achieve these objectives:

- Easy fixes, such as garage automation.
- Turning garages into 24/7 facilities
- Provide extra security
- Potential increases and extended hours for meter enforcement in downtown
- Demand sensitive pricing
- Increase monthly leases

Multiple options are on the table. We wanted to bring this issue to the TEUC to get some input before going in front of the full commission.

Tracy: Are all these measures expected to be rolled out at the same time?

Buteau: No. Different measures must follow different processes. For example we are looking at the 2 free hours of parking. The charter says that 2 hours of free parking must be provided, but it doesn't specify where. The Marketplace garage is the busiest facility in Downtown; however, some 70% of the users are non-paying users (users under 2 hours). One option is eliminating the 2 free hours in the Marketplace Garage, but providing those 2 free hours at other locations.

Ayres: Could you talk about the extended meter enforcement time and the timeline for rollout?

Buteau: Some of the current parking meters that we have are 3-hr meters, plus some that are 10-hr meters. Current enforcement is between 8 am and 6 pm.

Ayres: If we change enforcement hours, I am concerned about the consequences on art events. I know the Flynn can sometimes have events that go over the 3-hr mark.

Buteau: With the implementation of new technologies, such as smart meters, we want to get rid of the time restriction

Ayres: Is it true that there are apps that will give notifications to users?

Buteau: We are currently looking at different types of technologies. There are apps with multiple features in the market. Apps can inform users when their meter time is about to expire. There are technologies that read license plates, so if someone has put money in their meter and still have time left, they can park elsewhere and still make use of this time.

Spencer: We are planning to talk to the Mayor to see which of these technologies we should roll out and how. We have a study underway that will provide recommendations, but in the meantime, we consider that we should take interim measures to address the all these issues. We would love the TEUC's input. We plan to talk to the Mayor and then to the Public Works Commission. We want to know if you consider all these measures something defensible.

Tracy: I think all of what you are presenting here is defensible. I support what you are proposing and I will be happy to attend the commission meeting.

Spencer: After our meeting with the Mayor, we will come to the TEUC with a formal proposal

Ayres: If I have no conflict, I will also be happy to attend the Public Works Commission meeting. I will also be happy to convey my support to the Mayor.

Buteau: Hoyle Tanner & Associates was selected recently to conduct a Parking Assessment Study.

Ayres: Regarding the installation of smart meters, what is the timeline for this city-wide?

Buteau: Each of the smart meters costs between \$6,900 and \$7,900. Each meter is supposed to be for approximately 10 parking spaces, which is related to how much people are typically willing to walk to the meter. We are looking to use technologies that do not require pay and display. Mostly likely, payment will be tied to license plates. And we are also trying to figure out some of the enforcement issues. Our initial plan would be for approximately 280 in the downtown core. We are looking also for other technologies, such as in-car meters. We have also other improvements coming, such as improved wayfinding.

## **5. DPW Fiscal Year 15 Budget Discussion – Chapin Spencer**

Tracy: We requested to include this item in the agenda to start getting an idea of what the priorities for Public Works will be for the upcoming fiscal year. We don't want to talk about the numbers yet.

Spencer: We are getting ready to start rolling out a full blown budget for the new fiscal year. This time, we are happy to announce that water and waste water are not seeking a rate increase for next year. As you may already know, we are down one engineer in our staff, so we are in the process of hiring someone to replace Erin Demers. We do have multiple projects along the way. There will be some investment this fiscal year in new equipment. There will be no major changes in the budget for FY 15. We should be going to the full City Council in the upcoming weeks for the budget sessions. Preparation of the budget is well underway.

## 6. Sidewalk Funding – Nicole Losch, DPW

Spencer: We presented this topic to the Public Works Commission. This topic is in line with one of the objectives of the City of providing operational excellence.

Losch: In order to sustainably maintain our current system, we want to reach a 35 year life cycle for sidewalks and a 75 year life cycle for curb. There are current identified issues with our network, but we are not investing enough to keep up with the maintenance needs. Our goal is to improve the quality of our concrete infrastructure, by providing a safe and walkable network, and invest in curb repair and construction to prevent greenbelt scouring and compaction. The deterioration of curbs also has an impact in the water quality. We want to document the current state of our system and secure funding to implement our goals.

Our current sidewalk system consists of approximately 127 miles of sidewalk. 42% are deficient, with a Sidewalk Condition Index (SCI) of 51.3. Our yearly budget for sidewalks is approximately \$600,000. Since 2008-2009 we started prioritizing our work, but even with this, at the current rate of investment, sidewalks are on a 126 year life cycle. In the future, we want to add approximately 4.5 miles of new sidewalks to meet the City policy and secure adequate funding to bring the life cycle to 35 years.

Ayers: What are some of the deficiencies in the sidewalks?

Losch: Exposed aggregate, spalling, horizontal displacement, vertical displacement, obstructions, cracking, and drainage problems. Most of the repairs are done by our right-of-way crews.

We don't have as much information about our curb system. We don't know how many miles of curb we have, but we would like to have approximately 132 miles of curb. Currently there is no dedicated funding source for curb repair or construction. We dedicate yearly approximately 10% of our sidewalk budget on curbs but that is not nearly enough. There are multiple funding strategies that we have been researching, such as property tax variations, material options and district based modeling (see presentation). We brought this subject to the last Public Works Commission. They provided some input regarding the funding options we should consider or reject. We are planning to return to the Public Works Commission next month for a funding recommendation. After this, we will come back to the TEUC and then the full City Council, before going to the general public.

Tracy: Is the plan to bring this to the next Town Meeting Day?

Spencer: I am supportive of a dedicated funding source. We are still waiting to hear from the Public Works Commission. They asked to take a closer look at the funding alternatives.

Tracy: I am glad this conversation is happening. This has been one of my top goals, based on the feedback I received from residents. I think if this is put on the ballot, it would be supported.

Ayres: I think this would get a positive reaction at the New North End as well.

Spencer: What do you think is the next step we should take?

Ayres: What was the reaction from the Public Works Commission?

Losch: We would also like to present the option of reducing or cutting other services together with a few other alternatives and gauge the reaction to see how we should proceed after.

Tracy: We will need to know the timeline for this and clarity on who needs to approve what.

Spencer: If it is a tax increase, it will have to be approved by the City Council.

Losch: We can't really advocate for any of the options. We can research, present and inform people, and then the decision makers will eventually have the final word.

Ayres: I think multiple groups should be involved in this effort, such as the local NPAs, the Crossing Guard Program, AARP, etc.

Tracy: I will check with the Mayor to see how this fits with the City's priorities.

Spencer: Is this something that we should pursue for the November election?

Tracy: I think that November is a good time, since the winter will allow time for preparation.

Ayres: Given all that there is under discussion currently, it might be better to give it some more time.

Spencer: Can you bring this to your respective caucuses?

Tracy: We will bring up the subject.

Ayres: Please send the material related to this presentation.

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

Losch: We have an upcoming Public Meeting. I will now provide a brief review of the study.

The corridor study is evaluating North Avenue from a Complete Streets perspective and is developing recommendations for remaking the corridor to accommodate all users. There are numerous stakeholders that are part of the Advisory Committee for this study (City Council, the School District, City of Burlington, CCRPC, CCTA, AARP, NPA Reps from Wards 3, 4 and 7, Local Motion, Livable Communities).

The corridor was divided into five distinct corridor segments for the purpose of the study. Each segment has its own characteristics and issues. The existing conditions and improvement options were documented and presented at a Public Workshop that took place on February 20, 2014. A wide range of options were presented to attendees and short-term, mid-term and long-term solutions were developed throughout the corridor.

The next step is to analyze the specific transportation improvements options and how they address identified issues to meet the corridor vision and goals. The next Public Workshop will be held on Tuesday, May 20<sup>th</sup> at 7:00 PM at St. Mark's Church Family Center.

Ayres: What has been the response from the other Councilors?

Losch: I have met with councilors Hartnett and Wright. I haven't heard from Bianka.

Ayres: Any input?

Losch: Councilor Wright encouraged us to reach out more to the New North End residents because there are still a lot of people that we haven't heard from.

Ayres: How many of the proposed concepts can be initially implemented as pilot projects?

Losch: We are looking into this, but it is a challenge. As we realign travel lanes, traffic will depend on what treatments we have at the intersections.

Ayres: I have a feeling this will be contentious. On one side you will have the bike advocates and on the other you have the drivers. If there are any concepts that can be initially installed as pilots, this could probably help easing some concerns. We are also interested in economic development.

Losch: There is a strong link between land use and transportation. We are definitely interested the opportunity that this study provides to promote economic development.

Ayres: I am committed to this process. Multimodal safety was one of my priorities during my campaign. Are there any concerns about the length of trips along the corridor?

Losch: This is something we are looking into. With changes on the road, there will likely be some kind of impact. It is a matter of determining what the impact will be and if it is acceptable.

## **8. Councilors' Updates**

The next TEUC meeting will take place on Wednesday, May 28<sup>th</sup> at 4:45 PM at the Front Conference Room at Burlington Public Works.

## 9. Adjourn

Tracy moves to adjourn. All in favor. Meeting adjourned at 6:31 PM.

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