

On Wednesday evening, June 10, 2009, the City Council Members met in the Council Chamber.

Present: Mayor Hooper, Council Members Jarvis, Weiss, Hooper, Sherman, Sheridan and Golonka; also City Manager Fraser.

Call to Order by the Mayor:

Mayor Hooper called the meeting to order at 7:00 P.M.

09-141. General Business and Appearances:

None.

09-142. Consideration of the Consent Agenda:

V.A.

Consideration of the minutes from the May 27<sup>th</sup> City Council Meeting.

Consideration of adopting and executing the documents for the 2009 Series 1 Vermont Municipal Bond Bank Sales totaling \$1,150,000 for the purpose of repairing bridges, retaining walls, developing biomass energy plant and for Sabin's Pasture development. At the March 2009 City Meeting, the voters approved borrowing \$300,000 for repairs to the Vine Street, Rialto and Spring Street bridges and \$415,000 for repairs to retaining walls on Nelson, Hill and North Streets. They also approved the expenditure of \$250,000 out to the indebtedness authorized at the 2003 Annual City Meeting to finance the cost of developing a biomass energy plant. At the 2005 Annual City meeting, the voters approved borrowing \$185,000 for Sabin's Pasture Development.

Summary Budget Report by Department for General Fund and Detailed Budget Status Reports for General Fund, Water Fund, Sewer fund, Cemetery Fund, Parks Fund, Parking Fund and Senior Center Fund for a ten-month period beginning July 1, 2008, and ending April 30, 2009.

Consideration of a request from Julie Smart, on behalf of the **Meadow Neighborhood Party Committee**, for permission to close off a portion of Summer Street (from Spring to Winter) on Saturday, July 18<sup>th</sup>, from 3:00 to 10:00 P.M., in order to hold their Annual "Meadow Neighborhood Block Party". (Rain date would be July 25<sup>th</sup>.)

To comply with the City's Noise Ordinance, they are also seeking a waiver of the City's Noise Ordinance for a one-hour period between 9:00 and 10:00 P.M. Party Committee Members will distribute a "Meadow Noise Notice" to all residents surrounding the party location.

Consideration of a request from Jessie Schmidt, Manager of the Capital City Farmers Market, seeking approval to use the entire upper portion of the 60 State Street Lot on July 18<sup>th</sup> for their Annual Youth Farmers Market. This will be their third year holding this event; young people are invited to set up at the market and be a vendor for the day, selling anything they make or grow. (Council Members have received a copy of the request which further outlines the groups and activities they anticipate hosting this year.)

Consideration of a request from Sandy Vitzthum, 14 Loomis Street, for permission to close a portion of Loomis Street (from Park Avenue to Liberty Street) from 5:00 to 10:00 P.M. on Saturday, August 29<sup>th</sup>, for their Annual Neighborhood Block Party. (She'd like to reserve Sunday,

August 30<sup>th</sup>, as the rain date ... from 2:00 to 6:00 P.M.)

Consideration of a request from Stacy Theberge, Director of External Affairs at the Vermont College of Fine Arts, for a waiver of the City's Noise Ordinance to allow the College to host an outdoor family film series this summer, **Movies on the Hill**. (The movies will be shown on the south side of the college green on Friday evenings beginning July 10<sup>th</sup> and running each week until August 28<sup>th</sup>, for a total of eight showings. If rained out, the event would be moved to Saturday evening. Films will begin at dusk, which initially will be around 8:30 P.M. in July, and progressively earlier as the season progresses. The movies will last a maximum of two hours, and it is expected that each event will end no later than 10:30 P.M.)

Endorsement of a letter written by Jon Anderson, on behalf of the Montpelier Downtown Community Association, requesting that the Vermont State Chamber of Commerce designate the Green Mountain Film Festival as one of the top ten winter events in Vermont.

Award of Bid for Roadside Mowing: Public Works staff solicited bids and two were received; it is recommended that the contract be awarded to low bidder Evergreen Enterprises of Barre, Vermont (\$4,000 flat rate and \$70 hourly).

Consideration of becoming the Liquor Control Commission for the purpose of reviewing the following:

Ratification of the issuance of a Catering Permit to Yebba, Inc., d/b/a The Abbey Pub & Restaurant, for the same Cocktail Reception scheduled for June 4<sup>th</sup>, 2009, from 4:00 to 7:00 P.M. ... that Council had previously approved. The problem is that this event was scheduled to be held in the Cedar Creek Room of the State House. (If Legislature reconvened, this could have been a problem so Yebba sought approval to hold this event at the Wood Art Gallery on the Vermont College Campus ... if need be. Staff said that they were willing to pay for the filing of another Application.)

Application from Belladonna, LLC, d/b/a Montpelier Discount Beverage & Redemption Center, for a new Second Class Liquor License and a new Tobacco License; applicants are new owners of the store at 12 Main Street (formerly M&M Redemption).

Application for an Outside Consumption Permit from Julio's Cantina; this is their annual request in order to serve alcoholic beverages within a roped-off area adjacent to Julio's (in the alleyway) during their Independence Day Party on Thursday, July 3<sup>rd</sup>, from 6:00 P.M. to midnight.

Consideration of an Application for an Outside Consumption Permit from Langdon Street Café to allow alcoholic beverages within a snow-fenced area directly in front of the café to the opposite side of the street on Friday, July 3<sup>rd</sup>, from 6:00 P.M. to midnight.

Approval of Cooperative Agreement Amendment #4 to authorize reallocation of a portion of the federal funds dedicated to the Multi-Modal Center for reuse as construction funds to develop accessible parking spaces in front of the federal building on State Street. (The amendment authorizes up to \$46,000 for this project. City Council approved award of this contract at the last meeting and authorized the City Manager to sign the contract.

Approval of payroll and bills:

General Fund Warrant dated June 3, 2009, in the amount of \$833,212.74 and Community Development Funds in the amount of \$3,000 and \$1,200.

Payroll Warrant dated June 11, 2009, in the amount of \$137,458.27.

Council Member Sheridan requested that the Farmer's Market item be considered separately.

Council Member Jarvis asked to pull the Loomis Street party and the College Hill Movies.

Mayor Hooper said she had a question about the letter to the Chamber of Commerce and requested that be considered separately.

Motion was made by Council Member Sheridan, seconded by Council Member Golonka to approve the consent agenda after removing the four items. The vote was 6-0, motion carried unanimously.

- 09-142(a). Consideration of a request from Sandy Vitzthum, 14 Loomis Street, for permission to close a portion of Loomis Street (from Park Avenue to Liberty Street) from 5:00 to 10:00 P.M. on Saturday, August 29<sup>th</sup>, for their Annual Neighborhood Block Party. (She'd like to reserve Sunday, August 30<sup>th</sup>, as the rain date ... from 2:00 to 6:00 P.M.)

Council Member Jarvis said she didn't remember seeing that the neighbors received notice of that.

City Manager Fraser said he knows it is an annual event. They usually are all invited.

Council Member Jarvis said she really thinks the Council needs to make sure we have proof of notice before we approve anything with the noise ordinance.

City Manager Fraser said for Loomis Street they are only asking at this point for the street closure.

Motion was made by Council Member Jarvis, seconded by Council Member Weiss to table this item and ask them to provide proof of notice. The vote was 6 to 0, motion carried unanimously.

- 09-142(b). Consideration of a request from Stacy Theberge, Director of External Affairs at the Vermont College of Fine Arts, for a waiver of the City's Noise Ordinance to allow the College to host an outdoor family film series this summer, **Movies on the Hill**. (The movies will be shown on the south side of the college green on Friday evenings beginning July 10<sup>th</sup> and running each week until August 28<sup>th</sup>, for a total of eight showings. If rained out, the event would be moved to Saturday evening. Films will begin at dusk, which initially will be around 8:30 P.M. in July, and progressively earlier as the season progresses. The movies will last a maximum of two hours, and it is expected that each event will end no later than 10:30 P.M.)

Council Member Jarvis said she was wondering if anyone had come to the meeting because she has received some e-mails about it.

Stacy Theberge, Director of External Affairs at the Vermont College of Fine Arts, said she is working with Bill from the Savoy Theatre. They are planning on doing movies every Friday night this summer starting July 10<sup>th</sup> through August 28<sup>th</sup>. They will be outside on the Vermont College of Fine Arts green in front of the fountain. Basically, there will just family friendly films starting at sunset during the summer. They have informed all of the neighbors as of June 1<sup>st</sup>. She has personally contacted all of the neighbors who live around the green and they are all very supportive. It should be a fun event.

Mayor Hooper said one of the things folks have asked about is how the sound will be managed.

Ms. Theberge said she doesn't think they will be very loud because they are going to be in front of the fountain facing the dorms and library. There aren't any houses on that side of the green. The houses facing on East State Street and on West and Ridge Streets shouldn't be able to hear it at all. They are happy to do a sound test, but they don't think there will be a problem.

Paul Carnahan asked if Stacy had any plans to test the sound in the direction that the speakers are pointed which is to the East State Street neighborhood. Sound is sort of a tricky thing. It bounces off things. He thinks there is some concern in the Sabin/Center Street area that the noise is going to be headed in that direction.

Ms. Theberge said they are happy to do a sound test. They don't feel it will be an issue.

Steve Hintgen, a resident at 7 West Street, said they are not only supportive but very excited about it. Hearing they may not be able to hear the movies from their front porch is disappointing and they wish it was louder. Sadie has gotten to go to two movies in her life, and she is a little over two now. One was at the Savoy when some parents arranged for a children's show and the other was a drive-in. The drive-in was just a couple of weeks ago when they went to Colchester. When you have little kids the best way to see a movie as an adult is a drive-in or outdoor experience. They think it is an incredible family friendly idea to do the movies outside and they know they will be popular. It is just a gem for Montpelier to be able to tell folks this is something we do in Montpelier. He hopes it becomes an annual tradition because it is just a vital public resource. He also thanked the College for being so community minded.

Council Member Weiss said Stacy indicated that if it rains on Friday they will hold the theater performance on Saturday. If it rains on Friday, why don't they go inside and use the gym.

Ms. Theberge said it just isn't quite the same experience inside in the gym and people would be just as happy to do it on a Saturday night.

Mayor Hooper said the College said they would be happy to do some sort of test to get feedback from residents in the neighborhood to make sure this is working.

Council Member Sherman said there will be a control on the volume and if it is too loud they can turn it down.

Motion was made by Council Member Jarvis, seconded by Council Member Sherman to grant the Vermont College of Fine Arts a waiver of the City's noise ordinance to allow the College to host an outdoor family film series this summer. The vote was 6-0, motion carried unanimously.

09-142(c).

Consideration of a request from Jessie Schmidt, Manager of the Capital City Farmers Market, seeking approval to use the entire upper portion of the 60 State Street Lot on July 18<sup>th</sup> for their Annual Youth Farmers Market. This will be their third year holding this event; young people are invited to set up at the market and be a vendor for the day, selling anything they make or grow. (Council Members have received a copy of the request which further outlines the groups and activities they anticipate hosting this year.)

Mayor Hooper said there is a request to allow the Farmers Market to use the entire lot which they have annually done for their Children's Market.

Joseph Keane said last year the nonprofits and service organizations were told they would need the whole upper lot for the Youth Day activities. Everyone who came to the market delayed setting up and waiting for the kids to come. Four or five children showed up with TV trays and milk crates, which is great. They all tended to be smaller kids aged 5 and 6 and their attention span is not the greatest. After about an hour they were off doing other things with the exception of one stalwart that lasted for an hour and a half. There was plenty of room and everybody just scrunched down and took up a little less space. The kids had plenty of room. Eighty percent of

the space reserved for the kids day went unused that day. He thinks this is just another way to force the nonprofits and service organizations out of the Farmers Market. Last weekend it was suggested that the cattle pens the llamas used be placed right in the market and took up seven booth spaces that the nonprofits and service organizations used, so effectively they were out of the market last week. Now they are having a special children's day they need the whole space for and they have already had an increase in space by 50%. There is also the back lot that is not being used right now where it bows out at the end of the Farmers Market. There is more than enough space down in that section. He thinks it is unfair to once again to knock out the nonprofits and service organizations.

City Manager Fraser said when they talk about fairness he would like to be sure they have the facts for the discussion about the llamas. The Farmers Market asked that the llamas go in the open space at the back of the lot. The llama folks called the city and asked where to locate them. The city told them it was first come first serve in that location but the city told them it wasn't going to be the best place for them. Again, the Farmers Market invited them to be in the back and they opted to get there in time to put themselves where they put themselves. It's not correct to say that the Farmers Market attempted to displace people. That is what happened, but that could have happened if 20 new vendors showed up.

Mr. Keane said he talked to some of the llama people and they said they had talked to the Farmers Market and they said this was the spot they wanted to be located. Secondly, they took up seven booth spaces.

City Manager Fraser said he said this was another attempt to push out nonprofits.

Mr. Keane said he would retract that statement.

Mr. Keane said the youth day is a non-issue. If you have four or five kids show up, last year all of the nonprofits and service organizations didn't set up. They let the kids get in there, get set up, waited, and then when no others showed up they set up and he believes that should be the option this year if in fact they choose not to use the full space in the back.

Mr. Keane gave the Council a request for vehicle access to the Farmers Market.

Boots Wardinski, President of the Board of Directors of the Capitol City Farmers Market, said he would like to correct one statement. They have never made any proposal to keep nonprofits out. In fact, they wanted to manage that area along Julio's Wall specifically for nonprofits, young people playing instruments, etc. That was their plan and they have continued to offer that for the City Council as a proposal. They have not been using the part that belongs to Jeff Jacobs because early in the season they didn't have enough vendors to fill that space. Last week they were planning on it initially but because of the Fashion Week and their request for some Farmers Market vendors to go up on the street to aid them in their promotion several of their vendors moved up to State Street. This week they will be using the back lot for regular vendors so that is not an option for the Children's Market. Their plan is to use the space along Julio's Wall, as they have done in the past, for the kids to set up.

Mayor Hooper asked what the kids do up there.

Boots Wardinski said they can sell whatever they want. If they have plants, vegetables, jewelry, artwork they can use that space to sell there wares.

John Mayfield, owner of Julio's Cantina, said right now they are talking about nonprofits and service groups. He isn't sure that is exclusively the case of what is happening along the wall, and no one is managing it right now. If that is what it is going to be, he thinks that is great, but somebody needs to be managing it. Somebody with a sausage, pepper & onion truck from New

Jersey can show up at 6:00 A.M. to get a space. As it becomes more and more of a popular space you are going to end up with some of those problems.

Boots Wardinski said they have been given the parking spaces. There is a little space right next to the Information Booth that the Northfield Rotary is selling raffle tickets. Last week the Thai Food person set up with his tables and sold food. Is that part of the Farmers Market area? Can we tell somebody not to sell food in that area? They would like to be able to say no because part of their original proposal and agreement with John Mayfield was they wouldn't create a food court along Julio's Wall.

City Manager Fraser said he had spoken with Jessie earlier this week and his interpretation was that they had from the sidewalk back. The parking lot begins at the sidewalk.

Council Member Weiss asked if selling food like that requires city licensure.

City Manager Fraser said it is an interesting question. Certainly, on a regular basis the Saturday Farmers Market the city doesn't license vendors.

Mayor Hooper said the question in front of the Council is whether or not we will allow the Farmers Market to use the entire lot for their Youth Day.

Motion was made by Council Member Hooper, seconded by Council Member Sherman that the Council grant the Capital City Farmers Market permission to use the entire upper portion of the 60 State Street Lot on July 18<sup>th</sup> for their Annual Youth Farmers Market. The vote was 6-0, motion carried unanimously.

09.142(d).

Endorsement of a letter written by Jon Anderson, on behalf of the Montpelier Downtown Community Association, requesting that the Vermont State Chamber of Commerce designate the Green Mountain Film Festival as one of the top ten winter events in Vermont.

Mayor Hooper said this item has to do with a letter requesting the Chamber of Commerce to designate the Green Mountain Film Festival as a winter event. She was thinking it was a little odd for a nonprofit organization to speak on behalf of the City of Montpelier, so why don't we just speak on our own behalf and send in a letter saying we think this is a great idea.

Motion was made by Council Member Weiss, seconded by Council Member Jarvis to direct staff to send a letter on behalf of the Mayor and City Council Members of the City of Montpelier supporting the Green Mountain Film Festival and requesting that the Vermont State Chamber of Commerce designate the Green Mountain Film Festival as one of the top ten winter events in Vermont. The vote was 6-0, motion carried unanimously.

09-143.

Presentation from representative(s) of the Montpelier Bikes Project.

V.A.

Becka Roof, Going Green L3C/Consultant to the Montpelier Bikes Project, will be presenting a brief power point presentation "to inform the City Council and ask support for two specific opportunities to improve conditions for bicycling."

The Montpelier Bikes Project has been supported by the City through funding of the Montpelier Bikes Project with a Mazur Grant through the envision Montpelier process.

Recommendation: Receive presentation; discussion; possible direction to staff.

Becka Roof appeared on behalf of Going Green which focuses on biking and walking. She said she was present on behalf of the Montpelier Bikes Project, a community collaborative that arose out of the Montpelier Energy Team started in 2007 from one of their town meetings held up at National Life. The Montpelier Bikes collaborative has a steering committee that includes representatives from Community Connections, Montpelier Safe Routes to School, Free Ride and Suzanne Hechmer, Director of the Montpelier Downtown Community Association, Onion River Sports, and the Central Vermont Transition Town Initiative/Post Carbon Sustainability Network/People Awareness.

They have been pleased to receive funding through the city's enVision Montpelier process by a Mazer grant and have been working on making some recommendations to the city as far as ways to improve things for bicycling.

When they first started through the process of becoming Montpelier Bikes people asked if we wanted to work on pedestrian issues as well, and they have generally kept their focus on bicycling issues because the city does a really great job with pedestrian issues, and is in fact to be commended for the pedestrian approach. Bicycling is the thing they feel that most needs to be added.

The mission of Montpelier Bikes is to promote bicycling as a matter of active transportation, personal health, environmental benefits, downtown business support, usability, community livability and pure job, and don't forget fun.

Ms. Roofl said she wanted to mention in terms of support for bicycling in the city that bicycling and pedestrian facilities are a priority for City Council. Thank the Council for including that in their priorities. There has been strong support for bicycling through enVision Montpelier process and the 2004 survey of transportation focus topic with over 1,000 respondents 75 percent said that bicycle transportation should be provided on major travel routes.

Montpelier has done some projects to date. They have provided bike racks at some locations in town; there is one at the Library and one at City Hall. They have been working on bike paths, shared use paths, along the Winooski River and collaborating through the process of the Central Vermont Regional Path.

In tonight's presentation she wanted to talk to the Council about the idea of expanding the concept of bike ways in Montpelier to a bicycle network that includes on road facilities in addition to bike paths.

Becka Roofl showed a power point presentation about bicycling to City Council Members and member of the viewing public.

She said she was here specifically this evening partly because she sees the City of Montpelier has a couple of opportunities. One is a short term and an immediate opportunity, and the other is a longer term discussion they would like to initiate with the City Council. The immediate opportunity is happening right now with the Route 2/302 Paving Project and the Roundabout. Currently included in that project there are shoulders and bicycle ramps at the roundabout. Bicycles will have a choice coming up to the roundabout whether they want to stay on the street and ride around the roundabout or if you want to go up on the bicycle ramp and ride around the sidewalks.

In looking at plans for this project during the winter she noticed that bicycle lanes were not included and was disappointed to see that. Since that time she has been working with Tom McArdle in the Department of Public Works. Since the project is moving now there is an opportunity for the city to add bicycle lanes to a part that is going to actually be constructed, which seems like a real benefit. She has been working with the traffic engineers at both the city

and state level about adding 1.6 miles of bike lanes. That basically consists of about 20 signs, 5 new sign posts and about 9 new sets of stencils.

Bike lanes have been included in VTrans projects across the state in Shelburne, South Burlington, Burlington, Hartford, St. Albans, Springfield and Brattleboro. Brattleboro is a significant one to mention because the bike lanes were a last minute addition. At the request of the town VTrans was willing to add bike lanes to that section of Route 9.

She would appreciate the Council's consideration of what they can do to help support that happening and staff may have some feedback on that as well.

The second opportunity is to more general to create a Montpelier bicycle network taking an opportunistic look curb to curb at the existing city streets and where bikes could fit. Could you add bike lanes to other streets?

Bike shelters and lockers will also be part of the project. They have identified through public opinion surveys a number of locations for priorities for a bike shelter and for bike lockers. The shelter provides protection from the weather and the bike locker provides protection from theft as well. They have a few priority locations where they feel each of those facilities would be appropriate. Bike shelters might cost on the order of \$5,000 to \$10,000; bike lockers more like \$2,000 to \$3,000. They aren't expensive as transportation goes, but they are not so inexpensive we can have a lot of them.

Ms. Roof said she would like to initiate the discussion with the City Council of the possibility of a bicycle network, partly for the perspective of figuring how to get funding. She appreciates the city's budget is tight. This is a cost effective type of bicycle facility to provide. There are some possibilities for funding if the city is interested in pursuing them for this purpose. The Transportation Enhancements Program is expected to have a grant round available in the fall of 2009. There might be federal stimulus/recovery money yet to be determined. When they were putting out calls for proposals for stimulus funds back last fall there was some discussion about whether the city might support doing a bicycle network, and there really wasn't any concrete proposal to put forward. The Federal Transportation Reauthorization Bill, likely to be passed this fall or next spring, will have in it some high priority projects and maybe the city is interested in putting this type of facility forward. With a certain amount of money you could create a network pretty quickly because they would be working on existing city streets.

Mayor Hooper said one of the questions to the Council is will the City Council work with the Vermont Agency of Transportation to install bike lanes on Route 2/302 to the existing project. Can we see if we can make that happen immediately? Question 2 is moving forward with this notion of creating a system for bikes within the community and bringing our resources together and getting more focused on being able to do that. She noted that the second half of the presentation about the system of bikeways and making this work better for all of us in the community was done before the Planning Commission which approved in concept what was being given to them. The only reason the City Council hasn't seen that as a formal proposal from the Planning Commission is it will become part of the city's Master Plan. This has properly gone through some of the steps within our governance structure.

Nona Estrin appeared representing East Montpelier Trails which is an organization that is fortunate to enjoy the support and funding of the Town of East Montpelier and is a long time collaborator with the City of Montpelier on trails, notably the ones that connect the East Montpelier trails on the west side at North Branch Park and soon connects the Vermont trails on the east below U-32. They are enormously supportive and interested in doing whatever they can as a collaborator with Montpelier on trails to see this initiative go forward.

Nancy Schulz, a Montpelier resident and Director of a nonprofit called the Vermont Bicycle and Pedestrian Coalition said she was here professionally as well to support this proposal. She has been in the job almost three years and there are certain themes that come back over and over again. One of those themes she hears people telling her they would love to ride their bike more but I'm afraid. Any time you can address infrastructure in terms of paths, signage, sharrows, etc. you are making a statement that bicycling is legitimate. It is a legitimate use of our roadways. Legally it is, but unfortunately a lot of people do not perceive it that way so any time a municipality can take a step to further codify that and make it public it certainly reinforces the confidence of cyclists and increases their safety. Another thing that is disturbing to her as she has been making driver's education presentations to students in high schools is to hear comments students make about bicyclists. There is a lot of misinformation about what is legal and what isn't. There is a large degree of attitude about bicyclists being nuisances. This is our youth in this town. There are comments like, "They are so slow they are holding me up." "If they are on a bridge, why don't I get to pass them if there is a car coming the other way?" These are really shocking things and things that students think they can do that are against the law and if not against the law really bad choices and unsafe. Their instructors are working with them when they are in the car to point out that those are not good choices. These are tomorrow's drivers, tomorrow's voters and tomorrow's leaders. If we can improve our infrastructure and make a clear message that cycling is

legitimate and something we should encourage for planetary and personal health, it will go a long way.

Shaun Stephens, a Montpelier resident, said he rides from Montpelier to Barre every day and goes through the roundabout nearly every day. Up until last fall when we had the floods he would avoid it by going the Old Country Club Road. You could go past that intersection because it was such a lethal intersection. He personally takes that intersection very seriously. Not just the intersection itself but about a half mile in either direction on both sides is fairly dangerous because of the curves and narrow shoulders. He strongly supports this initiative. He also pointed out that for those of us who take cycling seriously as a means of transportation and do it other than just in the summer time that if there is a dusting of snow you don't see the lanes, and if there is any accumulation of snow the lanes become the receptacle for the snow that gets pushed out of the car lanes so in the winter time you only have the option of riding in the traveled lanes. The shoulders disappear. That kind of space would be nice, just a little bit of extra space so you could feel you could ride in the winter time without it being a suicidal type of undertaking.

Rose Paul, Chair of the Board of the Cross Vermont Trail, said she wanted to put this project in a more statewide context. The Cross Vermont Trail project has been working for over ten years to create a path across the state from Burlington to the Connecticut River. The City of Montpelier is a very key link in a statewide path. It will take a few more years to get the whole path connected up, but Montpelier is a key link and whatever they can do to insure the bikeability through the town is really terrific. Speaking as an individual she works in Montpelier and rides her bike in from Plainfield. She spoke of the roadway near the Route 2/302 intersection and said she hadn't been riding there because she considers it so unsafe. The option for her is Towne Hill Road and sometimes the hilly route is tough. Being able to put bike lanes or painting shoulders on this section of road would be a huge improvement.

Jeannette Schaefer, a resident of Hebert Road, said she commutes to work on her bike. Painting the lanes on Route 2/302 would give her a safe alternative to Berlin Street which is treacherous on a bike. If they could think about a bike lane on that shoulder as well in the future, that would be wonderful for everybody who commutes up that way.

Kip Roberts, General Manager of Onion River Sports, said they have seen a trend over the last few years of hybrid and commuter bike sales going up. We need a safe route where they can send their customers who are really interested in using an alternative transportation form such as bicycling. It is an extremely attractive thing for people who want to move to Montpelier, participate in recreational activities and spend their tourism dollars in Montpelier to have something like bike lanes. It shows up in a lot of travel magazines and it would make a lot of monetary sense as well.

Carolyn Grodinsky, a resident of Montpelier, said she is a bike commuter going between Montpelier and Waterbury. One of the issues she thinks is really important with the bike lanes is clearing off debris because there are times they ride in the road because there is glass and other materials on the shoulders. That is where you get some of the angry drivers because they don't have any idea what bikers are trying to get around.

Bill Merrylees said he was a resident of East Montpelier and an occasional bike commuter. He coordinated the Safe Routes to School effort in the Montpelier elementary and middle schools for a few years. Montpelier has done a great job in city government working with the schools in making travel by foot and by bicycle safer for school aged children. There have been changes in the drop off zone at Union Elementary School. There is \$100,000 of federal money going into the drop off zone at Main Street Middle School, which is in the permit process right now. This is another one of these opportunities where they can bring in some outside resources to really improve the safety climate for its citizens. If the city can influence VTrans to put in the bike lanes, it will be a safer route to work for a lot of adults who travel through Montpelier daily.

Peter Harris, a resident from Montpelier, said he commutes to Barre. He was glad to see that route improved, but he was also interested in the strange feature of Montpelier that Main Street

and some other streets are cut by side streets and there are no signs on any of them – yield, stop. Let's start right in town and put up some signs. He went on to say that motorists are polite to the police officer on a bike, but that doesn't hold true for other bicyclists.

Mayor Hooper reminded the Council that Peter Harris was one of the sculpture artists who did the sculpture in front of Julio's last year.

Carl Etnier, a resident of East Montpelier, said he works in Montpelier does a lot of biking. It was about five years ago that one of the lanes was removed on Route 2 going towards the roundabout from this direction. When that was done the lines were repainted and the shoulders made wider. As a cyclist he found that wonderful and called the city to thank them for doing that. It was a great step in the right direction. As we are hearing from other people who take this route regularly it wasn't quite enough for other cyclists. To continue moving in the direction the city started a few years ago would be excellent.

Gloria Abbiati, a resident of Plainfield, said she commutes to Montpelier every day. In commuting home to avoid the construction on Route 2 she has been peddling up over Towne Hill. Her legs are much too short to continue to do that so she strongly encourages the City Council to consider the cycling lanes. It also sends a strong message to the citizens that come to Montpelier that you care about them and value them as a resource.

Mayor Hooper reminded the Council Members there are two questions before them. One is will they insure that VTrans will paint, stripe and sign Route 2/302.

Motion was made by Council Member Sheridan, seconded by Council Member Sherman to authorize staff to pursue the installation of signs and pavement markings to create bicycle lanes on the Route 2/302 Project.

Council Member Weiss asked if the people had coordinated with the Bike Path Project going through Montpelier and through Berlin.

Ms. Roof said they were aware of that project. The routes are somewhat parallel between this potential addition of bike lanes and that project. That project has been a long time in the works, and started before she even moved to Montpelier. She thinks the two projects are

complementary. For example, that path will serve people who are going the whole distance between Montpelier and Barre once the Berlin and Barre sections are completed, but it is on the wrong side of the river if you want to go to businesses that are along the Barre-Montpelier Road. In the context of bicycling for transportation she has seen bicycles strapped to lamp posts in the Big Lots Parking Lot by people who are perhaps commuting to work at one of those retail establishments. There are destinations that are on the opposite side of the river from where that path will be. The Montpelier Bikes Project has talked about that path and has generally been supportive of that path and has been in communication with the city about it. They see them as complementary facilities.

Council Member Weiss said they are anticipating with the motion made and seconded that these ideas will be submitted to the state.

Ms. Roof said her understanding is that it is already in progress.

City Manager Fraser said the city has been working closely with Becka Roof. Tom McArdle and the state engineer and have actually already requested most of this. Part of the issue has to do with projects already let out to contract. In this case they are doing it with just markings and signs. Becka has been very helpful providing the information the state needs. If this were Council policy we would have been more proactive and built this in. Is this something the city is going to do every time they do a major road project? Are we going to do it in the existing dimensions, or are we going to actually look at widening the dimensions? When we start talking about streets,

bike lanes, parking, and sidewalks, the recent focus in the city has been narrowing streets for traffic calming. Another concern is that this is additional maintenance. Once you create a bike lane you need to clear it and salt it. They all know the difficulties they have with striping every spring. These would be additional lanes to be striped. This would mean additional cost and/or time from the city staff. On this project they have asked for the bike lanes. He thinks an endorsement from the Council would be helpful.

Mayor Hooper said if this happens as part of the VTrans project would it be marked in such a way that the stripes would be somewhat more permanent than the annual marking we use in the city.

Ms. Roof said her understanding is that most of the striping is going in as thermo plastic which typically in Vermont lasts about four or five years versus painting which is an annual application. Once the thermo plastic wears off it will go into an annual application of paint.

Council Member Sheridan said if the state understands that bikes have a right to the road like cars, why do they always have to be asked to do these things on their paving projects. Shouldn't this start to be included at some point?

Ms. Roof said she provided a list of other municipalities where VTrans has provided bike lanes to give them the perspective that Montpelier should be quite willing to go ahead and ask.

Council Member Sheridan said they shouldn't have to ask. They should be included on every project they do. They should be looking at the road when they redo it and ask if they could put bike lanes there.

Nancy Schulz said the state has a bike/pedestrian policy plan which was passed about a year and a half ago, and in that plan was the phrase where reasonably feasible appears. Basically, that means when VTrans feels it is reasonably feasible. They tried to lobby to get that phrase taken out.

A member of the audience asked about the maintenance. Has anybody ever done a study that looks to see if there are 25 people who use this every day, and they make two trips a day, isn't there some savings on the kind of wear and tear that would take place on striping by people on bicycles instead of cars? Secondly, when you clear a road there is always a plow that clears the driving portion and some portion on the side.

City Manager Fraser said striping gets affected by a lot of thing, including wear and tear, salt, plowing and scraping. It is the same thing with thermal. They have put thermal down for crosswalks and it only last for two years. Thermal is expensive.

Mayor Hooper said the city staff does a great job of figuring out how to do less with what they have got and the Council does a great job of asking them to do more with less.

Council Member Sherman said she is a frequent traveler on the Barre-Montpelier Road and there are always bicycles going both ways. It is terribly unsafe. If they look at safety and the cost of eliminating major accident we can justify a lot of investment in safety. She likes what Nancy Schulz said about planetary and personal health and safety. This is what this is about.

Council Member Weiss said on the last page of the handout it reads potential action. Montpelier Bikes would like the Council's feedback and blessing to work with the city to submit an application for a transportation enhancements grant. He asked what that was

Ms. Roof said the Transportation Enhancements Program is a federally funded program that provides 80% funding to particular municipalities but also nonprofits to construct facilities in twelve different categories as defined by Congress, one of which has a priority in Vermont is bicycle and pedestrian facilities. That would be a grant application administered by VTrans and uses federal transportation dollars.

Council Member Weiss said to continue on it says to develop a budget and seek other special funds. Who submits the grant and who administers it? What is their role in this project?

Ms. Roolf said the Montpelier Bikes Project is funded through a Mazer grant and that funding will be closing this fall. It would be a grant that would be submitted by the city as the municipality and be administered by the city, although typically included in those grants is a cost for project management which can be used to hire outside consultants or directed to the city budget as the city chooses.

Bob Atchinson with VTrans said he is also a committed cyclist and a former member of the Vermont Bicycle/Pedestrian Board. As they put together the Safe Routes to School Program and another program called Bike Smart there was education that went back to the basic principles of the Master Plan of the school networks which included health, physical education, life preservation skills, etc. Then, there was an engineering component. It means you have to make the roads so they have room enough and enough space that people can co-exist and share the road. There is an enforcement component. Enforcement in the city of Montpelier needs a little help. You do have bicycle mounted police, but they look the other way when somebody is rambling down the sidewalk. That is illegal in this city. Unless you are six years old, then you can be driving along next to your mom or dad. That should be enforced. The last component of it is encouragement. You need to encourage people to come out, use their bicycles and take a safety program. Back to the engineering component you need to talk to VTrans. Whenever they are going to do a project that involves your city get a consultant from the Agency and insist there should be enough paving so you can do what you want to do. It is the attitude of sharing the road that gives you the virtual line and permission to be out there as driver of the vehicle.

Mayor Hooper called for a vote on the motion. The vote was 6-0, motion carried unanimously.

Mayor Hooper said the next request is that the City of Montpelier in conjunction with Montpelier Bikes be working to develop this larger plan for how we can take advantage of opportunities as they arise, specifically in anticipation of opportunities that may be coming in the fall. We are

asking the city staff to incorporate this into the thinking and look for the opportunities and work actively with Montpelier Bikes to take advantage of what may be out there.

Council Member Weiss said these folks have specifically asked permission to submit a transportation enhancement grant. He would like to make sure that this discussion includes that intent or that the motion be made to authorize staff to go ahead and submit a transportation enhancements grant with the understandings we have heard. He doesn't want them to lose out on that opportunity.

City Manager Fraser said he didn't think they were due until September.

Ms. Roolf said there is some time to decide the details of this. The typical timing on the Transportation Enhancements grant is that their deadline is in mid August. They are actually going to be bumped back this year with more like an October deadline because the program has essentially had three rounds come through it because there was a moratorium on funding that was lifted. Then, there was a special stimulus money round that came through and there was an extra application for that. She believes the city planned for Vine Street and a sidewalk extension in that round of funding.

Council Member Jarvis said she would be hesitant to say yes at this point. Not that she doesn't want to support it, but she would like to see the city strongly urge that project management be done by an outside consultant. She just doesn't think it's fair to put this on city staff. She thinks our Planning Department is already under water.

Gwen Hallsmith, Planning Director, said the city has actually been submitting this grant repeatedly over the last couple of years. The city hasn't received any funding yet because

unfortunately under the state's system bike projects don't tend to receive high priority for the enhancement grants, but they are hoping this year they will.

Ms. Roolf told Gwen they have actually applied for planning grants, and this would be for a construction grant which would include design and engineering. She is giving up on the idea of getting planning funds out of this program with VTrans. The proposal is to potentially put together enough of a plan and go for construction funds.

Ms. Hallsmith spoke in favor the city has been working hard to improve bike facilities in the community. The planning grant they have submitted in the past and been denied was to do exactly this with the idea that we would be implementing bike improvements throughout the city and making the city a lot more bike friendly.

Mayor Hooper said if the city of Montpelier makes an application for a Transportation Enhancement grant, there is going to be an interim process where our city staff is looking at the opportunities that are out there and asking the staff to simply incorporate bicycles into some of the proposals as part of that planning and thought process.

City Manager Fraser told members of the bicycling community that from hearing their comments tonight he has the sense this is a high Council priority.

Ms. Roolf said one question she has specifically in terms of the upcoming Transportation Reauthorization Bill from Congress, does the city currently have high priority projects that have been requested as part of that? Is this a potential match for a funding source?

City Manager Fraser replied they didn't have the answers to those questions at this time.

Council Member Weiss said the bike path is ten years old. The information he has is that construction on this project can't possibly begin until the first of July of year 2010, and that is if

every one of the five outstanding permits are ultimately approved and the money is still there. This project is great in terms of getting something done because it is needed.

Mayor Hooper said the Council is leading this with real strong support of the overall concept of figuring out how to integrate bikes into our entire transportation system and will work very closely with Montpelier Bikes on opportunities that are coming up in the next several months, particularly to take advantage of any federal monies that may be coming. She believes that was a fair assumption of the Council's position.

09-144. Discussion of proposed changes to the GMTA Bylaws. V.A.

One of the items being discussed is possibly reducing the number of board members.

City Councilor Nancy Sherman and Nancy Wasserman are both Montpelier reps to the board; Nancy Wasserman will provide copies of the revised proposal to City Council prior to this evening's meeting.

Recommendation: Receive explanation of proposal; discussion; provide input for these representatives to take back to the GMTA Board.

Nancy Wasserman reported there are proposed changes to the Green Mountain Transit Agency Bylaws on the Council's desks. They were first discussed by the Green Mountain Transit Agency's Board of Directors in May, and as they looked at them they realized they had implications for the City of Montpelier so they wanted to discuss it with the Council. She said she was here in the capacity as Chair of the Board. Because it does impact Montpelier in a significant way, they are asking for the Council's feedback on the proposed changes.

Council Member Golonka requested some information about the contributions of local operating assistance.

The critical paragraph is in Article II relating to Directors. The suggestion was to continue the Board with 11 members, and in order to facilitate adding some members from Franklin County, which is the expanded service area, there is a strategy for doing that. That strategy basically reduces the Montpelier representation from two to one, the Barre City representation from two to one, and adds two representatives from Franklin County, both the City of St. Albans having one and the Regional Planning Commission of Franklin County having one.

Council Member Hooper inquired if there was any plan for the other two non-designated seats on the Board.

Ms. Wasserman said there was the opportunity to have wiggle room so you could bring in what you needed if you didn't have it. Nancy Sherman is a member of the Board, she is Chair of the Board, and if they were to only appoint one person there is some significant history here. Harold Garabedian is the back up. There is a structural change here about the city's representation.

Council Member Golonka thanked Nancy for getting the information for the Council. The City of Montpelier has had a long history with Green Mountain Transit Agency and supported them through the years. He feels disappointed and let down by GMTA with regard to the changes. He thinks GMTA is using this expansion to make bigger changes that have significant implications for the future of GMTA in terms of further expansion and input from contributing towns. He doesn't feel it is equitable. In the past you would say an equitable thing would be based on pay. By changing it they are removing the incentive of other towns to contribute. They are basically freezing it at these levels and say they will give us a voice on future expansion and you don't have to pay for it. It seems like they are taking a step backwards in that regard. Secondly, he does not

like on page 2 where they are deleting the statement that says all board members shall have an equal voice in voting, discussion and decisions of the board. However, only those municipalities providing local share funds may solicit service additions and/or changes. That is a key provision that is being removed that opens up a can of worms that hasn't been thoroughly investigated, or at least at this level. The Franklin County Regional Planning Commission will have the same vote as Montpelier to initiate expansion of services without having some type of feedback from contributing towns that are actually paying the bill. He feels it penalizes the long term supporters in favor of this negative future potential. He has a concern with that because it really sets up a precedent he doesn't like. It gets us to a model we have been trying to work against on the Council with regards to the Library and the Senior Center. He appreciates the work that GMTA is doing but he really doesn't like the changes and he would like Nancy Wasserman to bring that message back.

Ms. Wasserman said it would be nice to have some consistent expression from the city. Clearly, there is a dance here because the proposed changes came forward. The GMTA Board has discussed them once. Harold Garabedian, Nancy Sherman and she decided to bring it back to receive the Council's input. With regards to the item on page 3 where it says that all board members shall have an equal voice they just felt that all board members do have an equal voice and the process by which GMTA generally expands service is a discussion and planning process. Frequently the suggestion may come from almost anybody, including ridership, but the decisions are made by the entire board.

Council Member Golonka said before there were six votes for the three towns, 6 out of 11 that could really steer the decisions, and they were the ones contributing the money. Now they don't have that veto power.

Ms. Wasserman said the line he sees deleted is not now in the Bylaws. It was suggested as an addition to the Bylaws.

Council Member Weiss said the Council had the right to authorize our delegates to vote no on the changes and he made that a motion. Council Member Golonka seconded the motion.

Mayor Hooper said she assumes he specifically is talking about the proposal to reduce our board membership.

Council Member Weiss said his motion is to vote no on all amendment changes.

Ms. Wasserman said she was happy to follow that direction. Her guess is there might be discussion after that is offered. They might say they are going to do it way and they will just need to appoint one person. That would come back for the Council's decision. Secondly, there might be some discussion that might ask what would work. She would ask the Council if they vote in favor of this to at least give the Board some direction about what might be tenable without them having to come back. They obviously felt this was significant enough they wanted to bring it to the Council's attention.

Mayor Hooper said the Council understands from their prior conversations that they are supportive of the notion of GMTA's expansion need. When that structure is in place her guess is the Council will understand that there is a need at that time to reconsider what their relationship is with that board. It is during this transition time that all of the Council would like to retain the existing board membership. That is what their discussions have been around as opposed to other changes.

Ms. Wasserman said she would like clarification that the city would like to maintain its existing two representatives on the board.

Mayor Hooper replied that was correct. She has an issue with governance of the board, and that is what the Council feels the most strongly about. That is what needs to be reworked. The motion on the table is to reject the whole thing.

Council Member Sherman said she thought it would be helpful if she stated the areas of concern so as the GMTA Board reviews this they will know the other sticking points.

Mayor Hooper said looking at this as written it creates an executive board, which is four people, and says that a quorum of the meeting of the board can be a quorum of the executive board, which means that three people could make a decision for the entire board.

Council Member Hooper said that bothered him also when they added that language.

Mayor Hooper said she understands the need for decisions to be made between board meetings, but that is troubling.

Council Member Golonka said at the last meeting Nancy Wasserman said that it is the intent of future board members to eventually have to pay to play. It is almost insulting to the people who have paid the most to not expect that to be ramped up in a reasonable amount of time. There are some real equity concerns.

Ms. Wasserman said it is safe to say that is the expectation of the board although it is not explicitly stated.

Mayor Hooper called for a vote on the motion. The vote was 6-0, motion carried unanimously.

09-145. Further discussion of an interim Bus Stop location. ***(possible voting action)***

Greyhound officials have reviewed possible ticket sale locations and have determined that the sales will remain at Rhapsody at 28 Main Street.

City traffic officials are evaluating possible interim bus stop options including, but not necessarily limited to, Taylor Street, State Street (Chittenden Bank, Capital Deli, Christ Church), Main Street (City Hall, Shaw's).

Now that the ticket sales location is clarified, the City's Traffic Committee will meet to make a recommendation in advance of the Council Meeting.

Recommendation: Receive report of Traffic Committee; discussion; direction to staff.

City Manager Fraser made the following report. Greyhound has not really found another location other than Rhapsody for ticket sales. The Traffic Committee looked at the list of locations on the agenda and continued to feel the best location is the Taylor Street location. It's not directly in front of a business. It has four or five spaces of off street parking that could be dedicated for people who taking a bus and leaving their cars. It is close to the center of town. It is in basic proximity where the existing spot is so there is familiarity with it. It is the location where the transit center is proposed to go. There are a lot of reasons to like the Taylor Street lot. That was the top priority.

However, recognizing Rhapsody was the business that was backing this was in this proximity that could be doable. The only site they found which could be feasible was out in front of City Hall. Yesterday afternoon they estimated it would require the loss of four parking spaces, and it looks like it could be done with the loss of three parking spaces. One of the big advantages of this is that it is near Rhapsody, so it is near the ticket sale location. It is not in front of any one specific business other than city government and we won't lose business because the bus stop is there.

There is a large waiting area. There is the plaza and City Hall steps so people could wait for the bus. While we don't necessarily have an enclosed location, certainly in warm and rainy conditions people could wait up on the steps. Most nights City Hall is open for meetings, the theater and other events and activities. People could be inside the front door waiting. There is also a bathroom. People could also wait in Rhapsody and see the bus come.

There is parking around here, although not a lot of it. Particularly in the winter time there can be a problem with people parking and waiting in their cars.

Another key piece to this is winter maintenance. How do you keep it clear for the bus? While we aren't excited about taking on any new service we do have a custodian for the building and firefighters and we have the ability to get out there with a snow blower. The wherewithal exists to shovel out a path.

They were concerned about site distances. It is supposed to be from the driver's side. There is a required 100 foot site distance. The bus would protrude out into the street about a foot or foot and a half. That is not insurmountable considering it will only be two or three times a day. It is a reduction of three parking spaces downtown.

Council Member Weiss asked City Manager Fraser if there had been discussions about the financial contribution that the bus company is going to make to the city for the services we are rendering. We are giving up parking spaces, using City Hall, using our custodians to do extra work, and in all likelihood our City Clerk's Office or the City Manager's Office will have people coming in and wanting information about the buses. Has there been any discussion of financial remuneration?

City Manager Fraser replied no.

Council Member Weiss said he thinks there should be.

City Manager Fraser said Mr. Stone has been looking for other locations and the city wanted to see how that worked out before we zeroed in on spaces. They aren't here tonight proposing ordinance

changes. Before they put more work into it they wanted to get a sense from the Council whether this would be a good solution. They are trying to keep the ball moving forward.

Mr. Stone representing the Greyhound Bus Service said they have spent a considerable amount of time in the last two weeks looking up and down both Main Street and State Street. They have talked to a lot of people. It just hasn't come together. The times are wrong for some of the businesses or the bus stop is too far away. It all comes back to having something right in front of City Hall. As far as remuneration, Greyhound makes 41,000 stops. They normally don't do that, but what was the city looking for?

Mayor Hooper suggested that might be a negotiation not with the City Council. The suggestion has been made that we are in fact losing revenue by giving up three parking spaces there should be discussion between Greyhound and the city about what would work for both of them.

Mr. Stone said they would talk. He appreciates the Council spending the time to put all of this together. It has been a hot potato back and forth for some time now.

Mayor Hooper said they certainly appreciate Greyhound's interest in being in downtown Montpelier.

City Manager Fraser said Chief Facos said on average the meters generally generate about \$1,100 per meter per year, so they are talking about \$3,300 in lost revenue.

Council Member Golonka said one of the things they haven't talked about in terms of the use of City Hall and what its functions performs here in the city of Montpelier. People come here to pay fines, meetings, obtain permits, visit Bill and see MDCA. He thinks they would be doing a real disservice to the citizens of Montpelier if they take away four parking spots in front of City Hall. They come here to vote. They use this building as a vibrant part of downtown. This spot will not work in that capacity. Taylor Street was the number one location recommended, and they are talking about the Carr Lot in an hour. To him it feels like the tail wagging the dog because it has to be by Rhapsody for this short period of time. He would rather look at alternatives and revisit the Taylor Lot for temporary purposes or work with GMTA to try to expand or change the Shaw's Lot so it is safer. There are already buses there. It is close enough to Rhapsody where they could work with GMTA. He isn't in favor of having a bus stop right in front of City Hall.

Mr. Stone said today he spent some time looking at the intersection. Somebody suggested Stone Cutters Way. He was surprised at the amount of traffic that is going through Stone Cutters Way. Following that down after you get past the restaurant it narrows up. If you have snow in there and somebody with a large flatbed truck the bus won't be able to get through. He looked between 2:00 and 2:30 P.M. at the Shaw's bus shelter and counted 14 people waiting for the GMTA buses. Add another 7 or 8 passengers for Greyhound with baggage, and they won't even fit, so that won't work. There are also turn out issues with a larger bus at Shaw's. He wished it would work, but it is a bad intersection. He has been beating the pavement trying to find another way out of this, but if it is going to be downtown they will probably have to pull some parking meters from somewhere. He received a lot of interest from businesses after the last meeting but they were all outside of town. There were one or two that were very viable, but to be downtown they are going to have to make some concessions along the way.

Zachary Hughes, a resident of Prospect Street, said he is a frequent user of the public transportation system including the Greyhound Bus lines. This is an important service, and saying it and doing it are two different things. If these other cities aren't getting any money from Greyhound, what makes us think Montpelier will? It is an important service, and it is so important. He was concerned that they might pull up stakes here if we weren't able to find a station?

Mayor Hooper said they just heard testimony that there are businesses outside of Montpelier who would be happy to provide the services they are looking for. She interprets that to mean if we don't find a solution there are other solutions in Central Vermont.

Mr. Hughes said the trailer is empty on Taylor Street. Why can't someone else go in there? He talked to people today about the ticketing issue and they aren't too crazy about the current system. We all support public transportation, but there is a perception out there that it isn't fully supported.

Tom Good, a Montpelier resident, asked if the three parking spaces in front of City Hall could be used for loading zone for other businesses, or is it too small? A lot of times there needs to be double parking along Main Street.

Rick Molz, a resident of Montpelier, said he takes the Greyhound bus to Montreal every week, and has for ten years. He works in Montreal and lives in Montpelier because he wants to live here; it's a great place to live, and he couldn't do it without Greyhound. It is really important to him that Greyhound service continue in downtown Montpelier. He sees a lot of people get on and off the bus because it is in downtown Montpelier. If it's on Route 302 or some other place, Montpelier will lose its identity. It's the state capitol. It is an important facility to have in this city. He understands City Council's issues with Taylor Street and with City Hall. Personally, for him Taylor Street is better because he can park his car there easily. Sometimes he gets on the bus at 3:30 A.M. and it is nice to sit in his car because sometimes the bus is late. If he is there in February and the bus is 20 minutes late it is much nicer sitting in his car than it would be sitting on the steps of City Hall. For years he has been asking why the city hasn't moved ahead with the transit center. He thinks it's a travesty that the city has had funding for the transit center ever since he has been here and nothing has been done. That is just inexcusable. He really wishes City Council would get off the dime on that one and do something about that. That is the ultimate solution for this issue. He can't really speak specifically whether City Hall is better than Taylor Street. They both have advantages. The important thing for him is that the bus stay in Montpelier, that it is accessible for people like him who want to park, it is accessible here for people who need special services, and it is important for the city.

Council Member Sherman said there was a visitor yesterday who came to Montpelier from New York City on the bus. He was pleased and delighted and came to see his mother and happened to drop in to see her, too. It was great to hear he came up on the bus. She thinks the City Hall site is better because of safety. What place could be better and safer? It's well lit and a central location is key. She thinks by putting it in front of city Hall it will be a great incentive to proceed with the major transit center. If we put it somewhere else we won't have quite the urgency or quite the reminder to move ahead.

Mr. Stone said nobody has ever mentioned anything about not just the people in Montpelier, but what about the rest of the state that wants to come in here? There are all the state offices here. They had a service where people would do license renewals for their automobiles through Greyhound. They do a lot of little services because Montpelier is the capitol city. Concerning Taylor Street, the trailer that is there should be gone in a week. It's old and decrepit and needs to go. Hopefully, the city is going to start doing some work on the site. As much as he would like to stay on Taylor Street it just won't work. It's a very dark area and if you go over there at night you won't know where your were if you didn't see the Capitol dome.

Council Member Sherman said there is a shelter there but it is under water. When it rains the water runs into that shelter.

Mayor Hooper said the last time they discussed this and the notion of going in front of City Hall was raised she had a real negative reaction to it. Having thought about it she thinks it is great to go there because of the issues of safety, centrality, and comfort for people who are using the bus. She can actually imagine that in the middle of the night when people are coming to the bus station that if they are lost or feeling insecure they can go to the Police Department. At first her only

reaction was how could they lose three parking spaces? Unfortunately, the city has been giving away lots of parking spaces frequently for many other reasons. We keep removing parking spaces, and that is a real flaw. In this instance she thinks it is a reasonable use of those three parking spaces. Not just for Greyhound, but she would really hope they would encourage the tour buses to come here instead of hanging out in the middle of Main Street to load and unload passengers. She also spoke about moving the GMTA bus stop.

Mayor Hooper said the last thing she would add is that we are having serious discussions about spending on the order of \$8 million to \$10 million dollars to build a multi-modal transit center. If we don't think that one of those modalities is important enough to give up three parking spaces on a year or two basis, then we obviously don't think it is important enough to spend that sort of money on the larger piece.

Council Member Sheridan said some people take the bus for days and leave their car. Where will their cars be left?

City Manager Fraser said that is one of the flaws with the present location. They have identified that as a problem.

Council Member Sheridan said he wasn't going to like it if they are going to create a designated area where they can park days on end and leave residents with no place to park.

City Manager Fraser said that is a concern.

Council Member Sheridan said they can leave their cars parked out back but they have to be shifted every night.

Council Member Jarvis moved that the Council direct city staff to draft the appropriate ordinance language and doing full public notice to schedule the ordinance hearings for June 24<sup>th</sup> and July 8<sup>th</sup>. Council Member Hooper seconded the motion.

Council Member Sherman said they talk about the possible needs and all the possible buses in town that might park there, but the priority is Greyhound.

Council Member Sheridan said when the bus comes in late at night he imagines the bus would be kept running.

Mr. Stone said of course because they just drop people off and go.

Council Member Sheridan asked how long the bus would be running late at night.

Mr. Stone said drop off would be under three minutes.

Mayor Hooper called for a vote on the motion. The vote was 4-2, with Council Members Golonka and Weiss voting against the motion.

Council Member Weiss said each time this comes up he is going to remind the Council that they appointed a committee to look at alternative ways to raise funds, and this is one of them.

09-146. Approve a Resolution; approve a Warning; and set the date, time and location for a Special Election/Meeting needed in July. V.A.

To be eligible to apply to receive \$645,500 in American Recovery and Reinvestment Plan (stimulus money) for three capital projects, a Special Meeting (Australian Vote) is needed in July to obtain voter authorization for an additional \$706,000 which represents the total cost of these projects.

The City has three capital projects on the State's list to receive 50% funding from the American Recovery and Reinvestment Act. These projects are:

CSO Elimination Projects (Arsenal, McKinley, Hinckley, Richardson, School, Lower State and Graham Terrace)

Solar Panels for Wastewater Treatment Facility

Sewer Rodder/Vacuum Truck Replacement

Recommendation: Approve and sign the Resolution: approve the Warning and set the Special Election to take place on Tuesday, July 14<sup>th</sup>, 2009, from 7:00 A.M. to 7:00 P.M. in the City Council Chambers/Memorial Room of City Hall.

Sandy Gallup, Finance Director, said the reason why we need this is to capitalize on the stimulus money. We have some projects and in order to receive the \$645,500 that we qualified for we need some additional approval from the voters.

Council Member Golonka made the motion to approve the resolution and warning and set the date and time for the Special City Meeting for Tuesday, July 14, 2009, from 7:00 A.M. to 7:00 P.M. in the City Council Chambers/Memorial Room. The motion was seconded by Council Member Jarvis.

Council Member Hooper said he was curious about the cost of the solar panels.

Finance Director Gallup replied they went from \$150,000 to \$366,000. It's different technology. The information they were working with was developed quite a few years ago. They managed to get the state to understand where we are coming from so they put the city on their list for this project. There is a lot of money out there. Not just the stimulus money for this particular project but another fund they will be applying for.

Mayor Hooper said there are lots of federal monies for projects of this nature and she wonders how the city can best position itself to take advantage of these monies.

Finance Director Gallup said Public Works Director Law has been telling her that he thinks he can get a majority of this project taken care of with this money and with the other state grant money that is available.

City Manager Fraser said specifically because of the mechanics of this project this funding requires you to approve the whole project costs.

Mayor Hooper said for the Council's information one of the other opportunities that is out there for communities to take advantage of which requires a vote by the municipality is the special assessment districts that municipalities can create so that property owners can use their property to leverage installation of renewable energy items. She had thought about asking City Council to have a Special Town Meeting to do that. We don't know enough about what that would take to hit this time frame. The dilemma is that the later you get with this it means we will have lost this construction season for anyone to take advantage of that. It could be put in the March warning. She is curious if they could figure out a way to present information to the community on special assessment districts. The flaw with this is that this is something that communities already voted in and we thought about. Special assessment district is something that is totally new and a very different direction for a municipality. It is something we have never done in the state of Vermont.

Mayor Hooper called for a vote on the motion. The vote was 6-0, motion carried unanimously.

09-148. Consideration of Water and Sewer Rates.

V.A.

The Water and Sewer Committee (City Councilors Sarah Jarvis and Jim Sheridan) met with the City Manager, the Finance Director and the Director of Public Works to review the financial reports, capital needs, rate history, revenue needs for future budgets and rate increase impacts on users.

The Committee faces challenges in both the Water and Sewer Funds due to accumulated financial deficits and loss of revenue due to user conservation.

The Water and Sewer Funds reviewed a multi-year plan to bring the funds into positive financial positions. At the May meeting, the committee confirmed the need in FY10 for a 5% increases in

metered rates and a 5% increase in fixed cost (readiness-to-serve) charges. These recommended rate increases are to be effective July 1, 2009.

Recommendation: Accept Report of the Water and Sewer Rate Committee; review the amended FY '10 Water and Sewer Budgets; and adopt the FY '10 Water and Sewer Rate Resolution.

Finance Director Gallup said it is problematic year after year to try to figure out solutions to some reoccurring problems such as continued user conservation. As we up our rates people use less and it makes it hard to shorten our climb out of a deficit position we have had for a few years. This is the third year we have had a 5% increase. There is a multi-year plan. They are trying to get the water and sewer funds out of their financial difficulty. She really believes that the sewer fund in the next two to three years will be just fine. The special meeting they just warned will provide \$162,000 worth of much needed money in the sewer fund. Water is a little more problematic. She is working with the Bond Bank on that. Some of these projects are 20-year loans.

Council Member Golonka said with regards to the reasons for increasing the fixed costs in the rates he sees us continuing more in line away from what we need to do. By constantly increasing at a 5% rate with both of them they are raising more money out of the rates and less money out of the fixed charges which makes the discrepancy more and more askewed towards strictly relying on rate increases. The problem he sees with that is that it is not working. For the past four years they have done this. He would like to see the council try to even that out. If you need \$100,000 more in water revenue why aren't we taking \$50,000 of that from the increase in the fixed rates and \$50,000 of that from the increase in rates and then the ratio stays the same. We aren't exacerbating the problem. Has the committee looked at that? He quite honestly would like to see the fixed rate go up much more significantly because it is a shared service. He thinks everybody in Montpelier needs to share in the cost of the water and sewer facility, and he would like to see that discrepancy changed.

Finance Director Gallup said the ready to serve rate is for users.

Council Member Golonka said there is a problem here in that the solution is always the same. Let's just raise the rates. It's not working because people are conserving more, so then we have to raise the rates further and it's skewing the whole system.

Council Member Sherman said the comments that are frequently heard are why the high fixed cost? Once you get connected some people think it should be a one-time cost. The consumption rates are understandable. People can relate to how long their showers are and how long their car washes are to their bill in some respect and they feel they have some control over it whereas they have no control whatsoever over the fixed rates. Then, there are the folks who go away for two or three months a year and they don't understand at all why their fixed rate has to be so high when they didn't use a drop during those months. There will be a lot of resident feedback if we play with the fixed rates very much.

Council Member Jarvis said we don't close down the water treatment plant the two months they are away.

Council Member Golonka said it is a part of the infrastructure in the city of Montpelier we have to pay for. We are incentivizing people not to use our water system and just getting into a deeper and deeper hole.

Mayor Hooper said she has a concern for people who are on very low fixed incomes. They are the ones who are conserving the water as much as they can. There are people in our community that the water and sewer rate and fixed cost increases hurt really significantly, and in a way that our taxes don't even begin to touch them because they are in fact income sensitized on the tax side.

Council Member Sheridan said you can only reduce your shower so much and your water usage so much that at some point you can't really reduce it any more without jeopardizing standards of living. The problem is that is who it is going to fall the hardest on, is the people who struggle the hardest.

Council Member Golonka said we have infrastructure that the city has to pay for. We really owe it to the citizens of Montpelier to create something that is sustainable, and this isn't sustainable.

It was the consensus of the council to table action on this agenda item and ask staff to look at what Council Member Golonka was proposing and bring back a proposal for council consideration at a future meeting.

09-147. Discussion of upcoming grant applications that will be due in June and July. V.A.

These Grant Applications include:

CDBG Planning Grant: Feasibility Study for 58 Barre Street Renovation;  
EECBG Implementation Grant: Energy Audits and Retrofits for buildings downtown that sign up for the District Energy System; Lifespan Respite Care Grant: Federal Grant to support the development of a Care Bank; DOE District Energy Grant: Implementation Grant for construction of District Energy facilities. (still unclear if the City is eligible).

Recommendation: Staff is seeking conceptual approval of three grants, with final application materials due over the summer.

Council Member Weiss said on May 13<sup>th</sup> in the minutes on page 19 Council Member Sheridan said he is concerned about the whole big picture. There are a lot of big projects we are talking about. He would rather they do two or three things really well. Planning and Development Director Hallsmith said it might be a good idea to look at all of them and figure out priorities based on criteria. That has not happened. He doesn't want to hear about anything else to be considered conceptually until we get a look at all of our projects with priorities based on criteria.

Mayor Hooper thanked Council Member Weiss for the reminder and the next time they have a discussion of these grant applications we will hear about them within the larger framework of the huge amount of work we have been putting on Gwen.

City Manager Fraser said if you look at the numbers Gwen provided that based on the priorities and goals the Council has set for the year certainly dealing with 58 Barre Street was one of those at the very top of the list. Energy issues have been a big issue. We have been talking about that. The Brownfields monies having to do with the Carr Lot is something that has been a priority. Probably the only one that is new and different is the Care Bank and the Council has previously approved an application.

Planning Director Hallsmith said the way they had proposed to do the EECBG grant to support the District Energy project. That is the conceptual outline she has done for it so far. The grants really fall into four critical categories. One is the Senior Center; one is the Carr Lot; one is the District Energy Plant; and one is the Care Bank. Those are the four things they are working on. The Care Bank grant could very well end up helping the Senior Center with its work and its programmatic need to figure out what kind of facility it needs or what kinds of partnerships it needs because they are all oriented around senior care and senior services. That could be lumped in with the 58 Barre Street building in terms of what they are doing about the Senior Center and senior services.

City Manager Fraser said he and Gwen thought they were hitting the targets of the priorities and goals the Council had established.

Mayor Hooper said she thinks the City Council was interested in just understanding the full sum of what is on the shoulders of all of the city staffing and seeing how it is going to roll out.

Planning Director Hallsmith said unfortunately the way the grants work they are on a tight timeline. It might actually be worth even spending some money on some grant writing assistance for this very short period of time when we are in this crunch time. She hasn't figured out yet all of the different pieces of work and allocated staff time and her time to do that. We do have some assistance writing the federal grants on the Care Time Bank. We are in an interesting time right now because right now is when all of these stimulus package monies are coming forward. We are all afraid that we are letting opportunities slip by so she is trying to stay on top of as many as she can. She is trying to figure out which ones match the priorities the Council set for the year so we can move some of these projects along as well.

City Manager Fraser said he is a little frustrated because he feels we can't win here. He thinks their goal was to inform the Council of what the city was working on thinking they were matching their priorities. Are these things important to the Council as well? Had we not done this exercise and then just showed up with some of these initiatives the staff would have been reprimanded for not letting you know what is going on.

Council Member Weiss said he looks at these applications and would accept three conceptually. He has no idea what that concept is. It will get to July and the Council will look at something and he will object to it, and then the City Manager will say you approved it conceptually back in June. He didn't approve it because he didn't see it. He thought they would get something quite specific, even if it is only related to these four or five. There is no information here for him.

Mayor Hooper said they could spend some time going through each of these so folks understand them sufficiently to provide the guidance to staff.

Planning & Development Director Hallsmith said the planning grants are limited to \$25,000 and the implementation grants can be higher than that. Her sense was that they hadn't arrived at any conclusions yet about the Senior Center and when they were talking about moving forward with the next round of CDBG grants, which are due in July, they thought they might apply for the same planning grant they were trying to apply for the last round. It occurred to her that since the program tends to prioritize bricks and mortar over social services that if there were some additional needs we have for planning and feasibility on the Barre Street property this might be a good use of that money. She talked to Greg Gossens today. He has been the architect working on the various studies that the city and the Senior Center commissioned, and they were going to have another conversation tomorrow about what he thinks the next steps might be that would be funded with this grant. His sense was he looked at housing some and office space some, but there might be some merit to putting together some alternative configurations of the property and that would be something to explore with a planning grant. She isn't really clear on what the needs are yet, but it did seem it would be a good fit potentially.

Another potential fit there might be is the Dickey Block for a planning grant if the determination is made that 58 Barre Street really doesn't work. Usually they come to the Council because of grants that have come and been proposed to us. She is just trying to make it a little more open for grant possibilities for the Council Members.

Council Member Weiss said Gwen is working deductively assuming that the city is going to keep that building as a city property. There has been discussion earlier about letting that building go privately and getting it on the tax roles. Would her planning grant include that option as well?

Planning and Development Director Hallsmith said it could.

Council Member Jarvis said also whatever work is done on the building is an asset for whoever may buy it.

City Manager Fraser said it would presumably help evaluate what its potential private uses are and what its real value is. They have been trying to get some resources to guide our way through the thinking for this building since it fell into our lap.

Council Member Weiss asked what was the value of the study that was originally done.

City Manager Fraser said anything that was done would be part of this.

The Energy Efficiency and Conservation Block Grant Program is one of the federal stimulus programs that the EECBG. A couple of chunks of money came to the state. The first one was for the top ten population communities, which we are not one, and the second is going to be distributed by the Department of Public Service to all of those community applicants. She needs to get a Letter of Intent to them before the end of the month. There are a number of things that this grant could do. Energy efficiency obviously is at the top of the list. Because district energy and biomass energy plants are also on the Council's list she thought if they combined their interest in energy efficiency and interest in district energy and offered commercial audits and matching funds for implementation measures in the buildings that are willing to sign on to the district energy plant over the next year, and then help them make their buildings energy efficient in the process so the buildings that were getting hooked up with the system are not wasters of the resource we are providing to them. It also would enable us, because she assumes the Barre Street building is going to be on the system, to do some of the energy improvements that are needed there. She believes they could apply for between \$100,000 and \$150,000 for this grant. It's not a huge amount of money. It won't do a complete job, but it will give us enough of an incentive to help the building owners that are interested in our new system start making their buildings more efficient. That was her idea for the application. It seemed to fit in with the criteria and priorities the Council has.

The one interesting thing that will be coming back to the Council very soon is that if the city doesn't already have an energy plan in place you have to use some of the grant money to create that plan. She believes that between the work they have done by the Energy Team and the work they have done with enVision Montpelier there is an energy plan but just hasn't been called that. They compiled a lot of the components of that for the Council and should have a draft ready for an early July meeting. She believes they can submit that with this grant application that would allow them not to have to spend more money on planning.

Council Member Weiss said the Vermont Legislature this year provided \$100,000 in a pilot project for heating systems, and Randolph and Montpelier are included.

Planning Director Hallsmith said that is for hookups.

Council Member Weiss asked how that related to what they are talking about here. Is that an independent project? Is it a supplemental project?

Planning Director Hallsmith said it is a supplemental project. That is another carrot the city can offer some of the people that are willing to sign on to this district energy plant now. We really do want people to tell us now that they want to be part of the system because we are in the process of hiring a partner and getting the system built, and we need to know what the load is going to be. Between the EECBG grant money and the money allocated by the Legislature the city will be able to both offset the cost of their hooking up to the system, which involves installing a fairly complex heat exchanger and modifying their own internal systems somewhat, and we will be able to help them make their buildings more energy efficient which will also lower their costs over time and make it more cost effective for them to be part of the city's system.

Mayor Hooper asked if she had talked to the Energy Team about this.

Planning & Development Director Hallsmith said that would be the next step once they have a draft put together. The Energy Team has produced a lot of what they have pulled together for the Council.

Mayor Hooper suggested an important component of this should be looking at a special assessment district. We are talking about energy conservation measures that in fact the city could use this to hire somebody to help us figure out how to do the special assessment district.

Planning & Development Director Hallsmith said she isn't clear if the city would be eligible for the DOE District Energy Grant. It is a construction grant. She doesn't think the city is quite shovel ready enough. You have to actually specify the technology you are buying and have a construction schedule.

She went on to report both Lifespan Respite Care and Community Innovations are the two grants that Edgar has brought to the city as possibilities for funding the Care Bank system. One is designed to give respite assistance to family members who are caring for elderly and incapacitated family members. The Community Innovations grant is to create a new system for providing support services for seniors. It's an interesting grant and there is a lot of interest from all of the different care providers in the area. She talked with the Council on Aging and they are planning on a brown bag lunch next Tuesday to meet with that group and talk about both of these further. To be competitive on either of these grants it would need to be a larger than Montpelier effort, possibly even statewide. She is trying to promote that in a way without necessarily having the city on the hook for doing all of the work. Because they have put together some of the pieces that would be needed to apply for the grant the city would be one of the leaders in the initiative. They are still exploring the possibilities. She isn't sure Montpelier's name would be on the grant as lead applicants. Under the Lifespan Respite Care grant the city can't be. The Council on Aging is eligible to apply for that and state agencies are eligible to apply, but cities are not. For Community Innovations grant the city is eligible. Under the Community Innovations grant they are actually looking to support what they call non-organized residential communities. It is communities where elderly citizens comprise more than 40 percent of the population. The whole city of Montpelier could be one of these organizations. They are worthwhile pursuing. They are fairly substantial grants, in six figures. If we organize that around some of the things the Senior Center is doing it could also help them get some more capacity to do their work.

Council Member Jarvis said she would not want to see any of the other work that is going on for the Planning Department, be pushed aside by this. It is not up there in her priorities in terms of what the city should be doing first. It's not to say it isn't important, and if she can make contributions to the effort without jeopardizing other work, fine.

Council Member Sheridan said he agrees. He would probably place this on the bottom.

Planning & Development Director Hallsmith said these grants do have the potential to provide more stable support for the Onion River Exchange. It's all under that same umbrella.

Council Member Sheridan said this should be a Council on Aging effort.

Mayor Hooper said the city is fortunate to have Gwen to think about how these services which aren't going to be available in a traditional way in the future can be supplemented or substituted. On the list of the limited ability to deal with something she has to agree this is on the bottom of the list for her as well.

Planning & Development Director Hallsmith said both of these things would be much better run at the state or regional level. It's not something they would do as a city successfully, but we do have some potential to help them figure out how to do that.

Planning & Development Director Hallsmith said with regards to brownfields the stimulus funding made another round of that money available. She has been pushing the buttons to try to get the city on the list. It is related to the Carr Lot. The only other grant they will be resubmitting is the Housing Preservation Grant. She doesn't think the city is competitive for that this year. She thinks it is important that we keep that going.

Mayor Hooper said she thinks this discussion has given conceptual approval of 1, 2, 3 & 5.

Council Member Jarvis said she really appreciates the opportunity to talk about these things.

09-149. Report by City Council.

09-150. Mayor's Report:

09-151. Report by the City Clerk-Treasurer:

09-152 Status Reports by the City Manager.

Agenda Item 09-149 through 09-152. Reports were tabled and the council moved on to the Executive Session.

Agenda Reports by the City Manager:

09-153. Consideration of an Executive Session in accordance with Title I, Section 313, Subsection (a)

Motion was made by Council Member Jarvis, seconded by Council Member Golonka to go into executive session in accordance with Title I, Section 313, Subsection (a) for the purpose of discussing a real estate issue (Carr Lot) and a legal matter (Scott Construction). The vote was 6-0, motion carried unanimously.

Present: Mayor Hooper; Council Members Jarvis, Golonka, Hooper, Sherman, Weiss and Sheridan; also City Manager Fraser, Attorney Stitzel, Assistant City Manager Hill and Planning & Development Director Hallsmith.

At 10:25 P.M. Council Member Golonka recused himself from the executive session and left the room.

At 11:20 P.M. Council Member Golonka returned to the executive session.

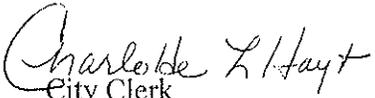
Council Member Jarvis left the meeting at 11:35 P.M.

Motion was made by Council Member Sheridan, seconded by Council Member Weiss to come out of executive session at 11:56 P.M., in accordance with Title I, Section 313, Subsection (a) whereby they had discussed a real estate issue and a legal matter. The vote was 5-0, motion carried unanimously.

Adjournment.

After motion duly made and seconded by Council Members Hooper and Golonka the Council Meeting was adjourned at 11:57 P.M.

Transcribed by Joan Clack

Attest:   
City Clerk