

Ward 1 Neighborhood Planning Assembly (NPA)  
Wednesday, April 9, 2025  
In-person at the Friends Meeting House, 173 North Prospect Street  
And Zoom online:  
<https://zoom.us/j/96245939050>  
Webinar ID: 962 4593 9050  
Or by phone: +1 929 205 6099 ID = 962 4593 9050

Facilitator: Selene Colburn

Recorder: Carol Livingston

6:15 - Welcome and Food

6:30 - Formal Start - review agenda

Introductions: name, street

Announcements: share events, meetings, activities of interest to Ward 1 community.

6:40 - Speakout - an opportunity to raise concerns & appreciations about Ward 1 community

7:00 - City Council update - Carter Neubieser and Allie Schacter

7:30 - School Commissioner update - Gary Golden and Matt Price

7:40 - Proposed Burlington History & Culture Center - Gail Rosenberg

8:00 - Transportation Demand Management action plan (TDM) - Charles Dillard, City Planner

8:30 - Adjourn

### Ward 1 NPA Steering Committee

Carol Livingston [carol.livingston1951@gmail.com](mailto:carol.livingston1951@gmail.com),  
Jonathan Chapple-Sokol [chapplesokol.npasc@gmail.com](mailto:chapplesokol.npasc@gmail.com),  
Selene Colburn [selene.colburn@gmail.com](mailto:selene.colburn@gmail.com),  
Sam Doherty [samcharlesdoherty@gmail.com](mailto:samcharlesdoherty@gmail.com)  
Gretchen Shuman [gshuman7005@yahoo.com](mailto:gshuman7005@yahoo.com)  
Rob Gutman [rgutman@gmail.com](mailto:rgutman@gmail.com)

Ward 1 Neighborhood Planning Assembly (NPA)  
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MINUTES

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Search for Ward 1 NPA Recordings at:  
<https://www.youtube.com/@townmeetingtv/search?query=ward%201%20npa>

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6:15 - Welcome and Food

6:30 - Formal Start - review agenda  
Introductions: name, street

All Attendees names listed here:

Sam Doherty, Allie Schacter, Richard Hillyard, Troy Headrick, Rob Gutman, Sharon Bushor, Marian Price, Gail Rosenberg, Peter Lackowski, Sharyl Green, Catherine Bock, Jeanne Keller, Caryn Long, Lisa Lax, Carol Livingston, Mark Demers, Jonathan Chapple-Sokol, Angie Chapple-Sokol, Tom Derenthal, Dave Cawley, Kathryn Vermann, Lyn Severance, Carter Neubieser, Brian Cina, Evan Litwin, Erhardt Mahnke, Shawny Corey, Charlie Giannoni, Gretchen Platt  
Online: Sophie Quest,, Serrill Flash

Announcements: share events, meetings, activities of interest to Ward 1 community.

List announcements with meeting details, links, etc.

Brian: House Health Care Committee

Summary of **House Education Bill**:

<https://legislature.vermont.gov/bill/status/2026/H.454>

Full bill language:

<https://legislature.vermont.gov/Documents/2026/Workgroups/House%20Appropriations/Bills/H.454/Drafts,%20Amendments,%20and%20Legal%20Documents/H.454~Julia%20Richter~Fiscal%20Note~4-8-2025.pdf>

6:40 - Speakout - an opportunity to raise concerns & appreciations about Ward 1 community  
Concerns raised:

- Free Speech resolution being introduced to City Council Monday, 4/28.
- DOGE/Federal cuts: people losing jobs, and dying due to careless decisions
- Friendly reminder - lock your cars
- Jeanne Keller & Martha Lang filed appeal about UVMMC parking project, given amicus status, access to all material and can ask questions through

Green Mountain Care Board; unclear whether reconstruction needed.  
Email Jeanne for updates: jeannekeller2007@gmail.com

7:00 City Council update - Carter Neubieser, Allie Schacter

Carter:

- Fire chief LaChance is retiring in June- confident in continuity of transition
- Chief Shawn Burke started his work as BPD chief week
- Carter doing lit drop of what his work has been this year
- Free Speech Resn upcoming CC meeting: concern about detentions of foreign students at universities across the US.
- Upcoming info about which committees Carter & Allie will be on - do know Carter elected to Board of Finance.
- Carter grateful for discussions with Allie and working together
- Allie - committed to being a team member, collaboration, working well with Carter
- Mark Barlowe leading Democratic caucus; Gene Bergman leading Progressives

Open questions/answers:

- Concern about news about texting during City Council meetings;
- Any way to give municipal tax aid to people struggling with tax bills who are on fixed income? State level has this component, but municipal does not.  
Erhard - education funding may change - under \$47,000 there is break for both education tax at state & municipal levels.
- Recycling concern - increasing residential costs  
Allie - don't want to continue to burden residential taxes;  
Carter - do need to cut costs, but concerned this is not the place; in long term look at municipal trash & recycling
- Need for City Councilors to understand fully the issue of impact fees & how adjusting these fees helps save money  
Impact fees discussed at Planning Commission - important to look at impact fees creatively - especially parks  
Importance of strong inclusionary zoning requirements
- City administration & councilors looking at ways to save money: combining departments to avoid duplication but need to invest in housing, solid waste  
Health care costs increase city burden
- 2 highest categories of city costs = retirement and interest on money borrowed.
- Strengthen, clarify parking fines enforcement (only enforce if debt is \$2500)
- UVM MOU - impact on housing - important issue for Ward 1  
Allie - top priority is UVM MOU - hopeful that can talk in fall

7:30 School Commissioner update - Gary Golden, Matt Price

Gary:

- New-principal search at SA and Edmunds Elementary
- Concern about governor's education funding plan; Chitt. Co. too big to consolidate
- State House legislators voting Thursday, 4/10, on proposed ED bill (see links above)

Matt:

- letter sent by VT Dept of Ed to all districts to certify Diversity, Equity, Inclusion
- BSD has done a good job of managing funds, have some reserve funds; if we lose federal money, there will be major staff cuts

7:40 Proposed Burlington History & Culture Ctr - Gail Rosenberg

**History and Culture Center:** <https://burlingtonhistoryandculturecenter.org/>

**Survey:** <https://www.surveymonkey.com/r/BHCMsurvey>

**Fundraiser:** April 17th, 6pm @ Burlington Beer Company -

- Organization generated from community, not top down
- Center is working with current historical & culture centers
- Connections to people in Ward 1: Ohavi Zedek & lost mural; Sisters of Mercy; George Walter Williams = first Vter of color graduate from UVM med. school
- Don't have physical space at this point - can do virtual tours, online tours

8:00 Transportation Demand Management action plan (TDM) - Charles Dillard, City Planner

\*\*\* Charles' Slide show

- TDM = non- infrastructural ways for people to move around BTV - programs & services
- TDM action plan = result of study by city, requested by City Council - esp with parking changes arising from development
- "Neighborhood TDM plans" - have hub in neighborhood with bike library, stroller library, place to deliver packages. BTV looking at possibilities for our neighborhoods. Sharon: look at how to augment pedestrian use.
- Winooski and So Burl working on own TDM plans.
- How can we de-incentivise students having cars on campus?
- Concern about Residential Parking Program component in TDM = city "renting" empty neighborhood parking spaces. Residents very concerned; TEUC (Transportation, Energy, Utilities committee) of City Council decided this is not a priority right now;
- City Planning Dept (& Charles) would like to work on a neighborhood plan for our area once the UVMCMC 18-month plan is completed
- City Housing target - middle target = 7,120 new homes in next 25 years (2050). Have built 77 homes/yr for last 3 yrs - \$500,000 median cost. Target requires 285/yr South end project - 1500 homes; Neighborhood code housing - 100's more; Cambrian Rise & City Place scheduled for 100 more units each
- Look at regional planning land use map: May 19 - close of public comment on the map

**CCRPC Housing Plan:** This has housing target and land use:

<https://www.ccrpcvt.org/our-work/our-plans/ecos-regional-plan/ecos-engagement/>

8:30 Adjourn

Ward 1 NPA Steering Committee

Carol Livingston [carol.livingston1951@gmail.com](mailto:carol.livingston1951@gmail.com)

Jonathan Chapple-Sokol [chapplesokol.npasc@gmail.com](mailto:chapplesokol.npasc@gmail.com)

Selene Colburn [selene.colburn@gmail.com](mailto:selene.colburn@gmail.com)

Sam Doherty [samcharlesdoherty@gmail.com](mailto:samcharlesdoherty@gmail.com)

Gretchen Platt [gshuman7005@yahoo.com](mailto:gshuman7005@yahoo.com)

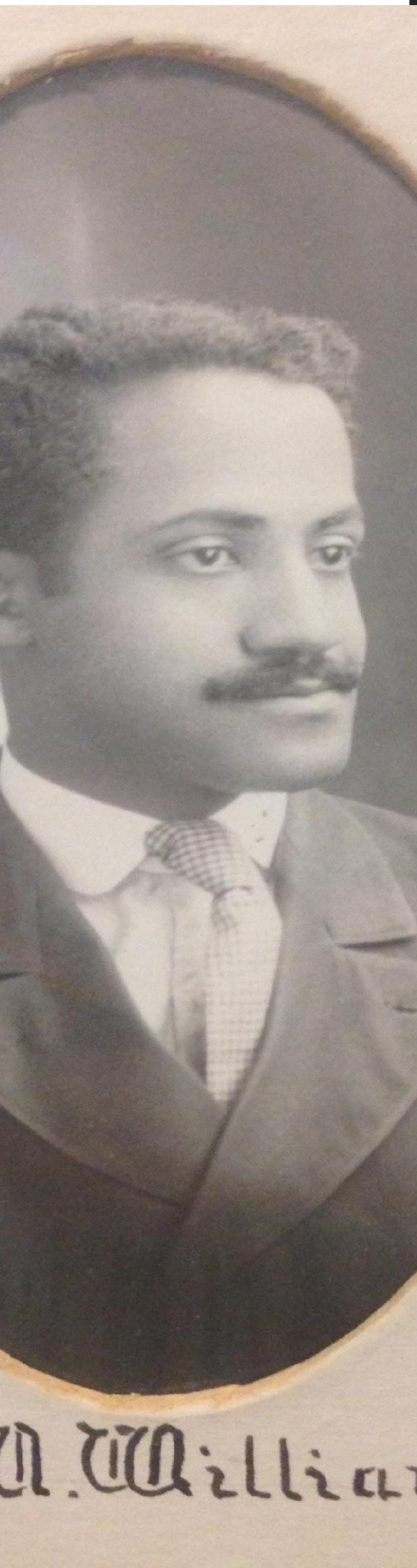
Rob Gutman [rgutman@gmail.com](mailto:rgutman@gmail.com)

It's About Time!



**BURLINGTON**  
HISTORY & CULTURE CENTER

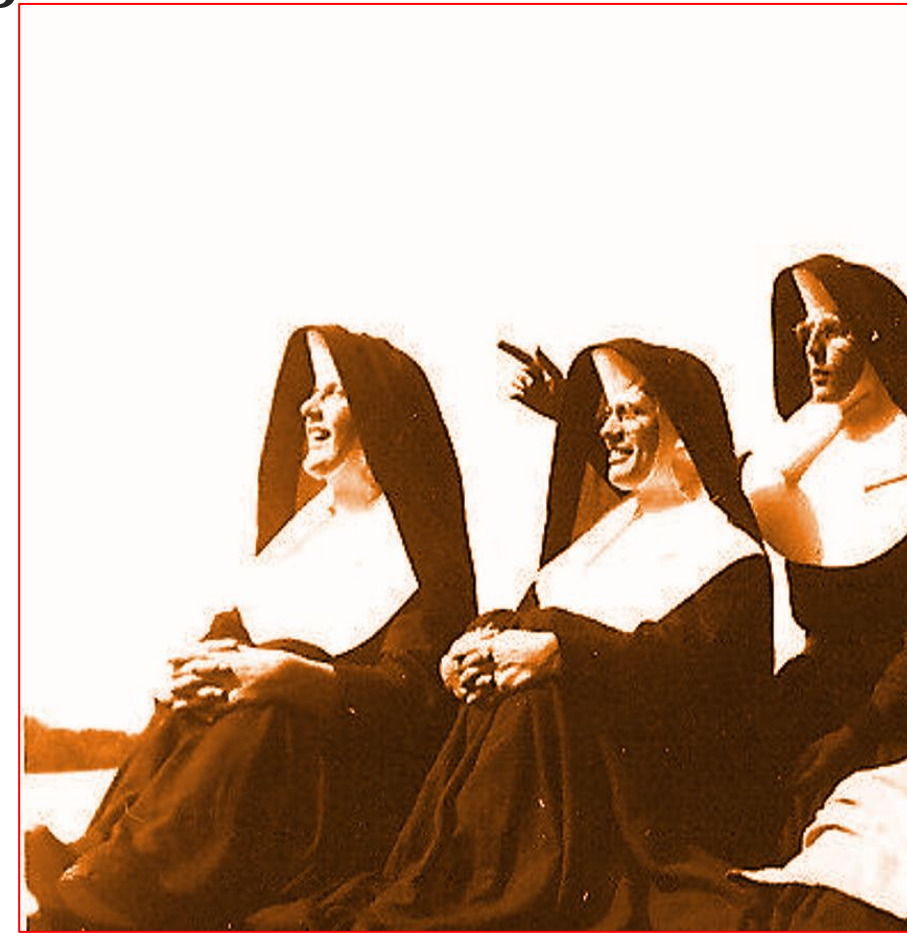
A Community-Driven Initiative



“There are close to **200** historical societies throughout (Vermont) that work to document the history of particular towns or regions.”

- Vermont Historical Society

**Burlington is not one of them.**



*Who are these people?*



Who We Are



St Joseph's Cemetery  
The Pate Family

**“The more you know your local history,  
the more you care about a place.”**

**Jason Stuffle, Resident, Old East End Neighborhood Coalition**

**From Eva Sollberger’s “Stuck in Vermont,” Greenmount  
Cemetery, 2021, Old East End Neighborhood Coalition**

# Who?

The historical figures  
and unnamed  
people who built  
Burlington

# Tell us your stories

# What?

Topics & themes of  
importance to you



# When?

Important time periods  
and eras

# How?

Finding exciting ways to present  
these stories

# Where?

The places, landmarks,  
and neighborhoods that  
hold significance

# Help to Shape the Future

## Volunteer

Board of  
Directors

Advisory  
Council

Research/  
Oral histories

## Participate

Future Focus  
Groups

Ask your friends to  
take the survey



## Donate

Become a  
“Founding Funder”

Donate in 2025!



Join Us for a Fundraiser for the Proposed  
**Burlington History & Culture Center**

April 17th, 6pm @ Burlington Beer Company

180 Flynn Ave, Burlington, VT

***The Lumière Northamerican Company 1901: Burlington's Role in the  
Development of Color Photography and Early Cinema***

Talk by Hugo Martínez Cazón



Former home of the Lumière Brothers Factory

Travel back to the first days of the twentieth century, when the world of the horse carriage and black and white daguerreotypes gave way to motion pictures and then to the daybreak of direct color photography. This talk will focus on the events of the first ten years of the twentieth century and why Burlington became one of the principal places to participate in these monumental changes.

Free and open to the Public. Complimentary hors d'oeuvres with a cash bar.

Sponsored by the Burlington Beer Company

Funded in part by VT Humanities.

Lots of fun!



<https://burlingtonhistoryandculturecenter.org/donate>

# Transportation Demand Management Action Plan

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BURLINGTON OFFICE OF CITY PLANNING  
*CHARLES DILLARD, AICP, DIRECTOR*



# Citywide Transportation Options Study Overview

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The Citywide Transportation Options Study was a project led by the City of Burlington's Planning Department in close coordination with other city departments to **assess existing and previous TDM programs** in the city and **recommend approaches the City may take** to build on those efforts.

The study is the product of a 2021 City Council resolution.

## **The goals of the TOS are to:**

1. Evaluate the City's TDM program and transportation needs
2. Identify opportunities to expand TDM beyond new development
3. Explore models for neighborhood-based TDM

**The TDM Action Plan is the culmination of the CTOS**

# TDM Action Plan Overview

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## **Plan components:**

1. Analysis of Previous and Current Plans and Studies
2. Best Practices Analysis
3. Public Engagement Summary
4. Strategies Toolkit

# Strategies Toolkit

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## Toolkit components:

- 1. Transportation Options** – specific ways of moving that the City should prioritize
- 2. Regulations and Plans** – ordinance and policy planning priorities
- 3. TDM Management and Funding** – operational and funding priorities
- 4. Neighborhood TDM Strategies** – tools that expand the reach and equity of TDM

# Strategies Toolkit

Toolkit format:

ID	Strategy Recommendation	Citywide	Neighborhood	Relative Cost	Timeframe
T	<b>Transportation Options</b>				
T.1	Work with <u>Carshare Vermont</u> to expand <u>carshare</u> services and supporting programs.	✓	✓	\$\$\$\$	Near term
T.2	Work with CATMA to expand the Guaranteed Ride Home (GRH) program.	✓		\$\$\$\$	Near & medium term
T.3	Work with Go! Vermont to expand the ride matching/carpool program.	✓	✓	\$\$\$\$	Near term
T.4	Work with Green Mountain Transit to expand transit service, including piloting <u>on-demand microtransit</u> services in parts of Burlington that are not well-served by fixed route transit.	✓	✓	\$\$\$\$	Near, medium, & long term
T.5	Create shared stop guidelines and a unified shuttle program that combines and coordinates services offered by hill institutions, Green Mountain Transit, and others.	✓		\$\$\$\$	Medium & long term
T.6	Update the City of Burlington employee parking benefits program to incentivize sustainable commuting options.	✓		\$\$\$\$	Near term
T.7	Implement a sustainable travel choice information, education, and marketing program.	✓	✓	\$\$\$\$	Near & medium term

# Strategies Toolkit

Toolkit format:

- 1. Strategy Overview** – describes tool, assesses current application in Burlington, if applicable, and makes general recommendation
- 2. Benefit for Burlington** – provides the rationale for why the recommendation is made and what the tool can do for our communities
- 3. Recommended Action Steps** – details specific steps the City should take in implementing the recommendation; includes identification of any necessary partners
- 4. Strategies At a Glance** – profiles whether the strategy is a citywide or neighborhood strategy, its relative cost, and a realistic implementation timeline

## T.2 | Work with CATMA to Expand the Guaranteed Ride Home (GRH) Program

### Strategy Overview

A Guaranteed Ride Home (GRH) program provides support for non-driving commuters by offering reimbursement for unplanned taxi or rideshare rides resulting from unexpected circumstances, such as a health emergency, overtime at work, or disruption to regular transportation options. Currently, [CATMA operates a GRH program](#) that is available for employees of member businesses and institutions. **Burlington should partner with CATMA to expand the GRH program beyond CATMA members to include anyone who lives and/or works in Burlington.**

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$\$\$
TIMEFRAME:	Near & medium term

### Benefits for Burlington

- Expanding the GRH program beyond CATMA members would extend the same benefits of GRH to more people who live and work in Burlington and rely on non-driving travel modes.
- By reducing the risk of becoming "stranded" or stuck without a ride, an expanded GRH program in Burlington would make non-driving travel modes more reliable and flexible, especially for caregivers and people with commutes that occur during times when reliable alternatives are limited (such as early in the morning, late in the evening, or on the weekend).

### Recommended Action steps

- 1. Establish a program structure and define equitable eligibility criteria for participants.** Define annual limits on number of rides or reimbursement value, qualifying travel modes, and circumstances warranting reimbursement. As budget allows, allow broad-based participation and flexible qualifications to maximize program impact. Apply higher limits on annual reimbursement for qualifying low-income individuals, who are less likely to have alternative travel options available and more likely to be constrained by the cost of a taxi ride home (Table 2).
- 2. Draft an annual program budget and secure funding.** Allocate dedicated funding resources to support the program's operational costs and reimbursement payouts, including parking revenue. Coordinate with local taxi services and ride-sharing companies (Lyft, Uber) to identify potential opportunities for discounts for GRH reimbursements.
- 3. Implement a user-friendly registration system.** Include a web-based registration and reimbursement management platform that integrates with other City permitting and parking management systems to streamline program management and administration.

# Transportation Options Strategies

ID	Strategy Recommendation	Citywide	Neighborhood	Relative Cost	Timeframe
T	Transportation Options				
T.1	Work with CarShare Vermont to expand carshare services and supporting programs.	✓	✓	\$\$\$\$	Near term
T.2	Work with CATMA to expand the Guaranteed Ride Home (GRH) program.	✓		\$\$\$\$	Near & medium term
T.3	Work with Go! Vermont to expand the ride matching/carpool program.	✓	✓	\$\$\$\$	Near term
T.4	Work with Green Mountain Transit to expand transit service, including piloting on-demand microtransit services in parts of Burlington that are not well-served by fixed route transit.	✓	✓	\$\$\$\$	Near, medium, & long term
T.5	Create shared stop guidelines and a unified shuttle program that combines and coordinates services offered by hill institutions, Green Mountain Transit, and others.	✓		\$\$\$\$	Medium & long term
T.6	Update the City of Burlington employee parking benefits program to incentivize sustainable commuting options.	✓		\$\$\$\$	Near term
T.7	Implement a sustainable travel choice information, education, and marketing program.	✓	✓	\$\$\$\$	Near & medium term

# Regulations and Plans Strategies

R Regulations and Plans					
R.1	Update and expand Burlington's TDM requirements. Adopt a point-based requirement structure that includes additional TDM measures and provides flexibility for developers.	✓		\$\$\$\$	Near & medium term
R.2	Adopt a Commute Trip Reduction (CTR) ordinance that requires larger employers to implement TDM programs.	✓		\$\$\$\$	Near & medium term
R.3	Adopt neighborhood-based TDM plans using the neighborhood TDM framework.	✓	✓	\$\$\$\$	Near & medium term
R.4	Adopt a framework for creating parking benefit districts (PBDs) in Burlington.	✓	✓	\$\$\$\$	Medium & long term
R.5	Update the Residential Parking Permit (RPP) program.	✓		\$\$\$\$	Medium term
R.6	Develop and implement a downtown public realm safety plan.	✓	✓	\$\$\$\$	Medium & long term

# Management and Funding Strategies

M	TDM Management and Funding			
M.1	Hire or designate a TDM Program Manager/Coordinator.	✓	\$\$\$\$	Near & medium term
M.2	Expand funding sources for TDM programming, including parking revenue, transportation impact fees, and state/federal grant opportunities.	✓	\$\$\$\$	Near, medium & long term
M.3	Formalize and expand Burlington's partnership with CATMA to strengthen coordination and create opportunities for sharing resources.	✓	\$\$\$\$	Near & medium term
M.4	Expand public advisory roles for non-driving transportation issues, needs, and priorities by expanding the Walk Bike Council or establishing a transit riders council.	✓	\$\$\$\$	Near term

# Neighborhood TDM Strategies

N	Neighborhood TDM Strategies	✓	\$\$\$\$	Near & medium term
N.1	Establish a public bicycle/electric bicycle lending library.	✓	\$\$\$\$	Near & medium term
N.2	Establish community mobility hubs that combine mobility information and services in centralized locations. Partner with community organizations to create a neighborhood delivery program.	✓	\$\$\$\$	Medium term
N.3	Expand “walk-to-shop” programs that provide shopping trolleys and wagons, and create neighborhood trolley libraries.	✓	\$\$\$\$	Near term
N.4	Implement a “bus buddies” program that matches newly-arrived Burlingtonians with volunteers who accompany them on trips to/from work and appointments and teach them how to get around.	✓	\$\$\$\$	Near term
N.5	Pilot a neighborhood transportation wallet program that offers a flexible package of transportation discounts and credits.	✓	\$\$\$\$	Long term

# **Burlington and Chittenden County Draft Housing Targets and County Land Use Map**

PLANNING COMMISSION

2025.04.08

# Overview

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Act 47 (the HOME Act) introduced new requirements for regional and municipal plans.

One of the Act's primary rules requires that each Regional Planning Commission and municipality must include housing targets for 2030 and 2050.

CCRPC has developed a tailored methodology that allocates the bulk – 60% - of growth to the four cities in Chittenden County: Burlington, South Burlington, Winooski and Essex Junction.

# Overview

Each municipality has a low, middle, and high target.

The middle target is what we will aim for.

	EXISTING HOUSING UNITS (2023)	2050 HOUSING TARGET RANGES						ANNUAL HISTORIC GROWTH (2000-23)	2050 ANNUAL #S*		
		LOW # and %		MID # and %		HIGH # and %			LOW	MID	HIGH
BOLTON	550	59	11%	118	21%	177	32%	6	2	5	7
BUEL'S GORE	12	1	11%	3	21%	4	32%	0	0	0	0
<b>BURLINGTON</b>	18,245	<b>3,557</b>	19%	<b>7,120</b>	39%	<b>10,683</b>	59%	77	<b>142</b>	<b>285</b>	<b>427</b>
CHARLOTTE	1,643	176	11%	353	21%	530	32%	6	7	14	21
COLCHESTER	7,673	848	11%	1,697	22%	2,546	33%	39	34	68	102
ESSEX	4,889	1,233	25%	2,467	50%	3,702	76%	51	49	99	148
ESSEX JUNCTION	4,955	1,462	30%	2,927	59%	4,392	89%	52	58	117	176
HINESBURG	2,071	375	18%	752	36%	1,128	54%	16	15	30	45
HUNTINGTON	876	94	11%	188	21%	282	32%	6	4	8	11
JERICO	2,014	210	10%	419	21%	629	31%	10	8	17	25
MILTON	4,515	640	14%	1,282	28%	1,923	43%	42	26	51	77
RICHMOND	1,729	202	12%	404	23%	606	35%	8	8	16	24
SHELBURNE	3,529	802	23%	1,605	45%	2,409	68%	33	32	64	96
SOUTH BURLINGTON	9,921	3,788	38%	7,583	76%	11,378	115%	142	152	303	455
ST. GEORGE	314	34	11%	67	21%	101	32%	2	1	3	4
UNDERHILL	1,313	141	11%	282	21%	423	32%	9	6	11	17
WESTFORD	899	96	11%	193	21%	290	32%	6	4	8	12
WILLISTON	4,725	1,402	30%	2,807	59%	4,212	89%	70	56	112	168
WINOOSKI	3,665	663	18%	1,327	36%	1,991	54%	27	27	53	80
<b>COUNTY TOTAL</b>	73,538	<b>15,783</b>	21%	<b>31,595</b>	43%	<b>47,407</b>	64%	602	<b>631</b>	<b>1,264</b>	<b>1,896</b>

# Overview

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Act 181 makes significant changes to the State's planning framework, most prominently in the following two ways:

- Each municipality's comprehensive plan, including *planBTV*, must be consistent with the regional plan and associated Future Land Use Map
- It establishes a new location-based process for Act 250 jurisdictional control and designated centers. The Act's tiered approach intends to streamline environmental review and promote smart growth policies across the state.

# Overview

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Burlington's DRAFT Future Land Use Map includes three Downtown Centers and three Village Centers

- Eligible for Tier 1A status: full Act 250 exemption

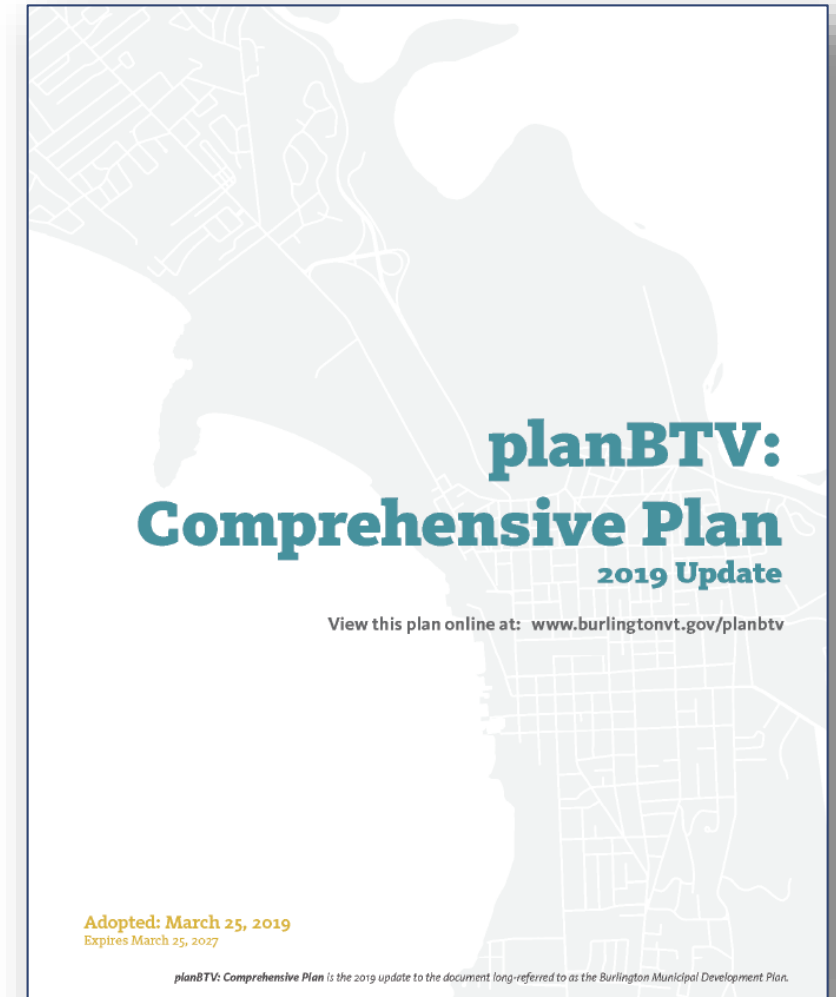
All other non-conservation areas are mapped as Planned Growth Areas

- Eligible for Tier 1B status: 50 units on 10 acres or less are exempt from Act 250



# Planning in Burlington

- “planBTV” is a **collection of plans** that outline a long-term vision for:
  - How we use and develop land
  - What infrastructure and tools are needed to support those uses
- The plans in this collection are **rooted in and inform** the citywide Comprehensive Plan
- We will be working on a new Comprehensive Plan in 2025/2026. ***planBTV: NNE* will inform the new Comprehensive Plan**



# This **collection of plans** includes...



and the Citywide **Transportation Plan** are about expanding safe, robust transportation choices that are competitive with the automobile.



Downtown & Waterfront is our guide to downtown development, a vital economy, housing, and transportation choices.



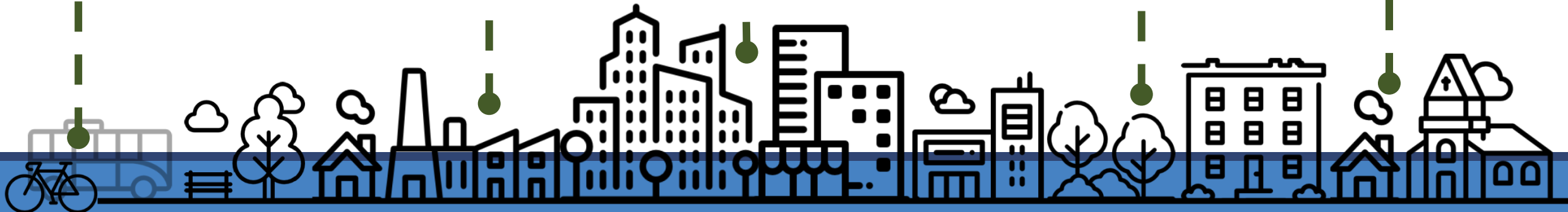
**New North End**



is about preserving and enhancing the arts, industry, & innovation in the South End.



Burlington Parks Master Plan & the **Open Space Protection Plan** are about the long-term stewardship & management of the city's natural & recreation resources



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# Transportation Options Strategies

## T.1: Work with CarShare Vermont to expand carshare services and supporting programs

### Recommended Action Steps:

1. Work with CarShare Vermont to identify specific areas and demographic groups where there is unmet demand or opportunities for car sharing.
2. Streamline the permitting processes for allocating carshare spaces.
3. Integrate carshare space planning into all neighborhood planning processes.
4. Update the City's development code to include requirements for shared spaces that can be used for carshare.
5. As funding becomes available, provide additional operating funds for CarShare Vermont.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	✓
RELATIVE COST:	\$ \$ \$ \$
TIMEFRAME:	Near term

# Transportation Options Strategies

## T.2: Work with CATMA to Expand the Guaranteed Ride Home (GRH) Program

### Recommended Action Steps:

1. Establish a program structure and define equitable eligibility criteria for Draft an annual program budget and secure
2. Implement a user-friendly registration system.
3. Develop and distribute marketing and education materials.
4. Develop and distribute marketing and education materials.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$\$\$
TIMEFRAME:	Near & medium term

# Transportation Options Strategies

## T.3: Work with Go! Vermont to Expand the Ride Matching/Carpool Program

### Recommended Action Steps:

1. Coordinate with Go! Vermont to evaluate gaps in participation.
2. Meet with local employers, schools, and community-based organizations to increase awareness of the program, recruit participants, and create more opportunities for commute matches.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	✓
RELATIVE COST:	\$\$\$\$
TIMEFRAME:	Near term

# Transportation Options Strategies

## T.4: Work with GMT to Expand Transit Service and Pilot Microtransit Service

### Recommended Action Steps:

1. Develop and adopt bus stop design standards for Burlington. (Near Term)
2. In partnership with GMT, launch a marketing and information campaign to support transit. (Near Term)
3. If microtransit service is identified as a priority service, implement a microtransit pilot program. (Med - Long Term)
4. As funding allows, allocate additional local funding to support expanded GMT service. (Med - Long Term)

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	✓
RELATIVE COST:	\$\$\$
TIMEFRAME:	Near, medium, & long term

# Transportation Options Strategies

## T.5: Create Shared Stop Guidelines and a Unified Shuttle Program

### Recommended Action Steps:

1. Develop and adopt a shared stop policy. (Med. Term)
2. Create public access to privately-operated shuttles. (Long Term)
3. Develop a unified branding identity for shuttle service. (Long Term)

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$\$\$ \$
TIMEFRAME:	Medium & long term

# Transportation Options Strategies

## T.6: Update the City of Burlington Employee Parking Benefits Program to Incentivize Sustainable Commuting Options

### Recommended Action Steps:

1. Review current City employee transportation benefits and parking policies,
2. Update benefits to provide balanced options for employees.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$ \$\$\$
TIMEFRAME:	Near term

# Transportation Options Strategies

## T.7: Implement a Sustainable Travel Choice Information, Education, and Marketing Program

### Recommended Action Steps:

1. Begin coordinating with CATMA, GMT, Go! Vermont, and other local and regional partners to develop a unified brand for TDM programs in Burlington. (Near Term)
2. Launch a branded TDM website for Burlington. (Near Term)
3. Develop and distribute marketing materials that include trip planning information. (Med. Term)
4. Coordinate marketing and educational materials distribution with neighborhood Community Mobility Rituals programs. (Med. Term)

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	✓
RELATIVE COST:	\$\$\$
TIMEFRAME:	Near & medium term

# Regulations and Plans Strategies

## R.1: Update and Expand Burlington's TDM Requirements

### Recommended Action Steps:

1. Begin drafting a points-based TDM ordinance.
2. After finalizing the ordinance structure, begin developing TDM program guidelines to support successful implementation.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$\$\$\$
TIMEFRAME:	Near & medium term

# TDM in the Region

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## **Municipalities with TDM programs in place:**

- South Burlington
  - Adopted in 2024
  - Applies to new development
  - No commute trip reduction ordinance (CTR)
- Winooski (zoning amendment in progress)
  - Currently under review
  - Applies to new development
  - No commute trip reduction ordinance (CTR)

# TDM in South Burlington

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## Applicability

- New Development – three tiers:

**Table 13-1. Calculating TDM Development Categories**

<b>TDM Development Category</b>	<b>Small Development</b>	<b>Standard Development</b>	<b>Large Development</b>
Net Change in PM Peak Hour Vehicle Trips	<25	25-75	>75

- Requirements intend to reach target reduction in trips generated from a development

**Table 13-2. Minimum TDM Requirements For Developments**

<b>Site Category</b>	<b>Small</b>	<b>Standard</b>	<b>Large</b>
Trip Reduction Targets	No TDM Actions required	5% Target TDM Reduction	14% Target TDM Reduction

# TDM in South Burlington

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**Trip reduction points (measured in % reduction in trips) achieved in four categories:**

- TDM Credits
  - e.g. transit-proximate development, mixed-use development
- Active Transportation
  - e.g. sheltered bike parking, showers and lockers, pedestrian amenities
- Site Design
  - e.g. bus stop amenities, carpool parking, park-and-ride spaces
- Ongoing Activities
  - e.g. GMT credits, carshare, CATMA membership

# TDM in Winooski

## Applicability

- New Development – three tiers:

<b>Project Tiers</b>			
	<b>Tier 1</b>	<b>Tier 2</b>	<b>Tier 3</b>
<b>Residential</b>	20 to 40 units	41 to 80 units	81 units and greater
<b>Commercial and Industrial</b>	5,000 square feet to 10,000 square feet of floor space	10,001 square feet to 20,000 square feet of floor space	20,001 square feet of floor space and greater

- Requirements intend to reach target reduction in trips generated from a development

<b>Tier</b>	<b>Minimum Required Total Points</b>
Tier 1	5
Tier 2	6
Tier 3	7

# TDM in Winooski

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## Points achieved via primarily elective strategies:

- Required of all applicable development
  - Marketing to residents and/or employees
- Elective Strategies
  - Bicycle-focused (e.g. parking, e-bike charging, showers/lockers)
  - Transit-focused (e.g. GMT credits, bus stop amenities, transit displays)
  - Misc (e.g. CATMA membership, carshare, trip-reducing uses)

# Regulations and Plans Strategies

## R.2: Adopt a Commute Trip Reduction (CTR) Ordinance

### Recommended Action Steps:

1. Begin developing a CTR framework.
2. Draft and adopt the CTR ordinance.
3. Develop TDM program guidelines to support successful implementation.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$\$\$\$
TIMEFRAME:	Near & medium term

# Regulations and Plans Strategies

## R.3: Adopt Neighborhood-Based TDM Plans Using the Neighborhood TDM Framework

### Recommended Action Steps:

1. Building on lessons learned through the Old North End neighborhood TDM planning effort, begin implementing the TDM framework process through City-led planning efforts.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	✓
RELATIVE COST:	\$\$\$
TIMEFRAME:	Near & medium term

# Regulations and Plans Strategies

## R.4: Adopt a Framework for Creating Parking Benefit Districts (PBDs)

### Recommended Action Steps:

1. Develop and adopt a PBD ordinance.
2. If and when priced parking expands to new parts of the city, collaborate with local stakeholders to implement PBDs.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	✓
RELATIVE COST:	\$ \$\$\$
TIMEFRAME:	Medium & long term

# Regulations and Plans Strategies

## R.5: Update the Residential Parking Permit (RPP) Program

### Recommended Action Steps:

1. Review the residential permit pricing structure and program management/operating costs.
2. Tie RPP permits to Transportation Demand Management (TDM) programs.
3. As space allows, incorporate an employee permit option.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	✓
RELATIVE COST:	\$\$\$
TIMEFRAME:	Medium & long term

# Regulations and Plans Strategies

**Table 5 Conceptual recommendation for an updated RPP price structure**

Permits per Household	Annual Price (Baseline)	Annual Price (Low-Income Residents)	Multimodal Incentives Offered
0 permits	--	--	● ● ●
1 <sup>st</sup> permit	\$25	\$10	● ○ ○
2 <sup>nd</sup> permit	\$50	\$20	○ ○ ○
3 <sup>rd</sup> permit	\$75	\$30	○ ○ ○
4 <sup>th</sup> permit	\$100	\$40	○ ○ ○
5+ permits	(prohibited)		



# Regulations and Plans Strategies

## R.6: Develop and Implement a Downtown Public Realm Safety Plan

### Recommended Action Steps:

1. Conduct a safety audit for downtown to assess current conditions and identify areas for improvement.
2. In partnership with the Police Department, Parking Services, Public Safety Committee, and Downtown Burlington, develop and implement safety improvements.
  - Improved lighting and streetscape/landscape treatments near public parking facilities, including the Downtown Garage and the Marketplace garage.
  - An ambassador program that deploys staff in the downtown area to monitor and respond to safety issues at priority locations and times of day, or offers to escort people to or from their vehicle upon request. As space allows, incorporate an employee permit option.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	✓
RELATIVE COST:	\$\$\$
TIMEFRAME:	Medium & long term

# Management and Funding Strategies

## M.1: Hire or Designate a TDM Program Manager/Coordinator

### Recommended Action Steps:

1. Designate a TDM coordinator at the City of Burlington. (Near Term)
2. As funding allows, hire a full-time TDM coordinator at the City. (Med. Term)

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$\$\$
TIMEFRAME:	Near & medium term

# Management and Funding Strategies

## M.2: Expand Funding Sources for TDM

### Recommended Action Steps:

1. Review existing local revenue sources, including parking revenue and impact fees, to confirm eligibility and feasibility for funding TDM programs. (Near-Med. Term)
2. Establish an annual TDM program budget and allocate funding from existing revenue sources. (Near-Med. Term)
3. After designating a TDM program manager, pursue state and federal TDM grant opportunities to fund TDM pilots and programs. (Long Term)

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$ \$\$\$
TIMEFRAME:	Near, medium & long term

# Management and Funding Strategies

## M.3: Formalize and Expand Burlington's Partnership with CATMA

### Recommended Action Steps:

1. Form a working group and hold monthly coordination meetings with City of Burlington and CATMA staff.
2. Identify and formalize goals, roles, and responsibilities, and memorialize in a Memorandum of Understanding.
3. Periodically evaluate the impact of partnership by collectively reviewing the success of TDM initiatives and adjust strategies as needed.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$\$\$
TIMEFRAME:	Near & medium term

# Management and Funding Strategies

## M.4: Expand Public Advisory Roles for Non-Driving Transportation Issues and Needs

### Recommended Action Steps:

1. Review scope and responsibilities for the Walk | Bike council.
2. Ensure that a new or expanded council includes diverse representation of the community.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$ \$\$\$
TIMEFRAME:	Near term

# Neighborhood TDM Strategies

## N.1: Establish a Public Bicycle/Electric Bicycle Lending Library

### Recommended Action Steps:

1. Identify partners and develop an operating plan.
2. Identify a central location for the library.
3. Promote the bike library. Integrate information about the library in citywide marketing materials and with community partners.

STRATEGY AT A GLANCE	
CITYWIDE:	
NEIGHBORHOOD:	✓
RELATIVE COST:	\$\$\$
TIMEFRAME:	Near & medium term

# Neighborhood TDM Strategies

## N.2: Establish Community-Based Mobility Hubs and Delivery Hubs

### Recommended Action Steps:

1. Pilot the community-based hub concept in the Old North End neighborhood.
2. Coordinate with community organizations in the Old North End to increase awareness about the hub and identify programming opportunities for the space, such as special events and service/resource distribution.
3. After 1 year, evaluate the impact of the hub and modify the approach as needed for application in other neighborhoods throughout Burlington.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$\$\$
TIMEFRAME:	Medium term

# Neighborhood TDM Strategies

## N.3: Expand Burlington's "Walk to Shop" Shopping Trolley Program

### Recommended Action Steps:

1. Include funding for shopping trolley distribution as part of neighborhood TDM implementation.
2. Explore the establishment of shared, neighborhood trolley libraries to facilitate convenient transportation of groceries and goods.

STRATEGY AT A GLANCE	
CITYWIDE:	
NEIGHBORHOOD:	✓
RELATIVE COST:	\$ \$\$\$
TIMEFRAME:	Near term

# Neighborhood TDM Strategies

## N.4: Implement a “Bus Buddies” Transit Rider Education Program

### Recommended Action Steps:

1. Form a “Bus Buddies” working group that includes GMT and community-based organizations who work with populations that may benefit from the program.
2. Develop and implement a training course for bus buddy volunteers to help them effectively support program participants.
3. Begin operating the program. Regularly gather input and feedback from bus buddy volunteers and from program participants to identify gaps in the program. Augment training as needed.

STRATEGY AT A GLANCE	
CITYWIDE:	
NEIGHBORHOOD:	✓
RELATIVE COST:	\$\$\$\$
TIMEFRAME:	Near term

# Neighborhood TDM Strategies

## N.5: Pilot a Neighborhood Transportation Wallet Program

### Recommended Action Steps:

1. Identify funding and develop a budget for the transportation wallet pilot program.
2. Identify eligibility criteria and a pilot area to test the mobility wallet.
3. Coordinate with local community-based organizations and residents within the study area to identify mobility needs and desired benefits to include in the wallet.
4. Develop a price structure that includes “base” and “affordable” options.
5. Evaluate preferred format and technology options for distributing and managing the wallet.
6. Define equity-driven pilot evaluation criteria.
7. Based on pilot evaluation, consider opportunities to refine or expand the program.

STRATEGY AT A GLANCE	
CITYWIDE:	✓
NEIGHBORHOOD:	
RELATIVE COST:	\$\$\$
TIMEFRAME:	Long term

# Strategies Prioritization

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Based on the recommended timeframes, budget realities and community priorities, the following strategies are recommended for a first phase of implementation, to be completed in 2025:

- 1. Update and expand Burlington's TDM requirements.** Adopt a point-based requirement structure that includes additional TDM measures and provides flexibility for developers.
- 2. Adopt a Commute Trip Reduction (CTR) Ordinance,** including amendments to Institutional Parking Plan requirements.
- 3. Adopt neighborhood-based TDM plans** using the neighborhood TDM framework (New North End).

# Next Steps

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## ***planBTV: New North End***

- Neighborhood TDM Frameworks for 3-4 sub-areas
- Neighborhood Mobility Hub Conceptual Planning

## ***Mobility and Transportation Innovations (MTI) Grant***

- Funding for Mobility Hub Guidebook
- Funding for conceptual design and implementation of a pilot Mobility Hub in Burlington's Old North End neighborhood

## ***SECORD (South End Coordinated Redevelopment)***

- Goal to create one or two Mobility Hubs that can facilitate the City's and its partners' goal of creating a car-light urban district in Burlington's South End

# THANKS!

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**Charles Dillard**

**Principal Planner/Interim Director**

**City of Burlington Office of City Planning**

**[cdillard@burlingtonvt.gov](mailto:cdillard@burlingtonvt.gov)**