



Neighborhood Planning Assembly Attendees

NPA (choose one)	Wards 1 & 8	Wards 2 & 3	Wards 4 & 7	Ward 5	Ward 6
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Date of Assembly : 12-7-17 Location: Champlain College Aiken

Please return to your convenor, Phet Keomanyvanh
or email to cedofd@burlingtonvt.gov

- 1 Sahmy Yusem
- 2 Charles Simpson
- 3 Eileen Underwood
- 4 Susan Molzon
- 5 Ginny Lyons (VT Senate)
- 6 Joel Fitzgerald
- 7 Greg Eplerwood
- 8 Doane Gayer
- 9 Mary Twitchell
- 10 Tony Rodin G.TOW
- 11 Marcy Esbjerg
- 12 Anita Rapane
- 13 Bob Leidy
- 14 Faye Baker
- 15 Cindi Wight
- 16 David Armstrong - GMT
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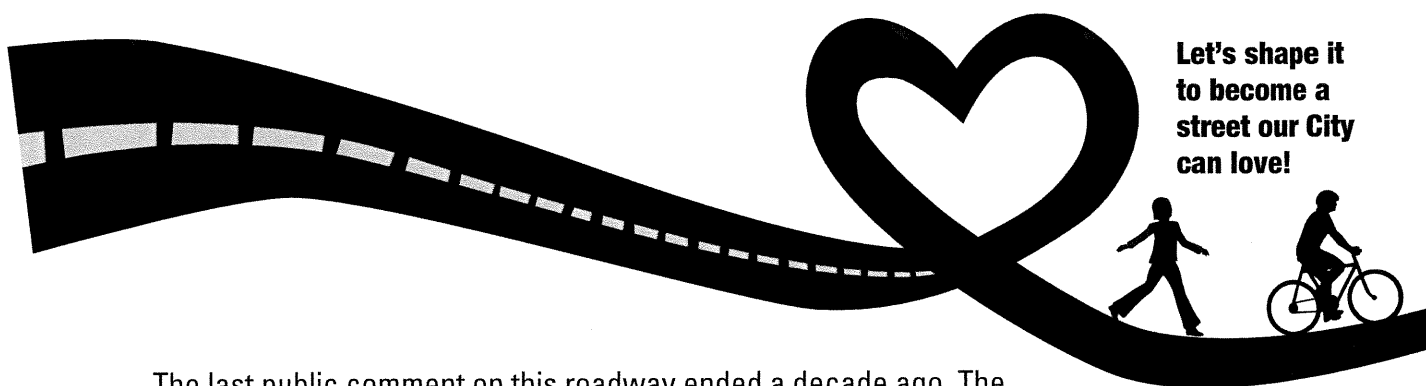
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The Champlain Parkway— Let's Get to a Livable Design!



The last public comment on this roadway ended a decade ago. The South End has changed. More people live here. There's more manufacturing in our Industrial Park, more stores along Pine Street. More children walk to Champlain School from Lakeside. More people bike between the City Center and South Burlington. And the new South End City Market will bring more traffic. The time has arrived for our generation to shape the Champlain Parkway roadway into a street our South End neighborhood—and our City—can love!

Let's do it right (the first time!)

With an up-to-date plan, we can have:

- Safe, separate bike, walk, and motoring routes, not dangerous shared facilities
- Six acres of open space for parkland along Englesby Brook and additional taxpaying industrial space, not a buried stream bed and an erosion-prone drainage.
- Up-to-date intersection technology based on safe roundabouts, which decrease crashes 76% overall and 60% when replacing a traffic signal. (Roundabouts are promoted by AAA, AARP, Geico and other organizations)
- \$8 million taxpayers dollars saved for use on other civic projects
- Pine Avenue section as a complete street with separate bike, walk, and driving lanes between Lakeside and Kilburn
- No dead ending Pine Street, no severing of one of our only two north-south corridors

Join the fight for a new parkway design, or live with the dangerous alternative.

The existing design carries a \$35 million price tag for a very shoddy design. The built section of the Parkway from I-189 to Home Avenue ("road to nowhere") gets extended from Home Avenue to Lakeside Avenue, through the delicate Englesby watershed. Pine Street gets only minor changes and continues north to Main Street. Six new traffic lights (which will lead to more accidents).

Times have changed but the Parkway design has not. Let's advocate for 21st century design! The Pine Street Coalition (PSC) Re-Design Guidelines improve safety and stop the dead end at Pine Street and Queen City Park Road. The Burlington Walk Bike Council supports the PSC Guidelines which call for safe and separate corridor length walk and bike facilities, equality for all modes.

The Champlain Parkway: Give the people a say now! Join the Pine Street Coalition.

Visit: www.facebook.com/SSBPineStreetNOW • www.SafeStreetsBurlington.com



CHAMPLAIN COLLEGE

WHAT'S HAPPENING AT CHAMPLAIN COLLEGE – DECEMBER 2017

CHAMPLAIN COLLEGE END-OF-SEMESTER SCHEDULE

- 12/8 (Fri): Last Day of Fall Semester Classes
- 12/11—12/15: Finals Week
- 12/16 (Sat): Residence Halls close at 12:00 noon for Winter Break
- 12/18—1/12/18: Winter Break for students
- 12/22—1/1/18: Winter Holidays; College closed
- 1/14/18 (Sun): Residence Halls reopen at 8:00 a.m.

CHAMPLAIN COLLEGE EVENTS

Here are a few campus events that are open to our extended community:

Graphic Design Senior Capstone Design Show

Monday, December 11, 5:00 – 6:30 p.m.

Champlain College Art Gallery, Center for Communication and Creative Media, 2nd Floor
Student designers present a culmination of their concentrated senior work.

“A Spectrum of Emerging Landscapes”

Wednesday, December 13, 5:30 p.m.

Champlain College Art Gallery Lounge, Center for Communication and Creative Media, 2nd Floor
This marks the final event in the Emergent Landscape Critical Conversations Speaker Series, hosted by the Masters Programs in Emergent Media at Champlain College. A panel of the program's graduate students will each explore a different horizon of the emerging landscape. Hear about how new ideas, innovations and technologies will be shaping the world of tomorrow in our PechaKucha style presentation to quickly cover a diverse spectrum of various fields, followed by an open Q&A discussion with the audience.

UPDATES ON 194 ST. PAUL STREET (FORMERLY EAGLES LANDING)

For weekly updates, visit:

<http://www.champlain.edu/faculty-and-staff/campus-information/campus-planning-and-auxiliary-services/new-construction-and-major-renovations/eagles-landing>

COMMUNITY RELATIONS CONTACT:

Sandy Yusen

Director, Communications and External Relations

syusen@champlain.edu or community@champlain.edu

O: 802-865-5727

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CHITTENDEN COUNTY SERVICE SCENARIOS

1. OVERVIEW OF SERVICE IMPROVEMENT SCENARIOS (CHITTENDEN COUNTY) PAGES 1-14

- Major Themes
- Route-by-Route Improvements
- Summary of Service Improvement Options by Scenario

2. SCENARIO MAPS PAGES 15-21

- Existing Chittenden County service map
- Scenario 1
- Scenario 2
- Scenario 3
- Additional concept maps for South Burlington service

3. LEVELS OF SERVICE PAGES 22-30 (SCENARIO 3 LEVELS NOT ILLUSTRATED IN THIS SECTION)

- Weekdays (Existing, Scenario 1, Scenario 2)
- Saturdays (Existing, Scenario 1, Scenario 2)
- Sundays (Existing, Scenario 1, Scenario 2)



Scenario 1

Scenario 1 would provide much more frequent service during weekday middays and evenings, and on weekends. This would make transit much more attractive for a wide variety of trips on all days. Major features include:

- **Weekdays.** On weekdays, the four Major Local routes – 1 Williston, 2 Essex Junction, 6 Shelburne Road, and 7 North Avenue – would operate every 20 minutes from 6 AM until 6 PM, then every 30 minutes through the end of service at 11 PM. This schedule would meet demonstrated demand for frequent service beyond traditional peak hours, and would also improve scheduling and service reliability.
- **Saturdays.** The four Major Urban routes (1, 2, 6, and 7) would operate every 20 minutes during the day and every 30 minutes in the evening. New Saturday service would be provided on the Essex segment of Route 4 Essex Center that would be incorporated into the extended Route 10 Essex Outlets – Williston. In total, Saturday service would be provided on nine routes.
- **Sundays.** Under Scenario 1, Sunday service would be added on Route 5 Pine Street, 6 Shelburne Road, 7 North Avenue, 8 City Loop, 9 Winooski, and 12 UMall/Airport. Route 18, which now provides service in some areas that would instead be served by the new service on regular routes, would be discontinued. In total, Sunday service would be provided on eight routes.

Scenario 2

Scenario 2 presents a more modest set of improvements, which would require fewer additional resources to implement. In general, the differences between Scenario 1 and Scenario 2 are based on levels of service (frequency and span of service), including:

- **Weekdays.** Major Local routes (1, 2, 6, and 7) would provide weekday service every 15 minutes during peak hours and every 30 minutes during the midday, as most of these routes do today.
- **Saturdays.** The four Major Urban routes (1, 2, 6, and 7) would operate every 30 minutes throughout the day. As in Scenario 1, new Saturday service would be provided on the Essex segment of Route 4 Essex Center that would be incorporated into the extended Route 10 Essex Outlets – Williston. In total, Saturday service would be provided on ten routes.
- **Sundays.** Under Scenario 2, Sunday service would be added on Route 6 Shelburne Road, 7 North Avenue, and 8 City Loop. Route 18, which now provides service in some areas that would instead be served by the new service on regular routes, would be discontinued. In total, Sunday service would be provided on six routes.

Scenario 3

Scenario 3 presents a cost-neutral set of improvements, which could be implemented using GMT's existing budget assuming no additional funds. In general, the differences between Scenario 3 and the previous two scenarios are based on levels of service (frequency and span of service), including:

- **Weekdays.** Major Local routes (1, 2, 6, and 7) would operate every 20 minutes from 6 AM until 6 PM, then every 30 minutes through the end of service at 11 PM. This schedule

Service Levels

Scenario 1: Peak period frequencies would be reduced from every 15 minutes to 20 minutes in order to produce much more frequent service at other times. Saturday service would run every 20 minutes during the day and every 30 minutes during the evening, and Sunday service would increase from 75 minutes today to 30 minutes all day.

Scenario 2: Route 1 would maintain 15-minute peak period service at the expense of less frequent weekday midday and Saturday service. Sunday service would operate hourly all day.

Scenario 3: Peak period frequencies would be reduced from every 15 minutes to 20 minutes in order to produce much more frequent service at other times. Saturday service would run every 30 minutes throughout the day, and Sunday service would operate hourly.

Route 1 Williston Service Levels

	Day	Service Span	Frequency (minutes)
Existing Route 1	Weekdays	6:15 AM – 12 AM	15 peak/30 midday/60-80 evening
	Saturday	6:15 AM – 12 AM	30 day/70-80 evening
	Sunday	8 AM – 7 PM	75 all day
Scenario 1	Weekday	5:30 AM – 11 PM	20 peak/20 midday/30 evening
	Saturday	6:15 AM – 10 PM	20 day/30 evening
	Sunday	7 AM – 8 PM	30 all day
Scenario 2	Weekdays	5:30 AM – 11 PM	15 peak/30 midday/30 evening
	Saturday	6:15 AM – 10 PM	30 all day
	Sunday	7 AM – 8 PM	60 all day
Scenario 3	Weekdays	5:30 AM – 11 PM	20 peak/20 midday/30 evening
	Saturday	6:15 AM – 10 PM	30 all day
	Sunday	7 AM – 8 PM	60 all day

2 Essex Junction

Route 2 Essex Junction is a Major Local route that operates between downtown Burlington and Essex Junction, primarily serving Colchester Avenue and VT Route 15. Under both scenarios, Route 2 would operate a more consistent schedule by removing variants and serving the same stops on all trips. Trips would no longer serve Global Foundries due to the very low ridership.

Route Alignment

All Scenarios: Under all three scenarios, UVM Medical Center and Fort Ethan Allen would be served on all trips. Deviation service to Global Foundries would be discontinued on all trips due to very low ridership.

Service Levels

Scenario 1: Peak period frequencies would be reduced from every 15 minutes to 20 minutes in order to produce much more frequent service at other times. Saturday service would run every 20 minutes during the day and every 30 minutes during the evening, and Sunday service would increase from 75 minutes today to 30 minutes all day.



Route 4 Essex Center/Williston Service Levels

	Day	Service Span	Frequency (minutes)
Existing Route 4	Weekdays	6 AM – 9:50 AM 1 PM – 6:15 PM	30 peak/30 midday/45 evening
	Saturday	No service	—
	Sunday	No service	—
Existing Route 10	Weekdays	7 AM – 7:20 PM	60 all day
	Saturday	7 AM – 7:20 PM	60 all day
	Sunday	No service	—
Scenario 1	Weekday	7 AM – 7 PM	60 all day
	Saturday	7 AM – 7 PM	60 all day
	Sunday	No service	—
Scenario 2	Weekdays	7 AM – 7 PM	60 all day
	Saturday	7 AM – 7 PM	60 all day
	Sunday	No service	—
Scenario 3	Weekdays	7 AM – 7 PM	60 all day
	Saturday	7 AM – 7 PM	60 all day
	Sunday	No service	—

5 Pine Street

Route Alignment

Under all scenarios, the Saturday deviation to Lakeside would be discontinued, as ridership is very low and this neighborhood is within walking distance of the main alignment. This would make service faster for through riders and eliminate gaps in service.

There would also be changes to the southern end of the route:

Scenario 1: Inbound buses would depart GMT and travel east on Home Avenue, then turn north onto Shelburne Road, west on Flynn Avenue, and north on Pine Street to continue into downtown Burlington. Outbound buses would follow the same alignment in reverse back to GMT. This alignment would provide connections with Route 6 Shelburne Road.

Scenario 2: Inbound buses would depart GMT and travel east on Home Avenue and turn directly onto Pine Street heading north. Outbound buses would follow the same alignment in reverse back to GMT. This alignment would be more direct than the Scenario 1 alignment, but would not provide connections with Route 6 Shelburne Road.

Scenario 3: Route 5's alignment would be the same as under Scenario 1, providing additional connection to Shelburne Road.

Service Levels

All scenarios would revise weekday peak period frequencies from 15 to 30 minutes to every 30 minutes to better match service levels with demand, and provide Saturday evening service every 60 minutes. Scenario 1 would also add Sunday service.

Route 6 Shelburne Road Service Levels

	Day	Service Span	Frequency (minutes)
Existing Route 6	Weekdays	6 AM – 11:20 PM	30 peak/30 midday/60-75 evening
	Saturday	6:15 AM – 8:20 PM	60 all day
	Sunday	No service	—
Scenario 1	Weekday	5:30 AM – 11 PM	20 peak/20 midday/30 evening
	Saturday	6:15 AM – 10 PM	20 day/30 evening
	Sunday	7 AM – 8 PM	30 all day
Scenario 2	Weekdays	5:30 AM – 11 PM	15 peak/30 midday/30 evening
	Saturday	6:15 AM – 10 PM	30 all day
	Sunday	7 AM – 8 PM	60 all day
Scenario 3	Weekdays	5:30 AM – 11 PM	20 peak/20 midday/30 evening
	Saturday	6:15 AM – 10 PM	30 all day
	Sunday	7 AM – 8 PM	60 all day

7 North Avenue

Route Alignment

All Scenarios: Deviations into both Heineburg Housing and Burlington High School would be discontinued as both locations are very short walks to the regular alignment.

Service Levels

Scenario 1: Peak period frequencies would be operate every 20 minutes throughout the peak periods (an increase over most of the peak today, except for 6:45 -7:45 AM when it currently operates 15-minute service). This would provide both frequent and consistent service throughout the day. Saturday service would run every 20 minutes during the day and every 30 minutes during the evening, and Sunday service would increase from 75 minutes today to 30 minutes all day.

Scenario 2: Route 7 would operate 15-minute service throughout peak periods, at the expense of less frequent weekday midday and Saturday service. Sunday service would operate hourly all day.

Scenario 3: Peak period frequencies would be every 20 minutes in order to produce much more frequent service at other times. Saturday service would run every 30 minutes throughout the day, and Sunday service would operate hourly.

Route 8 City Loop Service Levels

	Day	Service Span	Frequency (minutes)
Existing Route 8	Weekdays	6:45 AM – 7:40 PM	30 all day
	Saturday	6:45 AM – 6:40 PM	30 all day
	Sunday	No service	—
Scenario 1	Weekday	6:30 AM – 10 PM	30 all day
	Saturday	7 AM – 9 PM	30 all day
	Sunday	8:30 AM – 7 PM	60 all day
Scenario 2	Weekdays	6:30 AM – 10 PM	30 all day
	Saturday	7 AM – 9 PM	30 all day
	Sunday	8:30 AM – 7 PM	60 all day
Scenario 3	Weekdays	6:30 AM – 10 PM	30 all day
	Saturday	7 AM – 9 PM	60 all day
	Sunday	8:30 AM – 7 PM	60 all day

9 Riverside/Winooski

Route Alignment

In all scenarios, all service would operate along the route's full alignment (some trips now provide only partial service). Trips would also alternate consistently between the Courtyard and 83 Barlow senior apartments.

In Scenario 1, a school tripper would provide two new trips to serve students in Winooski.

Service Levels

Weekday and Saturday service levels would be the same under all scenarios. Scenario 1 would also add Sunday service.

Route 9 Riverside/Winooski Service Levels

	Day	Service Span	Frequency (minutes)
Existing Route 9	Weekdays	6:45 AM – 7 PM 11:25 PM – 11:52 PM	30 peak/60 midday/— 1 round trip
	Saturday	6:15 AM – 7 PM	60 all day
	Sunday	No service	—
Scenario 1	Weekday	6 AM – 11 PM	30 all day
	Saturday	7 AM – 9 PM	60 all day
	Sunday	8:30 AM – 7 PM	60 all day
Scenario 2	Weekdays	6 AM – 11 PM	30 all day
	Saturday	7 AM – 9 PM	60 all day
	Sunday	No service	—
Scenario 3	Weekdays	6 AM – 11 PM	30 all day
	Saturday	7 AM – 9 PM	60 all day
	Sunday	No service	—



Service Levels

Weekday and Saturday service levels would be the same under all scenarios. Scenario 1 would include Sunday service. Under all scenarios, evening and Sunday service between downtown Burlington, University Mall, and the airport would be available on Route 1 Williston.

Route 12 UMass/Airport Service Levels

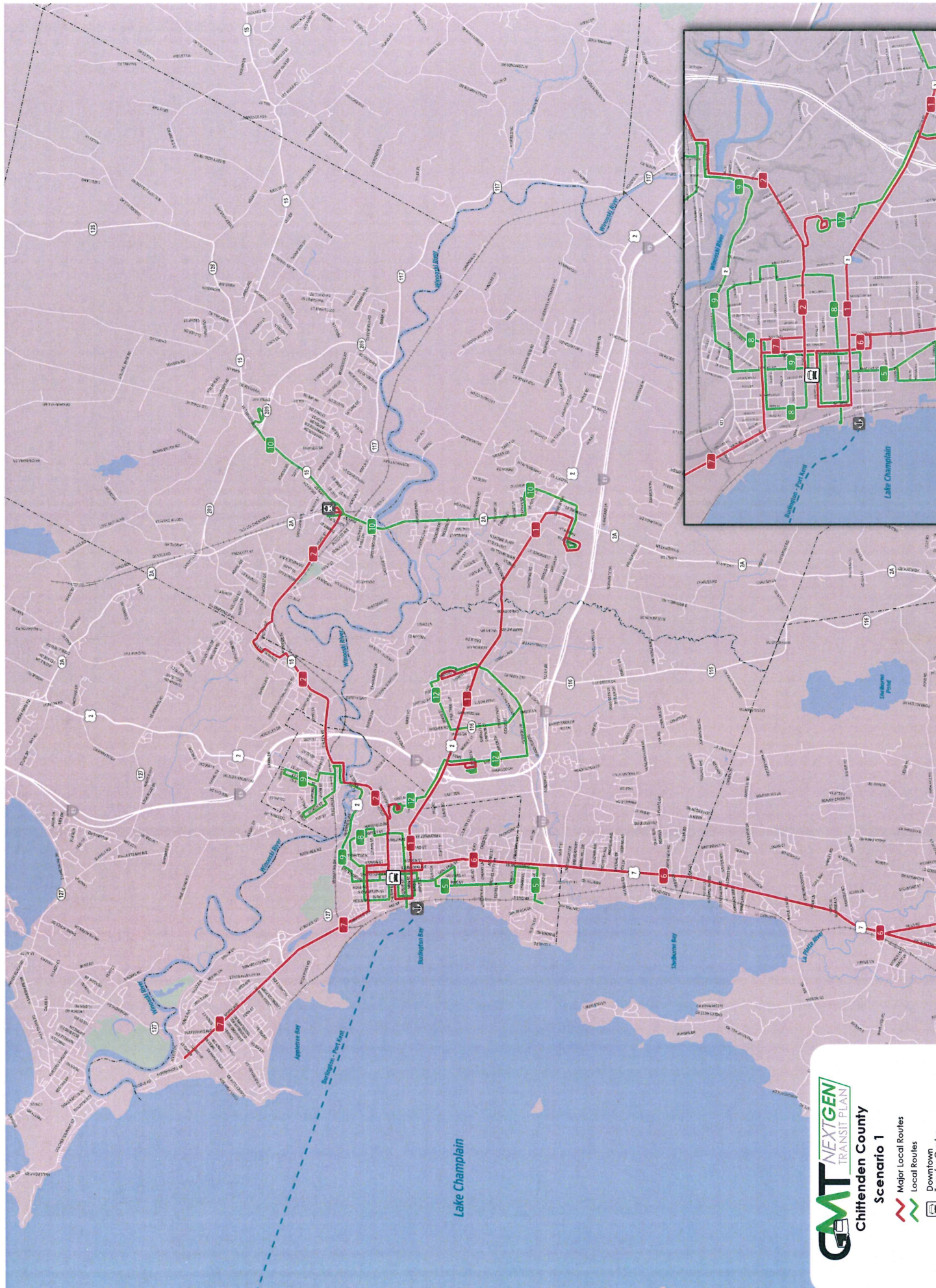
	Day	Service Span	Frequency (minutes)
Existing Route 12	Weekdays	6:25 AM – 10 PM	30-45 peak/30 midday/60-70 evening
	Saturday	6:30 AM – 10 PM	30 day/50-60 evening
	Sunday	8:45 AM – 7:30 PM	75 all day
Scenario 1	Weekday	6 AM – 6 PM	60 all day
	Saturday	6 AM – 6 PM	60 all day
	Sunday	6 AM – 6 PM	60 all day
Scenario 2	Weekdays	6 AM – 6 PM	60 all day
	Saturday	6 AM – 6 PM	60 all day
	Sunday	No service	—
Scenario 3	Weekdays	6 AM – 6 PM	60 all day
	Saturday	6 AM – 6 PM	60 all day
	Sunday	No service	—

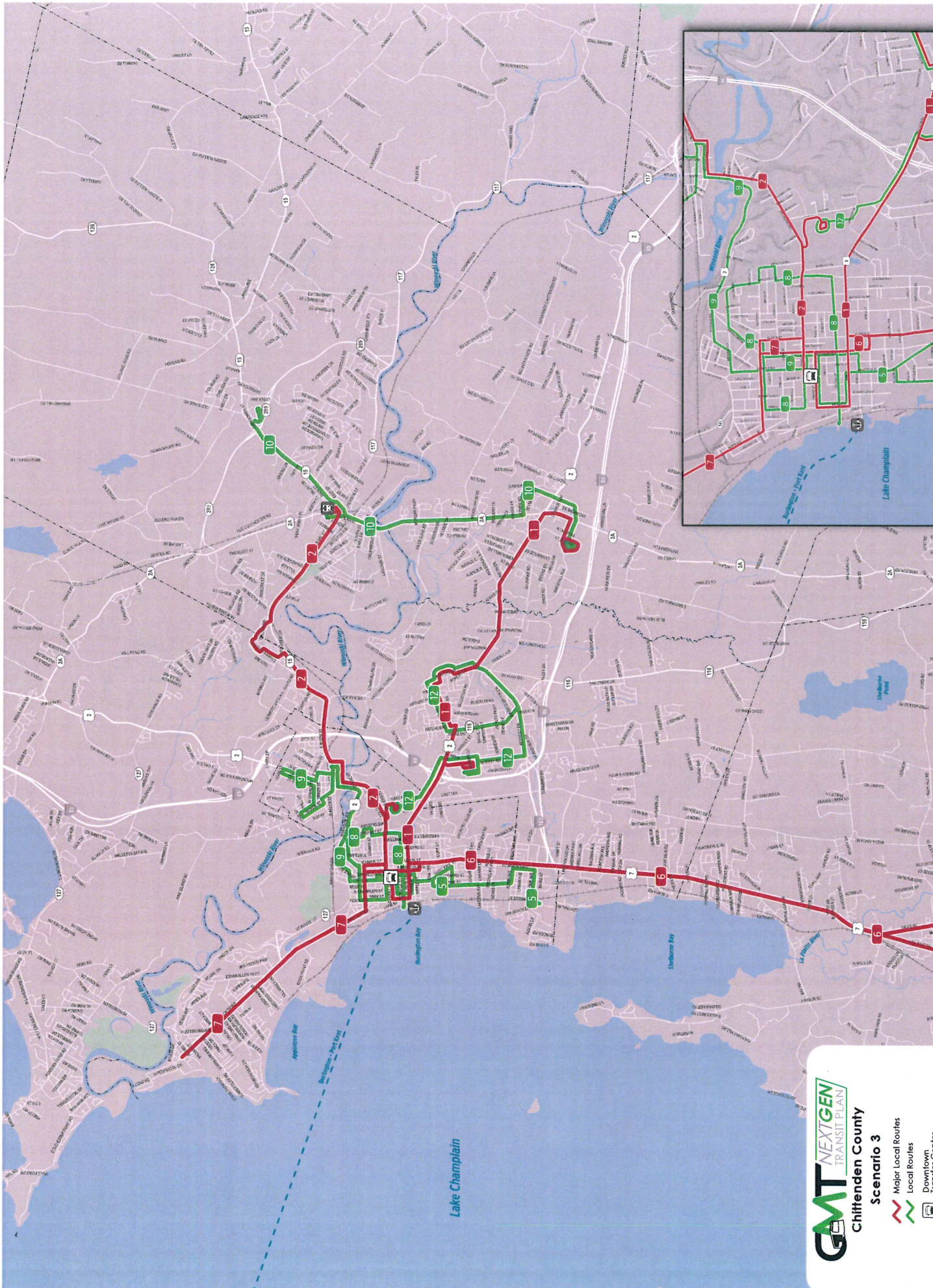
18 Sunday Service

Route 18 is an Urban Local route that provides Sunday-only service to areas north and south of downtown Burlington. The route travels primarily along North Avenue, Shelburne Road, Pine Street, Pearl Street, Riverside Avenue, and through downtown. In effect, it is designed to provide Sunday service in lieu of Route 5 Pine Street, Route 6 Shelburne Road, Route 7 North Avenue, and Route 8 City Loop. In all scenarios, Route 18 service would be discontinued and replaced by Sunday service on Routes 6 Shelburne Road, 7 North Avenue, 8 City Loop, and 9 Riverside/Winooski.

ROUTE	CHANGES IN ALL SCENARIOS	EXISTING	SCENARIO 1	SCENARIO 2	SCENARIO 3
11 College Street Shuttle		Summer Season - Weekday: 6:15 – 9 PM 15:30 peak/15 midday/30 evening - Saturday: 8:45 AM – 9 PM 15:30 day/30 evening - Sunday: 8:45 AM – 9 PM 15:30 day/30 evening Rest of Year - Weekday: 6:15 – 7:15 PM 15:30 peak/15 midday/30 evening - Saturday: no service - Sunday: no service	Consolidated with Route 8	- Weekday: 8 AM – 8 PM 30 all day - Saturday: 10 AM – 8 PM 30 all day - Sunday: 10 AM – 8 PM 30 all day - Maintains AM schedule year-round	Consolidated with Route 8
12 UMail/Airport	- Extended to serve UWM Medical Center on all trips - Discontinue deviations to Community Drive and Country Park - Discontinue trips to DTC	- Weekday: 6:25 AM – 10 PM 30:45 peak/30 midday/60:70 evening - Saturday: 6:30 AM – 10 PM 30 day/50:40 evening - Sunday: 8:45 AM – 7:30 PM 75 all day	- Weekday: 6 AM – 6 PM 60 all day - Saturday: 6 AM – 6 PM 60 all day - Sunday: 6 AM – 6 PM 60 all day	- Weekday: 6 AM – 6 PM 60 all day - Saturday: 6 AM – 6 PM 60 all day - Sunday: no service	- Weekday: 6 AM – 6 PM 60 all day - Saturday: 6 AM – 6 PM 60 all day - Sunday: no service
18 Sunday Service	Discontinue Route 18 and operate Sunday service on select local routes	- Weekday: no service - Saturday: no service - Sunday: 8:25 AM – 5:30 PM 30-110	Route discontinued	Route discontinued	Route discontinued
3 Lakeside Commuter	Discontinue Route 3, serve existing trips with Route 5 Pine Street	- Weekday: 6:05 AM – 7:15 AM 3 trips - Saturday: no service - Sunday: no service	Route discontinued	Route discontinued	Route discontinued

Bold = Differences between scenarios



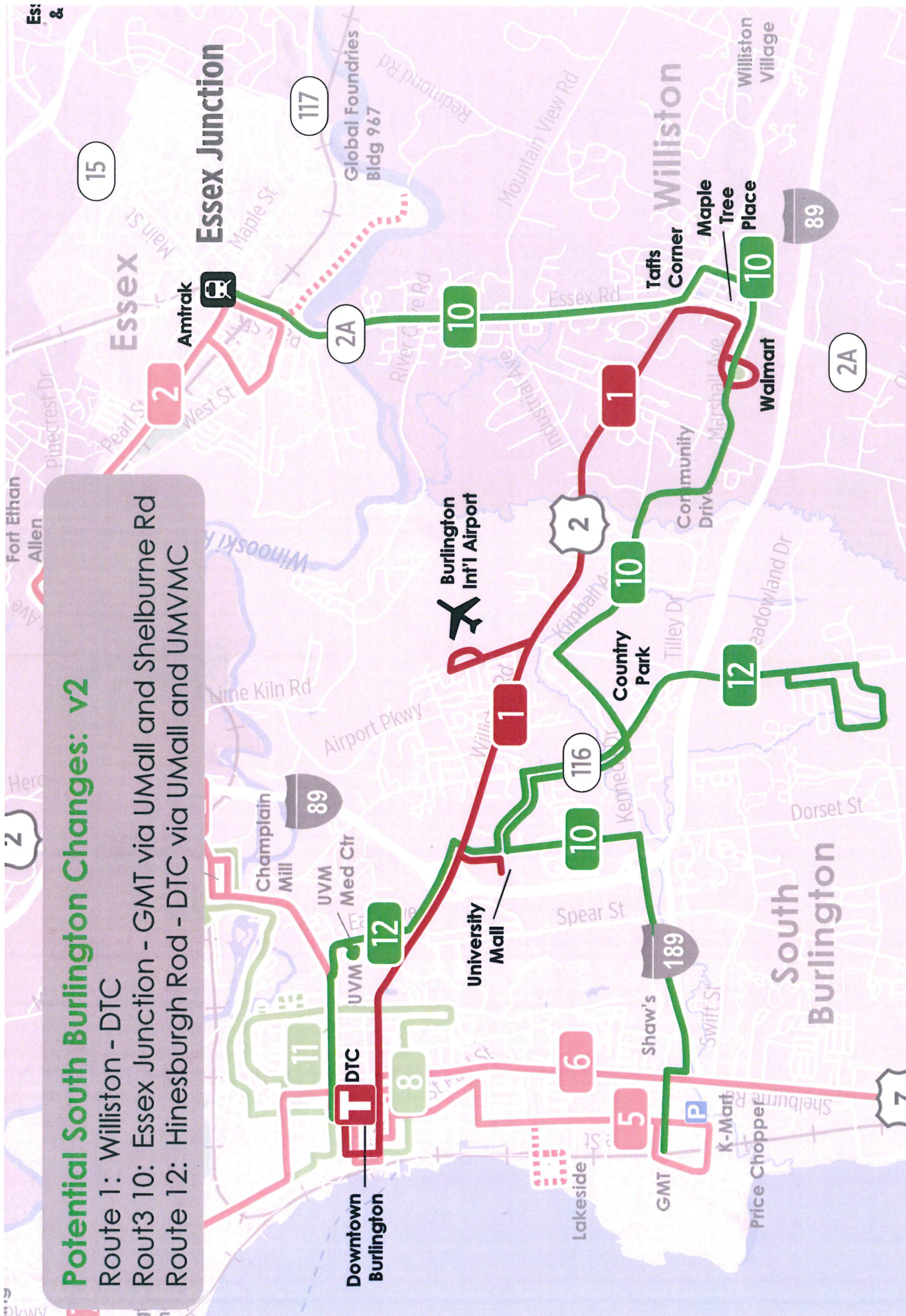


Potential South Burlington Changes: v2

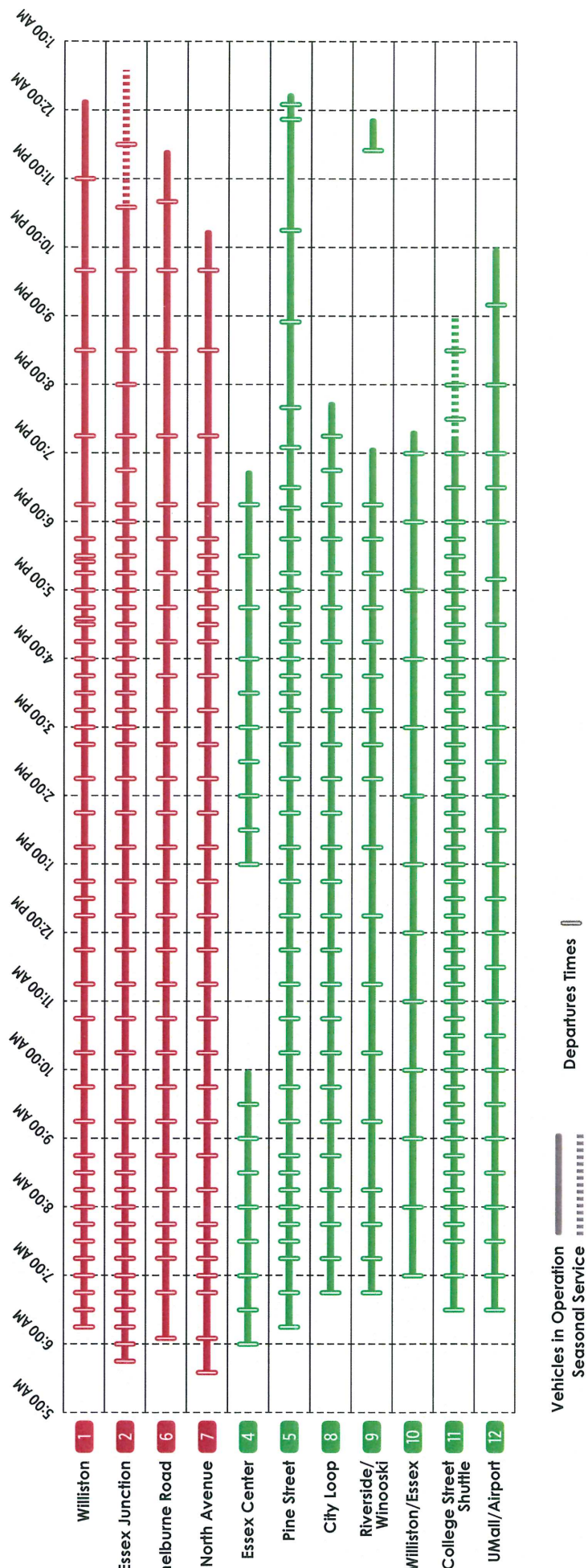
Route 1: Williston - DTC

Route 10: Essex Junction - GMT via UMass and Shelburne Rd

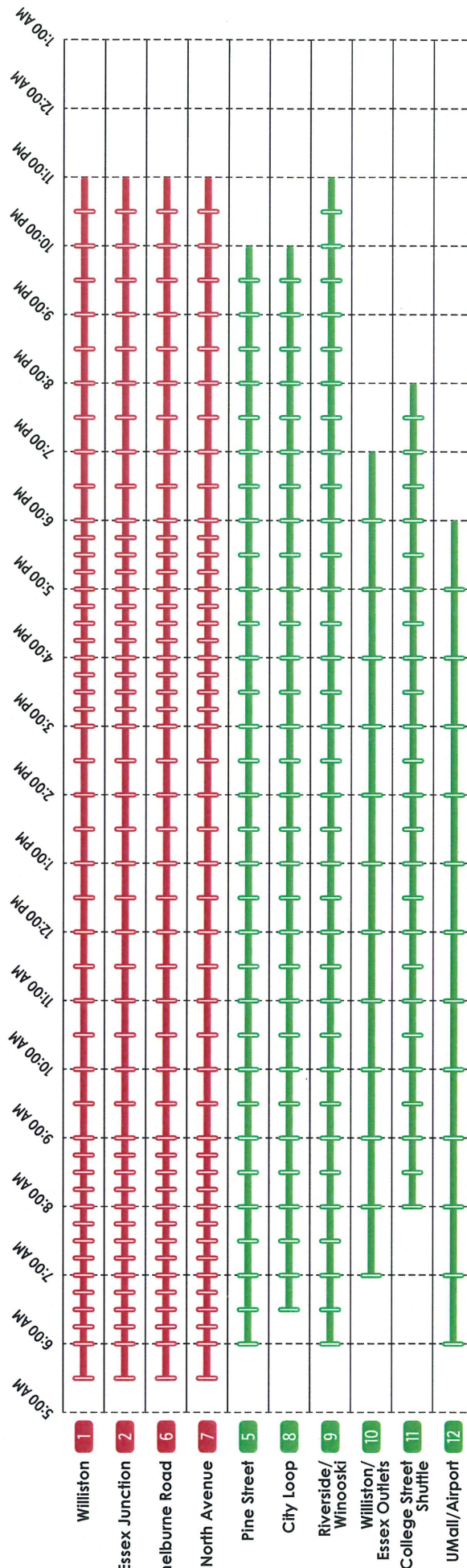
Route 12: Hinesburgh Rod - DTC via UMass and UMVMC



KISTING SYSTEM SCHEDULE AND FREQUENCY Weekday Service

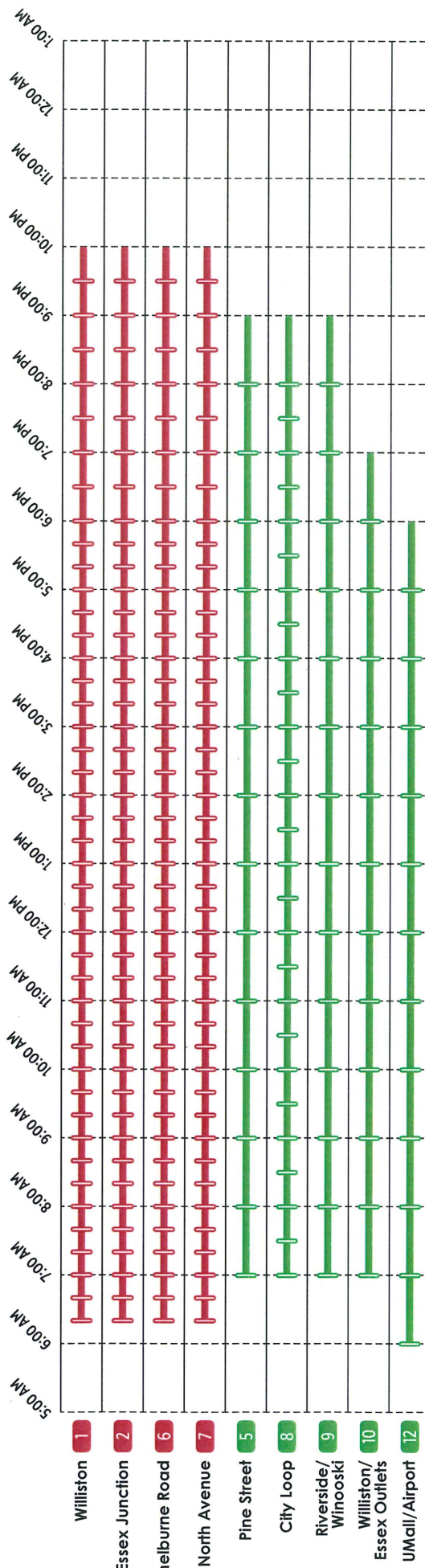


SCENARIO 2 SCHEDULE AND FREQUENCY Weekday Service



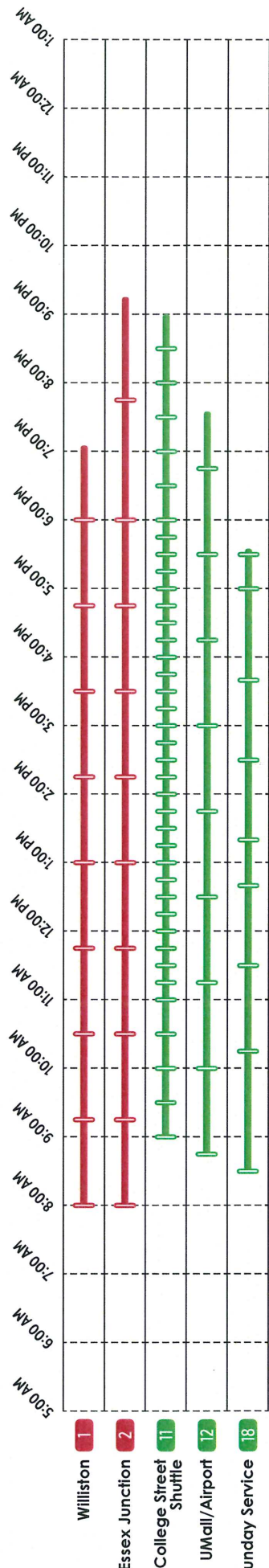
Vehicles in Operation Departures Times

SCENARIO 1 SCHEDULE AND FREQUENCY **Saturday Service**



Vehicles in Operation Departures Times

KISTING SYSTEM SCHEDULE AND FREQUENCY unday Service

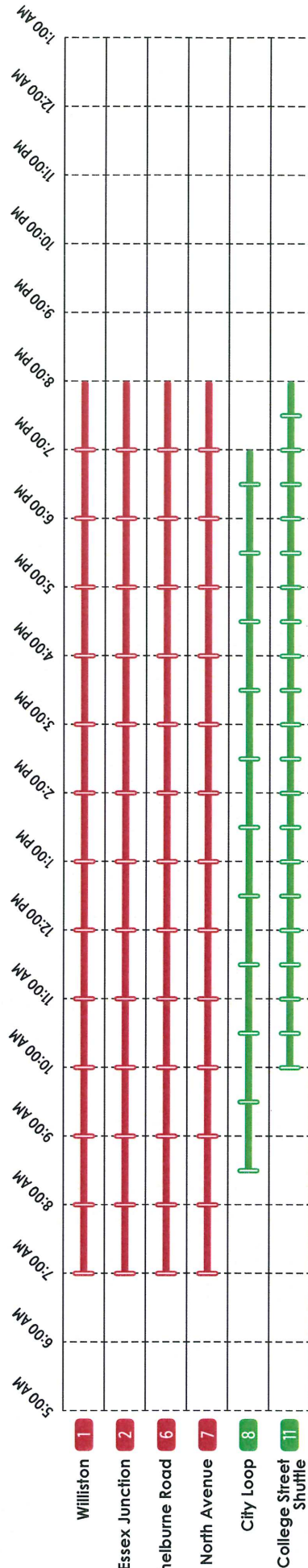


Vehicles in Operation
Seasonal Service

Departures Times

CENARIO 2 SCHEDULE AND FREQUENCY

Monday Service



Vehicles in Operation Departures Times

NPA Ward 6 Minutes – December 7, 2017 - DRAFT

Public Forum

Steering Committee member present: Clare Wool, Charles Simpson, Brian MacDonald, Matt Grady

Start: 7:00pm

Greg Epler Wood spoke on three topics:

1. Expressed opinion that it's important to save internet neutrality, referencing the upcoming FCC vote, and shared www.battleforthenet.com
2. The Keep Burlington Telecom Local movement is still active, with an upcoming December 19th meeting, and the intent to continue to promote their values in local matters
3. Concern that the arrival of the F-35 will adversely impact noise levels in the community, based on an evaluation that the way dB were measured is flawed. Distributed information based on this research, and is promoting a petition to the City Council.

Ginny Lyons, Chittenden District State Senator, provided updates, including works she's been involved with:

- Water funding bill
- Noise standards for the state
- VW settlement money and it's use towards bus electrification
- Healthcare and reducing the cost of prescription drugs
- Work to introduce a Vermont constitutional equal rights amendment in 2018. Approximately 20 states have one.

Scheduled Presenters

Sandy Yusen, Director, Communications and External Relations, Champlain College

- Updates included: college holiday schedule, fire alarm testing, some aspects of Champlain College's unique nature as it pertains to student support
- Eagles Landing project is on track to be completed fall 2018.

Marcy Esbjerg, Assistant Director for Community, Housing, & Opportunity Programs, shared a presentation on regional housing practices:

- Done to evaluate how people in federally protected classes are being served by the local housing markets, in order to continue to receive federal HUD funds
- More information and a draft of the report can be found at <https://www.burlingtonvt.gov/CEDO/Assessment-of-Fair-Housing>

- Questions included impact of airport housing loss, which wasn't included in the report, and that of new housing at Champlain College and University of Vermont, which was.

David Armstrong, Planning Manager, Green Mountain Transit

- Burlington Electric received a grant to purchase four electric buses. Compressed natural gas buses were evaluated and found not viable for current transit needs
- Currently completing a comprehensive service analysis to evaluate use patterns, to be completed February or March 2018. The process includes:
 - Study of regional transportation and planning
 - Public hearings
 - Route change evaluation
- Goals include simplifying service, and providing more consistent service, and expanding evening and weekend service, on major routes
- Questions included how routes are determined, Route Shout (a GPS-based service to see where buses are) and cost analysis of electric buses.

Steve Goodkind and **Tony Redington**, Pine Street Coalition, discussed their opposition to the current design of the Champlain Parkway

- Goal is to redesign the roadway for Livable Use, noting the current parkway design is antiquated (2006) and doesn't do what was originally intended
- Propose to reopen the design process in order to make sure the street serves the neighborhood, and incorporates the latest best practices
- Provided an overview handout, with more information available at www.safestreetsburlington.com
- Questions included impacts to Pine Street and City Market.

Karen Paul, Ward 6 Burlington City Councilor, discussed updates from the prior and upcoming City Council meetings:

- Quality of life ordinances
- Voting on proposed hotel on the parking lot adjacent to Bove's, and aspects of the project (included discussion)
- Review of the letter of intent from Schurz Communications.

Joan Shannon, South District Burlington City Councilor, continued from Karen's updates to discuss:

- She's undecided on the Bove's lot sale (included discussion)
- Clarification on the City Market/connector issue
- Two Ward 6 students were selected as designers of the new Burlington flag
- Questions for Karen and Joan included more on Bove's, and impacts of Burlington's recent Moody upgrade.

Fran Brock, President of the Burlington Education Association

- Check Burlington High School website for upcoming concerts and events

- Discussed upcoming BEA goals, which include getting teachers more involved in PTO events, connecting with people who don't have children in the school system, working to improve school safety, and becoming more efficient at narrowing the achievement gap
- Questions included recent teacher/student ratio announcement by Governor Scott, proficiency-based learning and its impact on teachers and students.

Stephanie Seguino, Ward 6 School Board Member and Vice-Chair

- Current budget is forecast to increase property taxes
- The Burlington school district bears additional costs that are unaddressed in the current state funding ratio, due to the unique demographics and attendant services and support needed in the Burlington area
- Our lunch program is above average
- Supporting trauma training in order to help kids cope and address trauma, which supports better learning outcomes.

Jeff Wick, District South School Board Member, continued:

- The school board is preparing the budget, with upcoming meetings on December 19th and 21st
- Finalizing the Superintendent's annual evaluation
- District is finalizing the teacher's and para-educator's contracts, the latter still in discussion. Teacher's contract should be signed soon
- Questions included teacher contracts and the status of the para-educator's negotiations.

*There will be no Ward 6 NPA January 4, 2018 meeting. Ward 6 NPA meeting will resume back on February 1, 2018.

End: 9:00pm

Minutes submitted by Brian MacDonald



Draft Agenda
Ward 6 NPA Meeting
December 7, 2017 from 7:00 to 9:00 PM

Morgan Room in Aiken Hall at Champlain College

6:45-7:00: Social Time

7:00-7:10: Public Forum

7:10-7:20: Sandy Yusen, Champlain College Update

7:20-7:35: Marcy Esbjerg, CEDO, on South End housing projects

7:35-7:50: Mark Sousa, Green Mountain Transit, on Electric bus development

7:50-8:05: Steve Goodkind and Tony Redington, Pine Street Coalition, on Champlain Parkway

8:05-8:20: Joan Shannon and Karen Paul, Councilors' Report

8:20-8:35: Fran Brock, Burlington Education Association

8:35-8:50: Jeff Wick and Stephanie Seguino, School Board Members

8:50-9:00: Lisa Kingsbury, UVM Update

9:00: Adjourn