



To: Burlington Planning

Date: September 22, 2022

Memorandum

Project #: 58736.00

From: Jenn Conley, PE, PTOE

Re: Transportation Demand Management (TDM)

VHB has reviewed the City of Burlington's ordinance regarding Transportation Demand Management (TDM) for Burlington High School and Technical Center located at 52 Institute Road. According to the City of Burlington's Comprehensive Development Ordinance, the purpose of a TDM program is to reduce parking demand, car ownership, and vehicle miles traveled while increasing transit use and non-motorized travel.

VHB has discussed its recommendations with the client who has committed to the following TDM measures based on City requirements.

(a) Outreach and Education

The ordinance requires assignment of a Transportation Coordinator who will be responsible for providing employees and students with information on TDM strategies during an annual meeting as well as on request. In addition, the Transportation Coordinator is required to prepare and disseminate an annual travel survey of employees and provide record keeping to the City.

The Burlington High School has committed that [REDACTED] will serve as the Transportation Coordinator. **THIS PERSON/OFFICE** will survey the employees yearly regarding mode choices and submit the findings to the City. **THIS PERSON/OFFICE** will also provide information on alternative modes and the ease of using them to travel to and from the site.

(b) TDM strategies.

The ordinance requires GMT transit passes be provided to all employees and staff for free for the first year of occupancy and at a minimum discount of 50% for each year afterward. BSD will offer free transit passes to all staff at the high school. The Burlington School District works cooperatively with Green Mountain Transit (GMT) to provide bus transportation options for students traveling to and from school. At the Institute Road site, this includes School Tripper routes as well as Route 7. **Burlington High School students ride GMT busses fully subsidized, for free with their student ID.**

Green Mountain Transit offers bus routes referred to as "School Trippers" and the routes that include the current temporary downtown location of Burlington High School are, 334, 336, and 349. These routes have historically traveled from both the North End and South End to the Institute Road site. All three "School Trippers" bus routes connects to the Downtown Transit Center which provides connection the greater Chittenden County area.

Figure 1- Burlington School District GMT Bus Routes



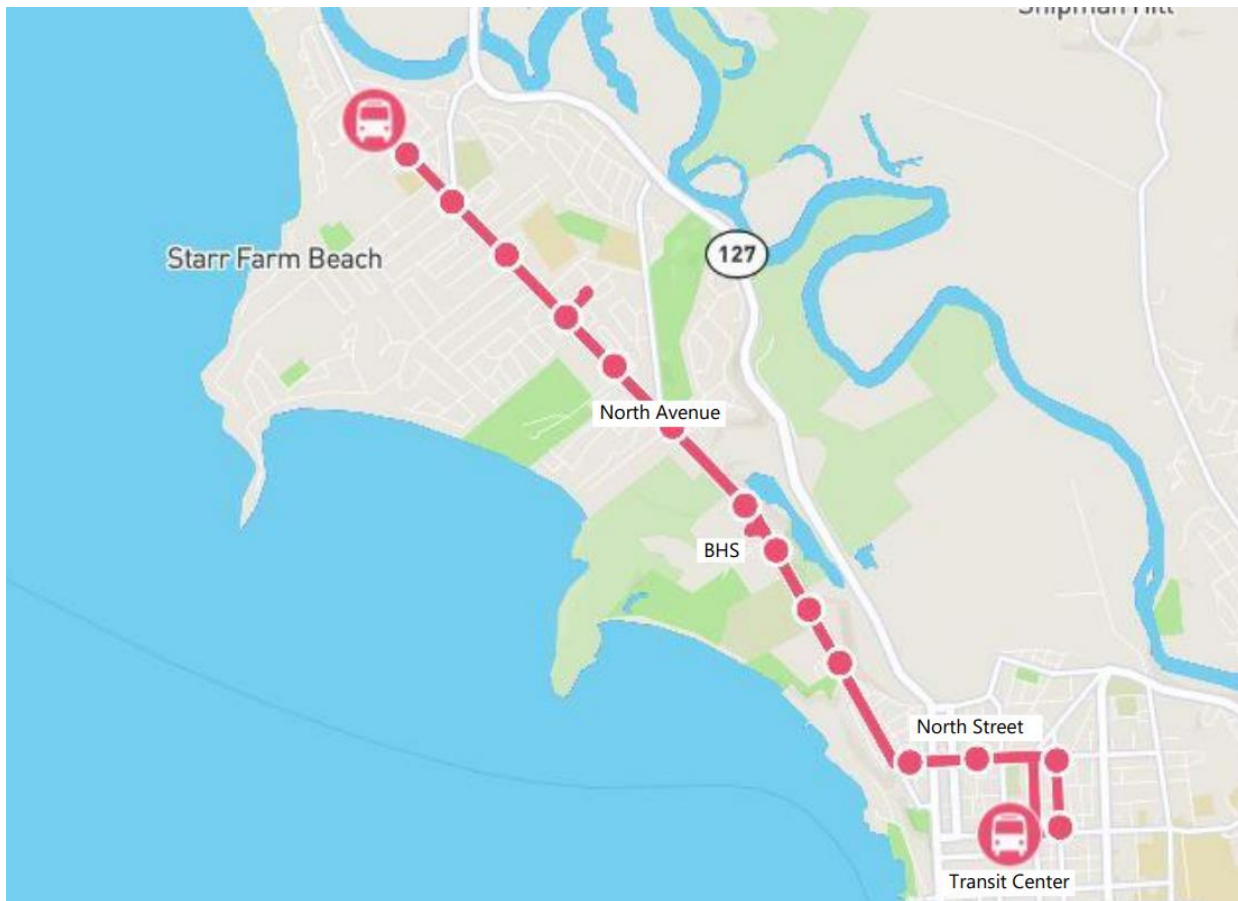
Green Mountain/BSD Transit, Burlington School District Travel Plan

For staff and faculty, Route 7 travels along North Avenue and connects from the Downtown Transit Center up to the North End and includes stops near the High School every 10 to 20 minutes during the peak periods. Figure 3 illustrates the existing southbound bus shelter located to the south of Institute Road. This

stop and shelter will be relocated to the north to minimize the need for users to cross the street when boarding or alighting at this stop. A northbound bus shelter is provided approximately 300 feet to the south of Institute

This provides students, staff, and faculty the opportunity to rely on public transport as their mode of transportation. The Downtown Transit Center can connect faculty and staff to the other areas around the region.

Figure 2- Burlington North Avenue Bus Route



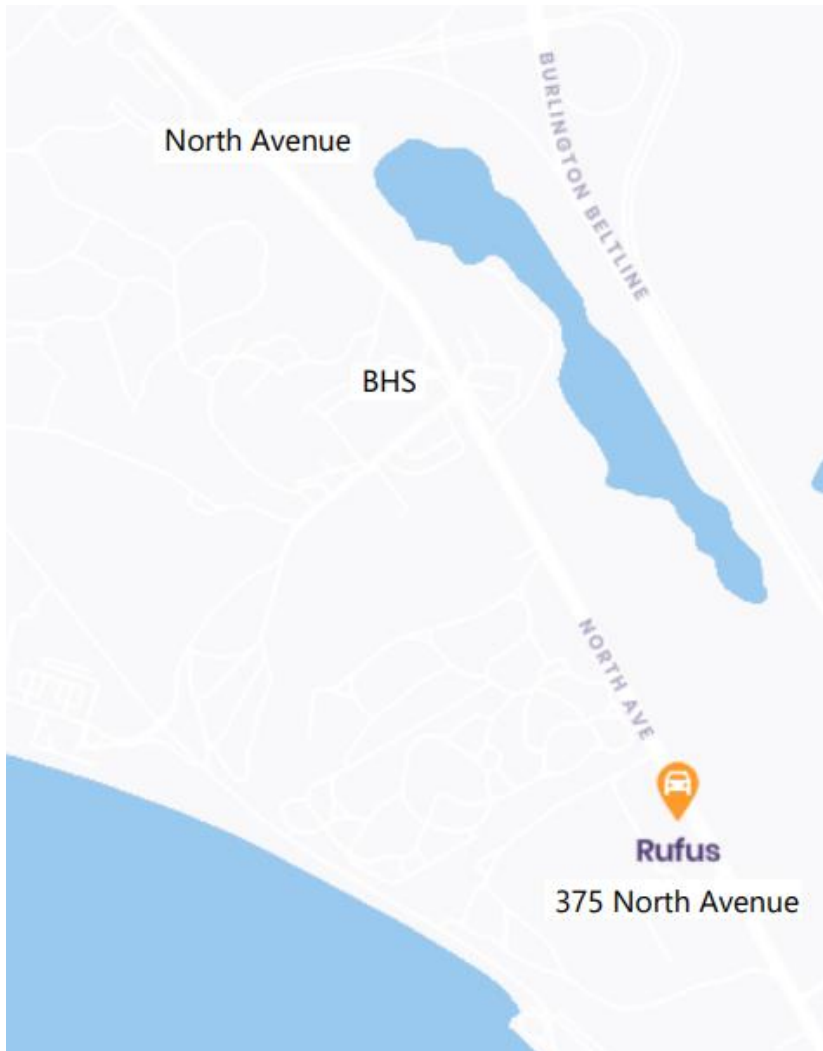
Green Mountain Route 7 Schedule

Figure 3- Bus Stop Located at North Avenue and Institute Road



The ordinance suggests offering a car share membership to all employees and staff. However, because Burlington High School and Technical Center is more aggressive in its subsidy of transit, and, as shown on the graphic below, there is currently one vehicle located 0.6 miles from the Burlington High School and Technical Center, employees that would like to occasional participate in a carshare program, have that option within walking distance.

Figure 4- Car Share Location at 375 North Avenue



Burlington Car Share Locations, CarShare Vermont

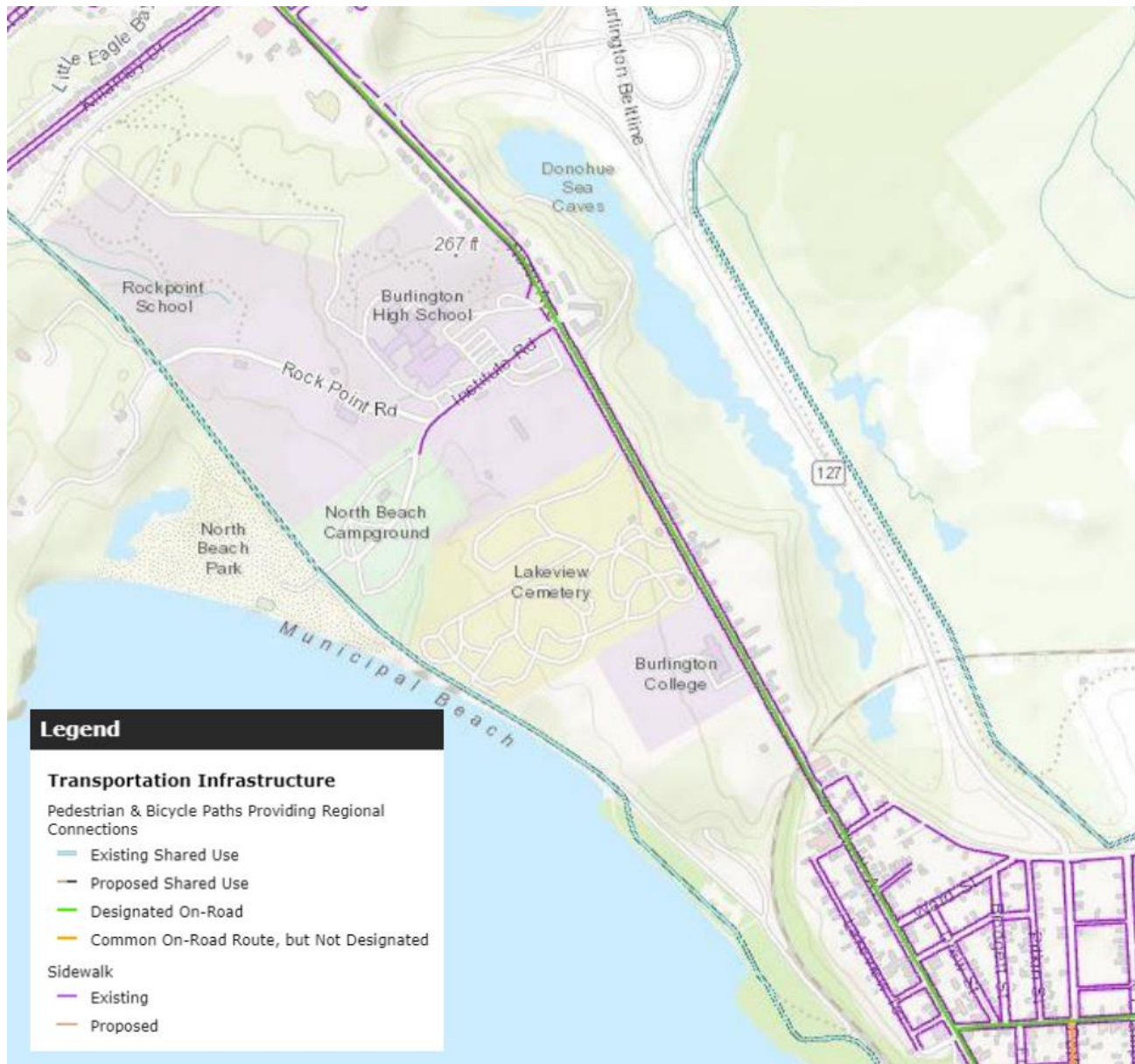
(c) Parking Management

Per the Ordinance, Parking Utilization studies need to be conducted annually. **The Project has committed to collect this data through the Transportation Coordinator and report the information when reporting on employee travel surveys.**

Priority parking spaces closest to the primary building entrance need to be provided for handicapped parking, as well as bicycle, scooter and motorcycle, and carpool spaces. These spaces are each provided, as shown on the site plan.

In addition to reducing auto trips by encouraging transit, the City of Burlington provides students and employees with many opportunities to access safe pedestrian and bike paths. Students and faculty can connect to paved bike routes along North Avenue or can easily connect to the Island-Line Trail. This provides safe routes for students and faculty to be able to travel from the North End to South End.

Figure 4- Bike and Pedestrian Connections



Chittenden County Regional Planning Commission, Transportation and Infrastructure GIS Layer

In order to determine the likely demand for bicycle parking, observations of bicycles parked around the current location of Burlington High School were made on three weekdays during Fall 2022. On these three good weather days (clear and warm), between 8 and 13 bikes were parked on the bike racks and an additional 12 to 17 bikes were attached to nearby objects. Taking the highest count, a

total of 30 bicycles were counted. With enrollment currently at 979 students, demand can be calculated as 0.03 bicycles per student.

Were the new high school to reach its full capacity of 1594 students, we would anticipate demand for 48 bicycle parking spaces. **In order to further encourage cycling to the Institute Road site, in accordance with LEED standards, 136 bike parking spaces will be provided.**

(d) TDM Agreement

The Project is committing to this TDM plan and will provide the written documentation from the School Department committing to the ongoing implementation of the TDM requirements as set forth above; acknowledgement that the project has no claim to on street parking; acknowledgement that failure to maintain TDM as required is a violation of this ordinance and that no certification of occupancy be granted until any such violation has been remedied.