



Public Works Commission

Wednesday, January 15, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

6:30 pm, Main Conference Room, 645 Pine St OR Remotely via ZOOM:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83495330508>

Or Telephone: Dial US: 301-715-8592 Webinar ID: 834 9533 0508

Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date. Note that comments on YouTube are not monitored.

1. Call to Order

2. Agenda - 5 Minutes

2.1. Motion to amend/adopt agenda

3. Public Forum - 3 Minutes per Person Time Limit - 10 Minutes

4. Consent Agenda - 5 Minutes

4.1. Approval of Draft Minutes of 12-18-24

4.2. CP Smith Bus Parking

Subject

Meeting

4.3. Approval Of Consent Agenda

January 15, 2025 - DPW Commission Meeting 1-15-25 - Wednesday, January 15, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category

4. Consent Agenda - 5 Minutes

Department

Public Works Department

Type

Action (Consent)

Recommended Action

Approval of Consent Agenda

5. Water Resources Bond Ballot Items Update - 20 Minutes

Subject	5.1. Information, M. Moir
Meeting	January 15, 2025 - DPW Commission Meeting 1-15-25 - Wednesday, January 15, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	5. Water Resources Bond Ballot Items Update - 20 Minutes
Department	Public Works Department
Type	Information
Recommended Action	None

6. Snow and Ice Control Plan - 15 Minutes

Subject	6.1. Information, L. Perry
Meeting	January 15, 2025 - DPW Commission Meeting 1-15-25 - Wednesday, January 15, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	6. Snow and Ice Control Plan - 15 Minutes
Department	Public Works Department
Type	Information
Recommended Action	None

7. Director's Report - 10 Minutes

Subject	7.1. Communication, C. Spencer
Meeting	January 15, 2025 - DPW Commission Meeting 1-15-25 - Wednesday, January 15, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	7. Director's Report - 10 Minutes
Department	Public Works Department
Type	Communication

8. Commissioner Items

9. Adjournment & Next Meeting Date - February 19, 2025

Subject	9.1. Motion to adjourn
Meeting	January 15, 2025 - DPW Commission Meeting 1-15-25 - Wednesday, January 15, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	9. Adjournment & Next Meeting Date - February 19, 2025
Department	Council and Board

Type	Action
Recommended Action	Motion to Adjourn

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING DECEMBER 18, 2024
DRAFT MINUTES

For video of the meeting, please visit Town Meeting TV's YouTube Channel:
<https://www.youtube.com/watch?v=k0r9VW6DgXY&t=978s>

Commissioners Present: Commissioner Barr, Vice Chair Fox, Chair Damiani, Commissioner Davis, Commissioner Munteanu, Commissioner O'Neill-Vivanco Commissioner Sears

Commissioners Absent: Commissioner Munteanu, Commissioner Sears

ITEM 1 – CALL TO ORDER

Chair Damiani called the meeting to order at 6:29 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to approve the agenda
Commissioner Davis seconded

ITEM 3 – PUBLIC FORUM

Max Melina, Bob Laidy, Robert Effe, Jack Evans, Jay Tiano and Jason Van Driesche all made positive comments for the Home Avenue bike lanes and parking removal. Jason Van Driesche and Evan Gould also made a comment about not having the stop signs coming off the side streets onto Locust Street stating the stop bars are working and there has never been stop signs there previously.

Sharon Bushor called to thank Assistant Director Megan Moir and her team for all their hard work to put in a reduced bond for the water/storm water projects that are in need of repair. Public appreciate the work but the resulting bond is still too high. There was also an inquiry about the traffic calming on East Avenue and wanted to know where the speed was measured before or after Bilodeau Court. Ms. Bushor was also inquiring about the reduced parking rate in the downtown parking garage, why is it for new businesses only and why only six months. She is concerned about losing downtown businesses.

ITEM 4 – CONSENT AGENDDA

- 4.1 Approval of Draft Minutes 11-20-24
- 4.2 Franklin Square ADA Parking
- 4.3 Stop Signs Locust Street

4.4 Stop Signs Birchcliff Parkway

4.5 Lake Street Loading Zone

Commissioner O'Neill-Vivanco made a motion to approve the consent agenda with the changes made in the minutes

Commissioner Davis seconded

Commissioner Davis inquired about the ADA spaces stating it seems the spaces are added more frequently for people in need. There was also an inquiry about the stop signs at the intersections and the loading zone stating it is unoccupied at night there is more congestion with the trucks parked there.

Senior Planner Philip Peterson stated that accessible permits could be gotten from the ticket division. He stated they are unsure why there are no stop signs on the side streets but there is a stop bar. Lake Street trucks are blocking the street want the roadway in front of entrance open for accessibility.

Unanimous approval

ITEM 5 – HOME AVENUE BIKE LANES & PARKING REMOVAL

City Engineer Julia Ursaki stated that they would like to remove parking on the both sides of Home Avenue to add bike lanes. The need for this is to connect the regional bike network from the South Burlington recreation path on Farrell Street to the bike lanes on Pine Street. This will also make crossing Shelburne Street safety. This is a minor project. We cannot go to the Champlain Parkway at this time as changes to the parkway cannot be made until the project is finished.

Commissioner O'Neill-Vivanco asked if there was a plan to connect with the Parkway.

Engineer Ursaki stated that this is our hope; we are looking at parallel route.

Director Spencer stated we are in the very early preliminary states of discussion for this.

Commissioner Damiani asked about not having a bike box at Home and Shelburne Street.

City Engineer Ursaki stated if you look at the concept plan once we get to the intersection of Shelburne Street there is a westbound bike lane so the receiving end of Home Avenue has a bike lane. The approach has a sharrow that transitions into the through lane not the right lane and there is the ramp onto the sidewalk for people who do not feel comfortable.

Commissioner Damiani pointed out that both in the receiving lane heading westbound on Home Avenue just with the alignment of the curbing the little area where it's hashed out for where the curb lane changes that could be a potential safety conflict point.

Commissioner Davis asked if there was going to be signage associated with the lane delineation as well as, meaning like an actual sign and not pavement markings,

City Engineer Ursaki stated that yes there will be signs and not just road marking.

Commissioner Damiani stated there was a draft motion in the memo.
Commissioner Barr motion to approve
Commissioner Davis seconded
Unanimous approval

ITEM 6 – TRAFFIC CALMING PROGRAM UPDATES

Senior Transportation Engineer Philip Peterson is giving updates to the Commission on the status of Burlington's Traffic Calming program. It highlights the launch of the new Traffic Calming Map, project prioritization methods, key project updates and recent data collected on completed traffic calming efforts. A quick review of the prioritization, approach to traffic calming needs, the online traffic calming map and inventory, the key projects that are being reviewed as well as traffic data on some of the previous installs. Have done some quick solve solutions, want more traditional construction so it lasts longer. Future funding is a concern to us. The Town Meeting Day vote for the twenty million dollar bond is going to be helpful to us.

Commissioner O'Neill-Vivanco on the funding to maintain any infrastructure changes. How is this calculated and what are those costs factored in to potential line items for operations and maintenance.

Senior Planner Peterson stated there is money budgeted specifically for that which is a pretty hefty amount. If the bond vote does not pass then everything is going to go down in terms of projects. Maintaining some of this infrastructure can be a blind spot for us. This is why we are looking at more low cost solutions; the parking chicanes have proven to be successful.

Commissioner O'Neill-Vivanco thinking about the parking chicanes and the bike lanes having the floating car park lane be the protection between the bike lane and vehicular traffic as something that requires just paint on the street as opposed to bollards. What are applications for that thinking about a protected bike lane?

Senior Planner Peterson stated he would be a little concerned about how people park. Commissioner O'Neill-Vivanco stated this is something that is used in other cities it is something to at least consider for the low cost.

Director Spencer stated we looked at this and installed a pilot on North Winooski Avenue as part of Plan BTV Walk/Bike and the challenge ultimately is our narrow right of way. When parking is brought out far into the street turning radius really gets compromised.

Commissioner O'Neill-Vivanco stated thinking about the low cost, sort of the quick builds I think about the speed along Pine Street and just as my experience as walker/biker.. The speed tables are fantastic. It's easier to maintain a steady speed limit on Pine Street and I'm going to compare it to Prospect, which has the very aggressive speed bumps on Prospect Street. Thinking about the temporary builds and how to use them as a test case and look at the applications in what will really slow down traffic and how do we get to those applications.

Senior Planner Peterson stated that we know that the rubber speed bumps that we used last summer, we know that those reduced speeds. It's a delicate balancing act, we know that this worked but let's try something else. We will use those rubber speed bumps again but won't use them on arterials or main thoroughfares.

Commissioner Davis data for the how many cars per day during what time period is that data collected? Senior Planner Peterson stated that they are there for 24 hours a day for sometimes a week, sometimes five days. We try to pick somewhere in the fall, somewhere in the spring in general. Commissioner Davis inquired if it was measured the week before and the week after for instance. City Engineer Ursaki stated we use seasonal adjustment factors which are published by a day and month by VTRANS they take all the information statement and basically give you a factor to adjust your volume on a specific day and month to _____ that is reasonable to compare. This helps us do counts at different times and feel like we are comparing apples to apples. My other question is I've heard of other jurisdictions that did not plan on anything to their maintenance of bike lanes and that sort of thing so I was curious if there was a budget process like 10% of the budget of making the thing is retained or factored in to be maintenance in the future. Senior Planner Peterson stated that for transportation we are not like street capital, we know how much money we're going to get every year. City Engineer Ursaki stated that a lot of our funding sources for capital projects don't allow you to use any of the money for maintenance so grants for example, our transportation capital bond but it's an issue we think about a lot.

Commissioner Barr stated the calming measures have been great am a fan of the rubber speed bumps.

Commissioner Fox was wondering when something is in see click fix and request is closed is there communication with the user. Senior Planner Peterson stated that the traffic calming projects are pretty long term so there is not a lot of updates on see click fix. The traffic calming map is actually linked to a spreadsheet that we have it's not linked to see click fix. Senior Engineer Ursaki stated that see click fix is more for reporting the issue it's the intake. Director Spencer stated that if the traffic calming request is not meeting the threshold then there is communication it is not just evaporating.

Commissioner Damiani stated he likes the maps and would like to point out existing infrastructure description of what happened there. If it's possible a description of what happened there. So people see the department is going through all of these requests that would be great. I know we talked about equity of projects around the city and not have in one particular neighborhood. If you could just address that how the department talks about that and decides that going from yes it's met the criteria and getting the funding and going to funding and now we are going to do it. City Engineer Ursaki stated that she thinks that the map is a huge step in us being able to make those choices. We picked one that has a high need and the speed shows its necessary, the

crash history, and the pedestrian activity we very intentionally picked on in the new north end. Commissioner Damiani stated the last piece is I would love to ensure that there is early engagement on any of these projects before going underway that the neighbors are engaged early. City Engineer Ursaki stated that there is a lot of neighborhood engagement before we start the projects.

Bob W relative to maintenance we have Local Motion to do maintenance work and a lot of this work. He is also on Branch Out board like the planters that were put in for traffic calming got graffiti and we painted them.

ITEM 7 – PARKING GARAGE RATE

Director Spencer stated that this is another example of listening to stakeholders and our partners in how our parking facilities can be an agent for change. Activity in our facilities has decreased since COVID and we are struggling to get back to pre-COVID utilizations.

Assistant Director Jackie Esperti stating we would charge half price for brand new businesses. The goal is to attract new business to downtown while creating better utilization in the downtown garage. The offer to provide reduced rate for parking to new businesses for six months. There is no restriction on the number of permits.

Director Spencer stated we did hear earlier in the meeting about the concept of changing the promotion. Therefore, while the public forum concept asked about a more substantial discount we recommend trying this. IF we need to change it in the future, we can.

Commissioner O'Neill-Vivanco stated she loves the downtown garage when she parks downtown. This is great. I do not know why that there aren't more folks parking down there. Does it need more lighting? I think this is a great idea. Is there a target number of ow many permits you would get out of this campaign? AD Esperti stated they went to the Church Street Commission with this idea there are no target numbers.

Commissioner O'Neill-Vivanco asked if there were new businesses in the pipeline. Director Spencer stated that Jackie is working with one existing who would not qualify for this but it is good for a good chunk of spaces.

Commissioner Davis if the goal overall is to have more activity downtown why targeting only new businesses? AD Esperti stated that many of the businesses that are already downtown are utilizing that and receiving free parking for their employees. This is a new strategy to help get some new businesses downtown. Commissioner Davis asked if there was information available on the vacancy rate of the downtown garage at? AD different times of day? AD Esperti stated that this incentive is only for the downtown garage. There is a large vacancy especially when the high school is not there. Commissioner Davis stated his initial concern was is this going to crowd out customers.

Curious about the differential between the six-day and the five-day permit. AD Esperti five days is Monday through Friday, and Monday through Saturday option is have a service job working Tuesday through Saturday.

Commissioner Davis have a sense of how this is split? AD Esperti 65% five day and remainder six days.

Commissioner Barr anytime we have a chance to incentives folks to use the garage go for it.

Commissioner Fox this is a creative solution for parking.

Commissioner Damiani a longer time period I wonder if it could be status after the six months and after a year full price. The department looked at employee parking program any thought around designating certain floors for this program. Folks paying full rate finding the access closer to street level. The hotel has certain spots? AD Esperti we just paid off the garage so now we can look to maybe _____ or designate to different permits. Just something that we are looking into at this point.

Clayton Dykstra this is a great idea. Lived in Boston previous and went over a review that was done in Boston on the parking issues.

Sharon Bushor asked why only six months versus a year permit. I was looking to attract and keep business employee parking in the garage and stated at the end of the time if there was an ability to negotiate discount so they remain. She stated that she no longer goes into the garage because of the odor, and the lighting. She has a concern about safety when in the parking garages.

Commissioner O'Neill-Vivanco made a motion to approve
Commissioner Barr seconded
Unanimous approval

ITEM 8 - DIRECTOR'S REPORT

Director Spencer stated they are working on the Capital bond requests for the March ballot

201 Flynn Avenue acquisition nears we are going to CSWD to see a 30 days extension on the current purchase and sale to give us time to finalize financing.

GMT Funding and Burlington FY 26 Assessment – GMT is projecting a \$1.2M budget gap after factoring in the service reductions already implemented and after proposing at 18.2% assessment increase for Burlington.

Winooski Bridge & Colchester/Barrett/Riverside intersection we are working with the City of Winooski and VTrans to advance a \$80M collaborative to rebuild the Winooski Bridge.

Holiday parking promotions

DPW Holiday Schedule

Information Officer Goulding stated that recycling will not be picked up December 25th
Recycling will be picked up January 1st.

January 6th will be the Christmas Tree pick up and town hall on bonds

Commissioner Fox stated there were 3 separate items for people to vote on

Commissioner Davis stated it was possible to bread bonds down, agree number rejected.

ITEM 9 – COMMISSIONER ITEMS

Commissioner O’Neill-Vivanco stated there could be major consequence.

Riggs by City Market on Flynn car park for Howard Center seems to bring waiting line for cars

Director Spencer stated there is another driveway further west by the railroad tracks

Commissioner O’Neill-Vivanco thank the staff for the no turn on red at the Union and Main Street intersection.

Commissioner Fox again asked why there could not be any stop signs at the lower levels of North Street – Peru, Blodgett area

Commissioner Davis parking in between bike lane and travel lane on one ways streets.

Director Spencer stated and Director Spencer stated there is not a lot of grid connectivity,

Commissioner Davis asked about traffic patterns, only information has been about lanes itself, if space occupied can’t see marking. Director Spencer stated we are matching signs with lane markings

Commissioner Davis asked about no right turn on red at Home and Shelburne Road a safety and speed when green right arrow is on. Director Spencer stated we have scoping study in progress.

Commissioner Davis asked about a bond discussion true improvement to water were identified.

ITEM 10 – ADJOURNMENT & NEXT MEETING

Commissioner Barr made a motion to adjourn

Commissioner O’Neill-Vivanco seconded

Unanimous approval

Meeting adjourned at 8:21 p.m.



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memorandum

Date: January 15, 2025
To: Public Works Commission
From: Calvin Wuthrich, Seasonal Associate Public Works Transportation Engineer
CC: Phillip Peterson, P.E., Senior Transportation Planner
Subject: CP Smith Elementary School Bus Only Parking

DPW Staff recommend the DPW Commission approve the following amendment:

Appendix C, 16-1; Bus stops.

The following spaces are hereby designated as bus stops:

- On the west side of Ethan Allen Parkway starting at the southernmost driveway to 332 Ethan Allen Parkway and extending south fifty (50) feet, to be effective Monday through Friday between the hours of 7:00 a.m. to 9:00 a.m. and 1:30 p.m. to 4:00 p.m., holidays excepted.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office. (See Attachment-1.)

Purpose & Need:

The purpose of the recommended traffic regulation amendment is to provide a designated space for buses to drop off and pick up students at CP Smith Elementary School. Currently, families park in this No Parking zone and there is no dedicated space for the neighborhood special bus to stop. This traffic regulation amendment will help clarify parking regulations for bus operators and families in this area during busy morning and afternoon hours.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		

Summary and Conclusion:

Green Mountain Transit (GMT) and Burlington School District requested the addition of a designated bus only parking space on Ethan Allen Parkway near the entrance to CP Smith Elementary School, noting that their buses currently lack a reserved space to park at the school during their regular pick up and drop off route. The proposed Bus Only parking area would create a designated space for buses to park during limited pickup and drop off hours, much like the Bus Only parking area currently in place on Pine Street in front of Champlain Elementary School.

Implementing this bus only space is important for fostering a safer and more welcoming environment for students entering and exiting school. Creating a designated area for buses to pick up and drop off students ensures that students have a short, safe, and consistent path between the bus and the school entrance during morning and afternoon hours, during which vehicle traffic also tends to be the highest. This proposed change serves the dual purpose of ensuring that the buses are in compliance with City traffic regulations and improving the safety of students who rely on these buses to travel to and from school.

Public Engagement:

DPW staff reached out to Burlington School District and CP Smith Elementary School administration about the proposed bus only parking area. All school staff contacted were very supportive of the change and stated that the bus only zone would be helpful for bus pickup and drop off.

In preparation for the 1/15/2025 DPW Commission Meeting, DPW Staff also placed fliers at surrounding properties. Staff has received no responses on this matter from the public.

Attachments:

1. Traffic Regulation Amendment.
2. Site map.

Attachment 1: Traffic Regulation Amendment.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-five

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
16; Bus stops.

Sponsor(s): Public Works Commission

Action: Approval

Date: 1/15/2025

Attestation of Adoption:

Phillip Peterson, PE

Senior Transportation Planner, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 16 Bus stops., of the Code of Ordinances of the City of Burlington is hereby amended as follows:

.....
16 Bus stops.
.....

(a) The following spaces are hereby designated as bus stops:

- (1) ~~Reserved.~~ On the west side of Ethan Allen Parkway starting at the southernmost driveway to 332 Ethan Allen Parkway and extending south fifty (50) feet, to be effective Monday through Friday between the hours of 7:00 a.m. to 9:00 a.m. and 1:30 p.m. to 4:00 p.m., holidays excepted.

(2) – (25) As written.

(b) – (c) As written.

** Material stricken out deleted.

*** Material underlined added.

/ER: BCO Appx.C, Section 16
1/15/25

Attachment 2: Site Map.





**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine St. Suite A
Burlington, VT 05401
802.865.7200 VOX
802.863.0466 FAX
802.863.0450 TTY

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Lee Perry
*DIVISION DIRECTOR
DPW MAINTENANCE DIVISION*

MEMORANDUM

To: Public Works Commission

From: Lee Perry, Division Director DPW Maintenance
Chapin Spencer, Director Public Works

CC: Rob Goulding, Public Information & Customer Service Manager

Date: January 16, 2025

Re: **City of Burlington Snow & Ice Control Plan Review**

The attached City of Burlington Snow & Ice Control Plan is a comprehensive plan that is available to the public that defines the operational procedures and best management practices (BMP's) for storing and utilizing snow and ice control materials and performing winter maintenance activities. It defines our level of service that Burlington Department of Public Works (DPW) will strive to provide on our 95 miles of streets, 130 miles of sidewalks, and 33 combined miles of bike lanes. The plan can always be found on DPW's website: <https://burlingtonvt.gov/610/Snowfighting-Program>

The current plan was last reviewed in November of 2020 with the Public Works Commission and DPW would like to revisit and review this plan with the current Public Works Commission to see if any improvements should be made to our snow and ice control policy and operations.

Our Fleet Maintenance Team in collaboration with the Innovation & Technology Department recently started implementing the use of telematics to our fleet. Telematics incorporates GPS and monitoring technology in City vehicles. This gives DPW the ability to receive real time data from each fleet vehicle concerning its location, diagnostics, speed, fuel consumption and hours of use. This technology will allow us to see what streets, and sidewalks have been plowed, salted and time of day it was completed. Once established, we can make this real-time plowing information available to the public. Telematics will also have the ability to read application rates of deicing materials (salt), plow up and plow down functions, as well as the ability to help with route efficiencies. We will share more in the coming year when telematics is fully implemented.

As always, we want to recognize the dedication and skill our team brings to this operation. Our employees work long and unpredictable hours during the winter months responding whenever the need arises. We know that plowing in Vermont's largest city is not an easy task given our congestion, traffic calming features and narrow travel lanes. Reach out to Lee Perry lperry@burlingtonvt.gov with any questions or feedback.



BURLINGTON PUBLIC WORKS

SNOW AND ICE CONTROL PLAN

SNOW AND ICE CONTROL PLAN

The purpose of this plan is to define the operational procedures and best management practices (BMP's) for storing and utilizing snow and ice control materials, and for performing winter maintenance activities. It defines the level of service that Burlington Public Works will strive to provide on our 95 miles of streets, 130 miles of sidewalks, and 33 combined miles of bike lanes.

Since storms vary dramatically and occur during a variety of traffic conditions, this Snow and Ice Control Plan is intended to be flexible. It is a guide structured to fit average conditions, but able to accommodate the wide variety of conditions that will be encountered by maintenance crews who are working to maintain safe roads and conditions.

STORM WARNING NOTIFICATION

The Department of Public Works Right of Way uses multiple weather services to prepare for inclement weather, including the National Oceanic and Atmospheric Administration (NOAA), the Weather Channel and local meteorologists. DPW will issue storm related public service announcements via the local media, social media and via red alert banner on the City website, found at <http://www.burlingtonvt.gov/>

Rapid Alerts:

- VT-Alert: Sign up for text and email alerts at burlingtonvt.gov/btv-alerts
- Social Media
 - Facebook: <https://www.facebook.com/BTVDPW>
 - Twitter: @btvdpw

- Phone: 802-658-SNOW
- City parking ban lights

Phone: 802-658-SNOW

Burlington Public Works has also invested in (4) traffic message boards stationed along key arterial roadways that will warn residents of any winter parking bans.

PERSONNEL SCHEDULING

Our Right of Way crew of (17) full time Street Maintenance Workers and approximately (2) seasonal employees, which may vary due to budgetary constraints, or availability of applicants, maintain the streets and sidewalks. Large storms may require around the clock coverage. This will require help from outside work groups and departments. The Street Maintenance Manager will secure volunteers during the normal workday and create a plan based on the available manpower and weather conditions. The plan will be reviewed by the Assistant Director - Maintenance Division before implementing.

MOBILIZATION

When the decision has been made to react to a storm, the Street Maintenance Manager will mobilize the crew. Since all trucks, tractors and routes are assigned, all the employees need is the call to deploy. If a storm event is predicted after normal business hours, the personnel will be put “on-call” per the union contract and the on-call employees will make themselves available by telephone. The department is aware that employees may have personal needs that may arise and may not be able to be “on call” at all times. If an employee has a personal issue, they may address it with their direct supervisor.

While DPW Street Maintenance is tasked specifically with the staffing for snow and ice control operations, the employees of the Fleet Maintenance group have a responsibility to assist with equipment repairs. Once the decision has been made to respond to a storm event, during normal working hours the street Maintenance Manager will notify the Fleet Manager. The Fleet Manager will then schedule his employees to provide maintenance assistance. After normal working

hours, if the foreman in charge determines that the streets and sidewalks need to be plowed he will call the “on-call” maintenance team.

SNOW AND ICE CONTROL MATERIALS

Road salt (NaCl) is the primary snow and ice control material. The salt is normally purchased under the State of Vermont contract. FY21 the contract was awarded to Cargill; the local distributor is Barrett’s Trucking in Burlington @ 863-1311. DPW uses approximately 4000tons of road salt per year. The Street Maintenance Manager is responsible for the ordering and inventory of the salt. The entire salt inventory is stored at 645 Pine Street. Liquids like magnesium chloride ($MgCl_2$) and Promelt Magic Minus Zero are being used to reduce the amounts of salt needed to clear the roads. Safety Data Sheets (SDS) are available in a binder in every truck and in the SDS binder located in the Street Maintenance area. As a courtesy, Burlington property owners are permitted to take (1) 5-gallon bucket of salt per winter from the salt shed at 645 Pine St. when it does not interrupt the City’s operations.

EQUIPMENT INSPECTION

WEEKLY VEHICLE CHECK SHEET								
UNIT#:			UNIT HOURS:		UNIT MILES:			
DATE:				OPERATOR:				
		Monday	Tuesday	Wed	Thursday	Friday	Saturday	Sunday
Registration, ins card, vsi								
Engine oil level								
Coolant level								
Power steering fluid								
Washer fluid								
Brake fluid								
Trans fluid level								
Hyd oil level								
DOT pre trip inspection								

* VISUAL WALK AROUND OF VEHICLE FOR ANY DAMAGE SUCH AS DENTS, DINGS, BROKEN OR CRACKED GLASS

* NOTE ANY DAMAGE ON THIS SHEET AND ALSO REPORT TO MANAGER

*TIRE CONDITION AND AIR PRESSURE

*INSPECT RADIATOR FOR DEBRIS BLOCKING AIR FLOW. SEE EQM IF CLEANING NEEDED

*GREASE ALL APPLICABLE LUBE FITTINGS, DAILY IF REQUIRED.

*TOP OFF FUEL TANK AT END OF SHIFT. CHECK FUEL LEVEL BEFORE SHIFT

*CLEAN INTERIOR OF VEHICLE OF DEBRIS AND CLEAN . WASH EXTERIOR IF NEEDED.

*DRAIN AIR TANKS DAILY AT END OF SHIFT.

RECYCLING TRUCKS, EMPTY PACKER CLEAN OUTS DAILY AT END OF SHIFT

*TANKER TRUCKS, EMPTY AND WASHE DEBRIS BODY, PROP OPEN TO DRY OVERNIGHT

* SWEEPERS CHECK AND CLEAN AIR FILTERS DAILY. REPLACE IF NEEDED

*SWEEPERS CLEAN AND WASH DEBRIS BODY AND PROP OPEN TO DRY

* NOTIFY EQM OF ANY UNSAFE CONDITION AND REMOVE UNIT FROM SERVICE AND TAG OUT

OF SERVICE. |

All City equipment; to include all plow trucks, loaders, and sidewalk tractors will be operator level inspected before any snow operations. Immediately following a

storm on the next regular business day, all equipment will be cleaned, greased, fluids levels checked, and a proper preventive maintenance check per the manufactures operator manual. All deficiencies will be reported immediately to DPW Fleet Services.

EQUIPMENT CALIBRATION

Every November, all truck spreaders and computerized spreader controls will be calibrated with salt (NaCl) per the manufactures operation manual. After every storm event, each truck will have the mileage and pounds per lane mile recorded. This task will be assigned to a working foreman and one other street maintenance worker.

TRAINING OF PERSONNEL

Training is a key part to our snow plans success. All operators are properly trained before using any equipment utilizing operator manuals, manufacturers trainers, our in house trained employees, and on the job training. All employees will be able to properly operate, and maintain the equipment before actually plowing snow. Before the first snow storm, all operators will drive their route, getting familiar with obstacles such as high manholes, trees, narrow roads, mailboxes, etc. Any reported obstructions will be reported to the Right of Way Inspector for further action. Every truck has a binder with all route maps, bike routes, CCTA emergency routes, and the list of dead end roads.

SNOW ROUTE ASSIGNMENT

All operators will be assigned a route, whether it is in a truck or a sidewalk tractor. Continuity is important in assigning routes and equipment. Operators will learn the best way to battle snow and ice if they are doing the same streets every storm and will know areas that need special attention such as bridges, on and off ramps,

hills, curves, school zones, and bike lanes. The same with the equipment, the operators in the same truck or tractor will know how it handles and what the vehicles limits are.

The sizes of the routes are designed for the City's fleet of trucks and tractors. There are 10 large trucks, 1 small truck for dead ends and narrow streets, and 11 tractors. Of the 10 large trucks, 1 is a spare in case of a break down. With the 11 tractors, 2 are spares. Depending on the accumulation of snow, it could take an operator with a large truck approximately 5-7 hours to plow their route once. An operator on a sidewalk route will take approximately 6-7 hours to plow their route, if they are salting at the same time it will take 8-9 hours to complete once.



LOADING PROCEDURES

The loading of salt in all trucks will be by the oldest available loader in the fleet. The operation will be conducted by qualified City employees only. The trucks will be loaded to their max GVWR and not overloaded. The loader will have operator level preventive maintenance after every storm event and all loading procedures will be supervised by an assigned working foreman.



SALTING AND PLOWING PROCEDURES

Salting Operations

Streets will be salted during light storms where minor accumulations of snow are expected. This requires the use of 6 large trucks that will salt the primary streets with priorities going to the routes coming into and exiting

the City, primary roads leading into neighborhoods, school zones, downtown, intersections, and bike lanes. Not every street is salted unless there is a prediction of ice.

Plowing Operations

Plowing of the streets is the same regardless of the amount of snow predicted. The City owns (10) large plow trucks with (1) being used as a spare in case of break down and (1) small truck for dead ends and narrow streets. We can add plows to (1) front end loader for additional help in major storms.

The (9) large plow trucks are assigned a route and each route starts with its primary street, leading to its secondary main, and then into the neighborhood streets. (Truck route maps appendix B.) The (1) small plow truck is assigned a list of narrow and dead end streets. (Narrow and dead street list appendix B.)



Sidewalk Plowing and salting

There are (9) sidewalk routes and are plowed during the day concurrently with street, and bike lane plowing. Extra attention is given to the downtown, Old North End, areas around schools and school crossing guard locations.

During a night time snow push back or any night time plowing operation, sidewalk plowing usually starts around 3 a.m. so that the sidewalks are open when school begins. This time could vary depending on the size of the storm.

If the storm exceeds 12" of snow and there are snow banks along the sidewalk, we will have to snow blow every sidewalk. This will take considerable time and manpower. This operation could take up to 24 hours or more. Again the priorities are downtown, Old North End, and school zones. We normally have many equipment failures while snow blowing, so having fleet services available is key.

We routinely plow, scrape, and sometimes salt the sidewalks during the day to maintain a safe environment.



Accessibility (Handicapped) Parking Spaces

Burlington has a large amount of handicapped parking spaces that must be cleared of snow. This will take place once the streets and sidewalks have been cleared. After the storm, the department will start clearing the spaces starting from the downtown, working their way to the outskirts of the city. With the limited amount of manpower available it may take many days before all spaces can be cleared of snow. If a resident has a particular handicap parking space that needs immediate attention, please call DPW Customer Service @ 863-9094.



Bike lanes

Burlington currently has 30 miles of bike lanes (curbside, defined by paint only), 1 mile of protected bike lanes, and 2 miles of shared use paths. They are located on residential, and main arterial roads, and the bike lane will be

plowed to the curb. DPW will dispatch a sidewalk tractor to clean the protected bike lanes of snow and salt. All unprotected bike lanes will be plowed utilizing city plow trucks in the corresponding plow route, and when plowing is complete a sidewalk tractor will clean and salt the bike lane as needed. When accumulated snow reaches levels that impact the City's ability to keep the bike lanes properly cleared, we will post the street for no parking in that area if needed, and perform snow removal operations. (Appendix A)



GMT Bus Routes

Burlington is a major hub for public transportation. Many of the priority routes are also major routes for the GMT public transportation system. The operators are familiar with their routes and understand the importance of the public transportation system. We routinely review the routes with the DPW Drivers. GMT passenger facilities (bus stops and shelters) are maintained by GMT and not the City of Burlington.

Performance Capabilities

As stated earlier, Burlington has 95 miles of roads, 130 miles of sidewalks, and 33 combined miles of bike lanes. During the average year we receive 80 inches of snow. Of course this is only an average and what really matters is when it falls, and how many snow events we have to deal with. Generally speaking, the length of the storm rather than the amount of snow determines how we deal with it. Our plans are built around these capabilities.

Street plowing routes	10
Hours to plow every street once	5 to 7
Hours to salt all streets @ 500 lbs. mile	4
Sidewalk plow routes	9
Hours to plow every sidewalk once	8
Hours to snow blow every sidewalk once (depending on depth and weight of snow)	24 - 30
Hours to salt every sidewalk	12

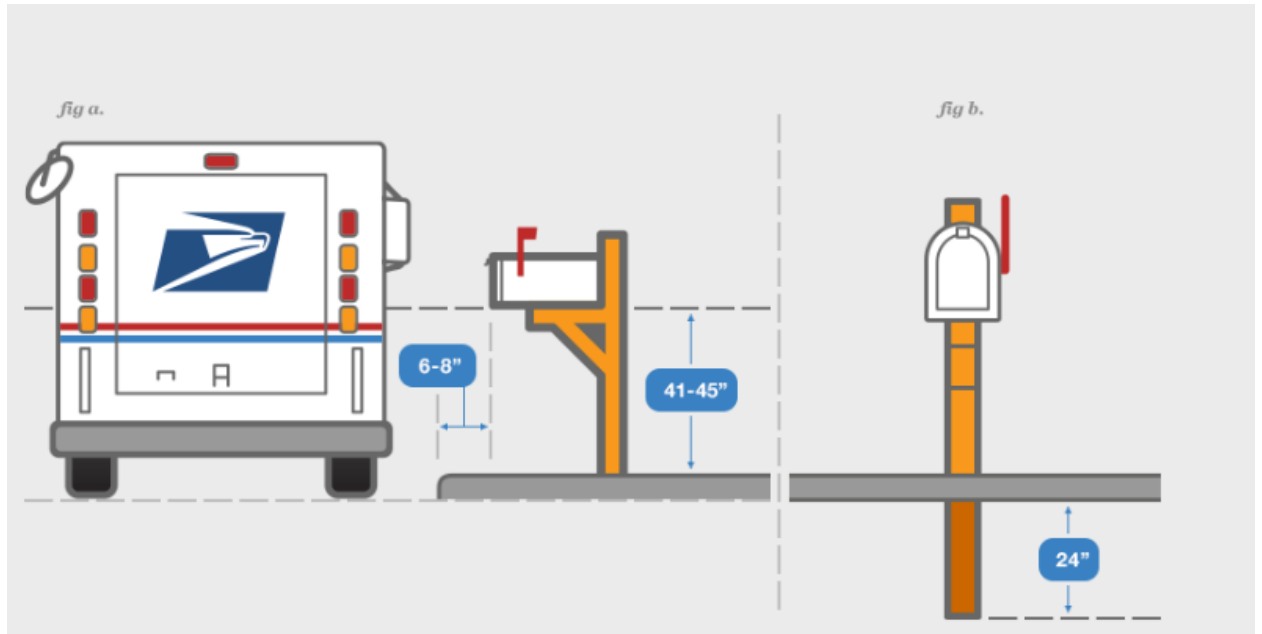
SNOW STORAGE

Snow removed from the City streets, greenbelts, parking lots, and parking meter spaces will be stored at 702 Lake Street in Burlington. This area is for the storage of City removed snow and not for any private contractor, unless contracted by a City department. This site is a former oil tank farm near the waterfront and has been an ideal storage area as the berm keeps contaminants from reaching the lake. This storage area will be cleaned of any trash and debris every spring.

SNOW OPERATION DAMAGES

1. Mailboxes and other structures within the Right-of-Way

Occasionally mailboxes and other property may be damaged by snow plowing operations due to poor visibility, the mailbox being buried in a snow bank or the weight /volume of snow being plowed. The damage is not deliberate and in most cases unavoidable. Burlington Public Works is not responsible for damage and does not repair, replace or re-erect mailboxes that are located within the right-of-way unless physically struck by a DPW plow truck. In these cases, the property owner shall submit a claim to the City for reimbursement. All mailboxes must be installed to the USPS standards.



Many residents have basketball nets in the right of way, these not only interfere with plowing to the curb, but during inclement weather the plow operator may not see the basketball net and damage the basketball net and City equipment. The City will not be responsible for any damages to basketball nets within the right of way. If any basketball nets are found in the right of way, the DPW Excavation Inspector will be notified and will have it removed.

While removing the snow from the sidewalks we find many fences, borders and decorative landscaping close to the sidewalk. This presents quite a challenge for the department to operate the tractors safely. We ask that all landscaping be built at least 12" from the sidewalk in order to minimize damage to private and city property. Burlington Public Works will not be responsible for any damages to landscaping or fences that are within 12" of the sidewalk. All reported damage will be inspected by our Right of Way Inspector, and if the inspection finds the City responsible, an insurance claim will be made with our agent.

2. Plantings in the right of way

Snow removal from the streets and sidewalks are a challenging task and there are many obstacles that the operators have to maneuver around, and the major items being trees and shrubs. While great care is taken not to damage the tree or shrubbery, the property owner must maintain the vegetation so it does not impede the right of way. While the City equipment may damage the vegetation, the trees and shrubbery may also damage the equipment. **The department will not be responsible for any damage to any plantings encroaching on the right of way.**

3. Accident Protocol

Plowing snow in a large truck with a wing plow takes a special skill. Public Works employees are highly skilled and properly trained before they operate any commercial vehicle. Vehicle accidents will happen, and when they do, the following must happen:

- a. Stop vehicle in a safe area.
- b. Check all people involved for injuries. Call 911 if needed.
- c. The DPW employee will call their supervisor either by cell phone or by 2-way radio and inform him of the situation.
- d. Supervisor will call the Burlington Police Department. A police report will be taken, the DPW employee will receive a copy of the report, and if the report is not available you are required to obtain the incident number.
- e. If the vehicle is able to be driven, it must report to DPW Fleet Services for an evaluation before continuing on with snow plow operations.
- f. All accidents must be reported to the Assistant Director – Maintenance Division and the insurance company. The Assistant Director will report all the proper information on the Travelers Insurance Portal.



PARKING LIMITATIONS

Burlington does not have a seasonal parking ban like most towns in our region. It is the responsibility of the Public Works Director to declare a winter parking ban. Parking bans are declared on a case by case basis. Criteria for a parking ban include length of storm, amount of snow during the storm and how much snow is already on the streets and has not been plowed to the curb. By City ordinance **20-56** the ban must be declared by 3p.m. in order to be in effect by 10 p.m. that evening until 8 a.m. the following morning, except in Zone F (downtown zone) where the ban is in effect from midnight until 6 a.m. In other cases, where snow needs to be removed from the City right of way, the City will do so by posting the street for no parking either with signage or by bagging meters. During this time there will be no parking in accordance to the date and times stated on the sign, or meter bag.

Parking Ban Notification

Parking bans are warned in the following manner:

- 1.** Using the City parking ban light system
- 2.** Sending a press release to local radio and television stations, and print outlets
- 3.** Posting alerts on social media, including Facebook & Twitter
- 4.** Sending out text messages and e-mails via the VT Alert system to send text and email notifications.

5. An up to date recording on 658-SNOW

Once the Director calls a ban, the street maintenance foreman will notify the parking enforcement supervisor, who is responsible for the enforcement of the winter parking ban. Second, he will activate up to 90 plus flashing parking ban lights. These lights are located at the entrances of the City, important intersections, and throughout the City's neighborhoods. They are a visual warning to the residents that a parking ban is in effect.

The DPW Foreman in charge of the plowing crew will meet with the parking enforcement crew at 9:30 p.m. at the police department to review and cover any last details.

Vehicles must be off of the streets during these hours if a ban is declared or they will be towed. While parking bans make it easier to plow snow, it is difficult for some people to find alternative parking. DPW does offer free parking in the City owned parking garages as an option. Parking is available in the Marketplace and the Cherry St Parking Garages on the lower decks only. Vehicles must be removed by 7:30 am or they will be charged the full day's rate. Additional information can be found at <http://www.burlingtonvt.gov/>.

While a winter parking ban is not called for every storm, if residents have access to off street parking, we urge them to use it. Additional information can be found at <http://www.burlingtonvt.gov/dpw/parking/winter-parking>

The City currently has 3 designated tow areas.

Lake St. Extension: Vehicles towed from the Old North End and west of Willard St. from Pearl St. to Maple St.

Gosse Court, North Ave to the end: Vehicles towed from the New North End.

Oakledge Park parking lot: Vehicles towed from the south end and west of Willard St. from Maple St. south.

When the lots are full, vehicles found on the street could also be towed to the nearest street the Public Works Department designates as a drop-off point. This would be a street that has been cleared of snow. For car owners to find their vehicle, please call (802) 540-2380.

AFTER STORM RESPONSIBILITIES

It is expected that 12 hours after a snow storm that every City street will have been plowed. The Street Maintenance Foreman will inspect every City street to ensure that the streets are cleared and passable. The department will continue to patrol the streets and maintain them to be safe and passable. It is possible that the downtown and some narrow streets may have to have the snow removed. If this service is needed, it will happen approximately 2-3 days after the storm using City owned equipment. Snow removal downtown usually happens in the early morning hours. For the narrow streets, dead end streets, and bike lanes we will post the streets for “no parking” and remove the snow during the day.

SNOW RELATED CITY ORDINANCES

27-84 Throwing snow into street prohibited.

No person shall throw or put, or cause to be thrown or put, snow or ice in the part of the street known as the travel portion nor on a sidewalk of a street.

(Rev. Ords. 1962, § 4303; 1969 Cum. Supp., § 4303)

27-2 Enclosing highway; erecting fence or encroachment; nuisance.

No person shall enclose a part of the highway or street, or erect a fence, building or other encroachment, or make obstructions, or create a nuisance on a highway or street, or continue such enclosure, fence, building, encroachment or nuisance on a highway or street.

(Rev. Ords. 1962, § 4209)

Appendix A Bike Lanes

Bike Lanes / Buffered Bike Lanes	Start / End	Bike Lane/Facility Width
Austin Dr north/east	Queen City Park Rd to Red Rocks	5'
Austin Dr south/west	Queen City Park Rd to Red Rocks	5'
Colchester Ave westbound	Mill St to Prospect St	5'/6'
Colchester Ave eastbound	Prospect St to East Ave	4'/6'
Colchester Ave eastbound	Greenmount Cemetery to Mill St	5'/6'
College St eastbound	Union St to S. Prospect St	4'
East Ave southbound	Colchester Ave to Carrigan Dr	4'
Ethan Allen Parkway eastbound	North Ave to Farrington Pkwy	6.5' with buffer
Flynn Ave westbound	Pine St to Briggs St	6'
Flynn Ave eastbound	Briggs St to Shelburne St	5'/6'
Riverside Ave eastbound	N. Prospect St to Salmon Hole	5'
Riverside Ave westbound	Salmon Hole to N. Prospect St	5'
Main St eastbound	University Heights to Spear St	4'
Main St westbound	Spear St to University Heights	4'
Winooski Ave southbound	Decatur St to Pearl St	7'
Winooski Ave southbound	Maple St to Howard St	5'/7'
Winooski Ave northbound	Howard St to Maple St	5'/7'
North Ave northbound	Sherman St to Plattsburg Ave	6'
North Ave southbound	Plattsburg Ave to Berry St	5'/7'
Park St southbound	North St to Sherman St	5'
Park St northbound	Pearl St to Sherman St	5'
North Champlain St northbound (west side)	Pearl St to Manhattan Dr	5'
Pine St southbound	Main St to Home Ave	5'

Pine St northbound	Home Ave to Locust St	5'
Willard St northbound	Cliff St to Maple St	4'/5'
Willard St southbound	North St to Maple St	5'
Pearl St eastbound	Battery St to Prospect St	5'
Pearl St westbound	Winooski Ave to Battery St	5'
Mansfield Ave northbound	Colchester Ave to North St	5'
Sherman St eastbound	Park St to N Champlain St	5'

QB Separated Bike Lanes

Union St northbound	Main St to Winooski Ave	6'
Elmwood Ave northbound & southbound	Grant St to Peru St	5'
North Champlain 2-way on east side	Sherman St to Peru St	8'
North Ave northbound	south of Rt 127 intersection	5'
Sherman St	Park St to North Ave	6'
South Winooski Ave. north& southbound	Main St. to College St.	5'/7'

Neighborhood Greenways

ONE Greenway	Mansfield Ave to Sherman St	N/A
Lakeview Terr. Greenway	Berry St, Lakeview Terr, Haswell ST	N/A

Advisory Lanes

Flynn Ave westbound	Lake Forest Dr to Oakledge Park	5'
Flynn Ave eastbound	Oakledge Park to Lake Forest Dr	5'
Queen City Park Rd. north & southbound	Austin Dr. to Burton	5'

Shared Lanes

Austin Dr. both directions	Redrocks driveway to Dunder	N/A
College St	Waterfront to Prospect	N/A
East Ave northbound	Carrigan Dr. to Colchester Ave	N/A
Flynn Ave westbound	Shelburne Rd to Pine St	N/A
Intervale Rd.	Paved section	N/A
Mansfield Ave southbound	North St to Colchester Ave	N/A
North St. both directions	North Ave. to Mansfield Ave.	N/A
North Ave. southbound	Berry St. to Sherman St.	N/A
Pearl St. westbound	Prospect St to S. Winooski Ave	N/A
Pine St northbound	Locust St to Maple St(?)	N/A
Pine St. southbound	Pearl St. to Main St.	N/A
South Union St.	Maple St. to King St.	N/A
Winooski Ave northbound	Decatur St to Riverside Ave	N/A
Winooski Ave southbound	Riversie Ave to Decatur St	N/A
Willard St. northbound	Shelburne St. to Cliff St. & Maple St. to Riverside Ave.	N/A

Willard St. southbound	Riverside Ave to North St. & Maple St. to Shelburne St.	N/A
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Shared Use Paths

Riverside Ave	Winooski Ave to Mill St	8'
Colchester Ave	Mansfield Ave to East Ave	8'
Main St		12'
Parkway		9'

Appendix B – Narrow and Dead End Street List

DEAD END AND NARROW STREETS

MAIN ST AND SOUTH END

CROSS ROAD AND SPECIAL DIRECTIONS

ADAMS CT	SHELBURNE RD, AT LEFT TURN, CLEAN RIGHT SIDE DRIVEWAY ENTRANCE
LUDWIG CT	HOOVER ST, BACKDRAG AND PLOW ACROSS HOOVER ST
REDSTONE TERR	HOOVER ST
ALFRED ST	SHELBURNE RD
PEROTTA PL	HOOVER ST
GOVE CT	SHELBURNE RD
GOLDEN PL	HOWARD ST
SPRUCE CT	SPRUCE ST
ELM TERR	S. WINOOSKI AVE
BROWNS CT	KING ST
BEECH ST	WILLARD AND SOUTH UNION
KINGSLAND TERR	SOUTH UNION
UNIVERSITY TERR	MAIN ST, BACKDRAG AND PLOW OUT
PINE PLACE	PINE ST, NO SIDEWALK, SALT AND CLEAN WELL
LEDGEMERE ST	MARIAN ST
CATHERINE ST	LOCUST AND ST. PAUL

MAIN ST TO MANHATTEN DR

THIBAUT PKWY	COLCHESTER AVE
NASH PLACE	COLCHESTER AVE
LATHAM COURT	COLCHESTER AVE
CALARCO CT	COLCHESTER AVE
COLCHESTER CT	COLCHESTER AVE
CHASE LANE	CHASE ST
RUMSEY LANE	CHASE ST
CHASE ST	BARRETT ST, BACK DRAG END OF ST.
VERMONT PARK	HILLSIDE TERR, RIVERSIDE AVE
HYDE ST	ARCHIBALD ST
GERMAIN ST	ARCHIBALD ST
CHARLES ST	NORTH WILLARD
RUSSELL ST	NORTH WILLARD
CONVERSE COURT	HICKOK PL
LAFAYETTE PL	PEARL ST
ORCHARD TERR	BUELL ST
CLOAREC CT	INTRVALE AVE
ALLEN ST	ELMWOOD AVE
MYTRLE ST	PARK ST
POPLAR ST	NORTH CHAMPLAIN ST
CROWLEY ST	NORTH AVE
SUNSET CT	NORTH AVE
VOLTZ ST	MANHATTEN DR

OVER →

NEW NORTH END

POIRIER PL
PLATTSBURG AVE EXT (GRIT PIT RD)
RIVERVIEW DR (CAMP DAISY RD)
NORTH COVE ROADS (2)

APPLETREE PT ROAD
SUNSET CLIFF RD
LORI LANE
WEST ST

CROSS ROADS AND SPECIAL INSTRUCTIONS

NORTH AVE, **BACK DRAG END OF STREET AND PLOW OUT**
PLATTSBURG AVE, **PLOW PAST THE LAST HOUSE**
NORTHVIEW DR
NORTH AVE EXTENSION, **RIGHT BRANCH OF ROAD NEEDS TO
PLOWED OUT**
DIRT ROAD, PLOW TO THE END
DIRT ROAD, PLOW TO END
ONLY PLOW ROTARY ON LEFT SIDE
NORTH AVE

ALL STREETS ON THIS LIST WILL BE INSPECTED BY THE STREET MAINTENANCE FORMAN AFTER THE STORM.

Plow Route #1

Areas to pay close attention to

Ledge Rd

Fern Hill (N Prospect)

Maple St

Cliff St

GMT Routes

Maple St

Cliff St

Prospect St

Bike Lanes

N/S Willard St



Plow Route #2

GMT Routes

Cherry St
Pearl St
Main St
North St
Colchester Ave
Battery St
Elmwood Ave
Grant St
N Winooski Ave

Bike Lanes

S Winooski Ave
N Union St
N Winooski Ave
N Willard St
Mansfield Ave
Pearl St
Colchester Ave
East Ave
College St



S Willard St



Plow Route #5

GMT Routes

North Ave

Riverside Ave

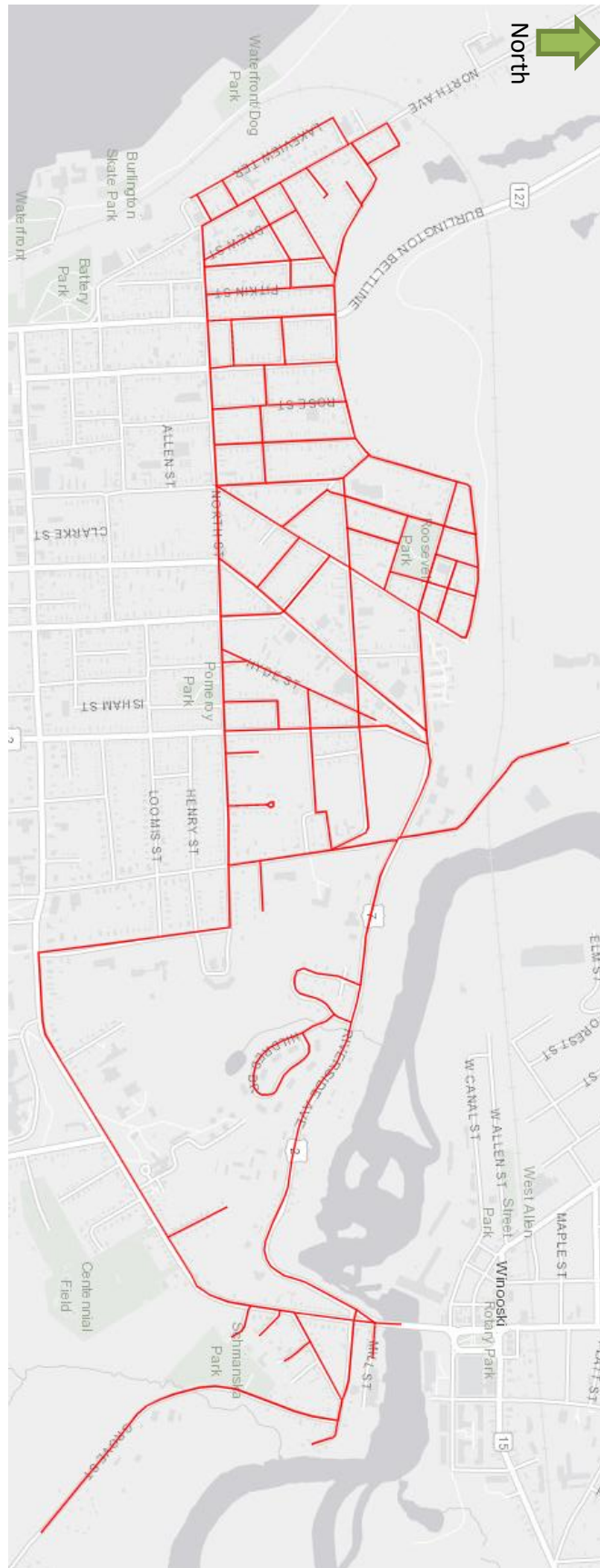
Colchester Ave

Bike Lanes

North Willard St

Colchester Ave

Riverside Ave



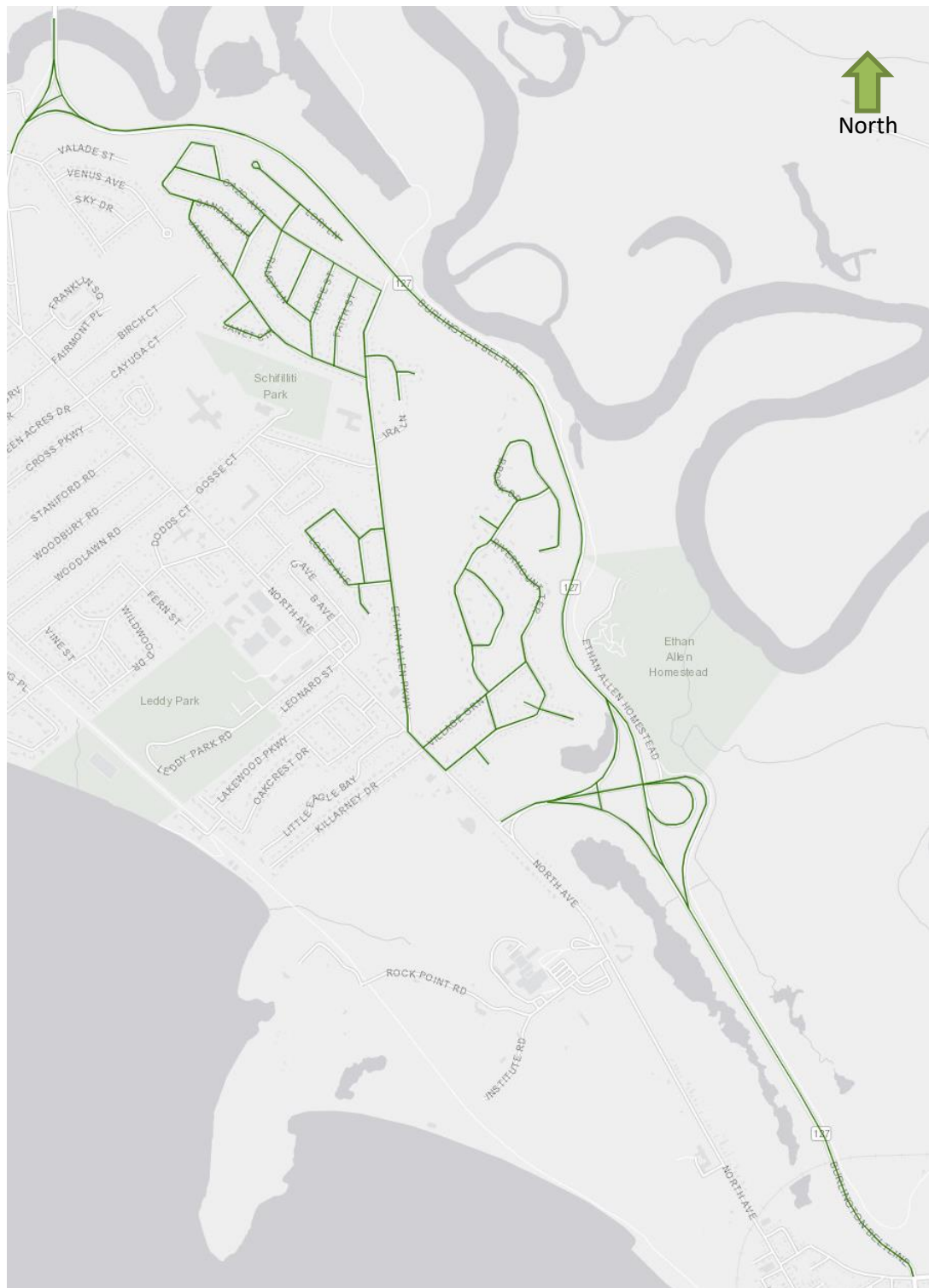
Plow Route #6

GMT Routes

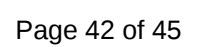
North Ave

Bike Lanes

North Ave



North Ave



GMT Routes
North Ave
Bike Lanes
North Ave





CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director (cspencer@burlingtonvt.gov)
Re: **DPW Director's Report**
Date: January 15, 2025

SNOW & ICE CONTROL PLAN

This policy guides DPW's winter maintenance of the City's streets, sidewalks and bike lanes. It has been nearly five years since the DPW Commission has reviewed the policy, so we plan to bring it to the Commission for review this month. We welcome your feedback to make sure the plan represents the interests and priorities of the Commission and the broader public. More info: Lee Perry, lperry@burlingtonvt.gov.

COUNCIL VOTE ON CAPITAL BOND REQUESTS EXPECTED JANUARY 27

DPW maintains a broad array of the City's infrastructure. As we've discussed at recent Commission meetings, DPW staff members are working with the Administration to advance three proposed ballot items for Town Meeting Day on March 4, 2025 so that we can better steward the City's aging infrastructure.

- Water Bond – \$20M focusing on repairs and improvements to our drinking water infrastructure – mainly upgrades to the reservoir and its related pump station. Our webpage on this work is: <https://burlingtonvt.gov/2025waterbonds>
- Lake Bond – \$152M focusing on a generational overhaul of our wastewater treatment plants as well as critical repairs to our wastewater and stormwater collection systems. Our webpage on this work is: <https://burlingtonvt.gov/2025waterbonds>
- General Obligation Bond – Approximately \$20M focusing on repairing and upgrading our streets, sidewalks, parks, fleet and other core municipal assets. The new webpage on this bond is: <https://www.burlingtonvt.gov/910/BTV-Thrives>

We have reduced the requested bond amounts for the Water Bond from \$21M to \$20M and the Lake Bond from \$214M to \$152M based on public and Council feedback to phase this work. It is important to note that this phasing approach will require subsequent bond requests in 2027 or 2028 as key elements of the overall resiliency work are now not included in this current 2025 bond request. We had a public Town Hall on January 6 and the presentation of that event can be found [here](#). Thank you to the many Commissioners who attended. The City Council will vote on whether to place these items on the ballot on January 27. We will be engaging the Commission in the coming year on additional affordability measures we can implement given the future rate increases due to the large upcoming capital program. More info: Rob Goulding, rgoulding@burlingtonvt.gov.

201 FLYNN AVENUE ACQUISITION NEARS

CSWD and the City signed an extension of the purchase and sale agreement to January 31, 2025. DPW staff is requesting City Council approval of the financing package at the Council's January 13, 2025 meeting. No Commission action is needed. More info: Lee Perry, lperry@burlingtonvt.gov.

GMT FUNDING & BURLINGTON FY'26 ASSESSMENT

GMT has been attending many of the recent Transportation, Energy & Utilities Committee meetings to discuss current financial challenges and the proposed FY'26 assessment for the City of Burlington. For the Commission's awareness, GMT is currently projecting a \$1.2M budget gap for FY'26 after factoring in the service reductions already implemented and after proposing an 18.2% overall

assessment increase for Burlington. The TEUC discussed this at their December 17 meeting and will be further discussing it at their January 28 meeting. More info: Chapin Spencer, cspencer@burlingtonvt.gov.

WINOOSKI BRIDGE & COLCHESTER/BARRETT/RIVERSIDE INTERSECTION

DPW Technical Services continues to work with the City of Winooski and VTrans to advance an \$80M+ collaborative rebuild of the Winooski Bridge and the adjacent Colchester/Barrett/Riverside intersection. The City Council approved the base technical concept on December 16, 2024 by a 10-2 vote. Thank you for the Commission's support of the project. More info: Laura Wheelock, lwheelock@burlingtonvt.gov.

REGIONAL BIKE SHARE

Chittenden Area Transportation Management Association (CATMA) and their vendor Bird met with the Council's Transportation, Energy & Utilities Committee last month to review the 2024 usage and discuss what changes / amendments are needed for 2025. More info: Julia Ursaki, jursaki@burlingtonvt.gov.

See you all next Wednesday!