



Friday, October 3, 2025, 2:00 PM, Bushor Conference Room 1st Floor, City Hall OR REMOTELY via ZOOM

When: Oct 3, 2025 02:00 PM Eastern Time (US and Canada)

Topic: Ordinance Committee Meeting

Join from PC, Mac, iPad, or Android:

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Webinar ID: 955 9138 3609

Passcode: 037739

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1. Agenda

1.1. Motion to amend/adopt agenda

2. Adopt Draft Minutes

Subject	2.1. Adopt Draft Minutes from 9/18
Meeting	October 3, 2025 - Ordinance Committee Meeting Agenda - Friday, October 3, 2025, 2:00 PM, Bushor Conference Room 1st Floor, City Hall OR REMOTELY via ZOOM
Category	2. Adopt Draft Minutes
Department	Board of Health

Type

Recommended Action

3. Public Forum

Subject

3.1. Verbal Comments

Meeting

October 3, 2025 - Ordinance Committee Meeting Agenda - Friday, October 3, 2025, 2:00 PM, Bushor Conference Room 1st Floor, City Hall OR REMOTELY via ZOOM

Category

3. Public Forum

Department

Council and Board

Type

4. Raising the Mandatory Retirement Age for Class A Employees Discussion

Subject

4.1. Raising the Mandatory Retirement Age for Class A Employees Discussion

Meeting

October 3, 2025 - Ordinance Committee Meeting Agenda - Friday, October 3, 2025, 2:00 PM, Bushor Conference Room 1st Floor, City Hall OR REMOTELY via ZOOM

Category

4. Raising the Mandatory Retirement Age for Class A Employees Discussion

Department

Council and Board

Type

Recommended Action

5. Parking Ordinance Changes Discussion

Subject

5.1. Parking Ordinance Changes Discussion

Meeting

October 3, 2025 - Ordinance Committee Meeting Agenda - Friday, October 3, 2025, 2:00 PM, Bushor Conference Room 1st Floor, City Hall OR REMOTELY via ZOOM

Category

5. Parking Ordinance Changes Discussion

Department

Council and Board

Type

Recommended Action

6. Any Other Committee Business

Subject

6.1. Any Other Committee Business

Meeting

October 3, 2025 - Ordinance Committee Meeting Agenda - Friday, October 3, 2025, 2:00 PM, Bushor Conference Room 1st Floor, City Hall OR REMOTELY via ZOOM

Category

6. Any Other Committee Business

Department

Council and Board

Type

Recommended Action

7. Adjournment

Subject	7.1. Motion to adjourn
Meeting	October 3, 2025 - Ordinance Committee Meeting Agenda - Friday, October 3, 2025, 2:00 PM, Bushor Conference Room 1st Floor, City Hall OR REMOTELY via ZOOM
Category	7. Adjournment
Department	Council and Board
Type	
Recommended Action	

Ordinance Committee
Thursday, September 18, 2025
Bushor Conference Room Conference Room
or Remote via Zoom. Burlington, Vermont
DRAFT MINUTES

Members Present: Councilor Bergman (Chair), Councilor Kane, Councilor Carpenter

Staff Present: Kim Sturtevant (Assistant City Attorney), Erik Ramakrishnan (Assistant City Attorney)

Public Present: Sharon Bushor

Meeting called to order at 5:01 PM.

1. Adopt the Agenda
1.1 Adopt the Agenda

Motion to Adopt Agenda.

Motion by Councilor Carpenter, Seconded by Councilor Kane.

Final Resolution: Motion Passes

Yes: Unanimous

2. Adopt Draft Minutes
2.1 Adopt Draft Minutes from September 5

Motion to adopt the draft minutes from September 5 as drafted.

Motion by Councilor Carpenter, Seconded by Councilor Kane.

Final Resolution: Motion Passes

Yes: Unanimous

3. Public Forum

No members of the public present. Councilor Bergman said that if members of the public arrive later they will be allowed to speak.

4. Violation Reporting Incentives Ordinance Discussion

Motion to waive the privilege for a September 5, 2025 communication from Attorney Ramakrishnan to the Committee and have the communication posted in the agenda packet.

Motion by Councilor Carpenter, Seconded by Councilor Kane.

Final Resolution: Motion Passes

Yes: Unanimous

Attorney Ramakrishnan summarized his September 5, 2025 communication. The email is available in the agenda packet.

Attorney Ramakrishnan said that he did as the Committee requested and met with multiple City departments and none were interested in the proposed incentives ordinance.

Motion to table the draft ordinance until a further date.

Motion by Councilor Carpenter, Seconded by Councilor Kane.

Final Resolution: Motion Passes

Yes: Unanimous

Sharon Bushor: I was happy to hear about the process that the City Attorney's Office completed. I thought that the only helpful situation to incentivize reporting would be for felonies like murder and I hear now that the Chief of Police can already do that if necessary.

5. Fuel Purchase Ordinance Discussion

Councilor Bergman asked the City Attorney's Office to draft a public memo about the authority of the City to enact an ordinance like this one. He continued that the City does not license gas stations so he is unsure of the authority to revoke their ability to operate.

Councilor Carpenter asked who establishes the ability to put a hold on a debit card, the bank or the gas station? She added that she had sent an article from the AARP to Councilor Litwin about this topic.

Councilor Bergman asked for feasibility reports from both the City Attorney's Office and DPI on this draft ordinance. He said after the Committee receives those communications there should be invitations sent out to interested parties to hear more.

Councilor Bergman asked for a report on the authority of the City to regulate this and report back in four weeks.

6. Private Parking Lot Terms and Rates Ordinance Discussion

Councilor Bergman said the two issues he sees are the question of City authority and the DPW construction work.

Councilor Carpenter asked if there is process for a parking lot to go from being a building-associated lot to a public-use parking lot. Attorney Sturtevant said that yes, it is a change of use.

Councilor Bergman asked for an opinion on the relationship between public-use parking lots and zoning law.

Councilor Carpenter said that she would like this research to go before the Fuel Purchase ordinance research as the holidays are approaching.

7. Any Other Committee Business

No other Committee business. The next meeting is October 3, from 2-4 PM.

8. Adjournment

The meeting was adjourned at 5:47 PM.

DRAFT

CITY OF BURLINGTON

In the Year Two Thousand Twenty-Five

An Ordinance in Relation to

RAISING THE MANDATORY RETIREMENT AGE FOR
CLASS A EMPLOYEES

ORDINANCE _____
Sponsor: *Barlow, Grant, Singh*
Public Hearing Dates: _____

First reading: _____
Referred to: _____
Rules suspended and placed in all
stages of passage: _____
Second reading: _____
Action: _____
Date: _____
Signed by Mayor: _____
Published: _____
Effective: _____

It is hereby Ordained by the City Council of the City of Burlington as follows:

1 That WHEREAS, Sec. 24-17 of the Code of Ordinances of the City of Burlington (“B.C.O”) divides
2 membership of the City of Burlington’s retirement system into “Class A” and “Class B” employees, with
3 “Class A” defined as including “[a]ny member who is a member of the police or fire department, not
4 including secretarial, clerical or other employees not having the status of members”; and

5 WHEREAS, B.C.O. Chapter 24, Article II on the Retirement System, further establishes a mandatory
6 retirement age of sixty (60) for Class A employees; and

7 WHEREAS, raising this mandatory retirement age is broadly supported by relevant stakeholders,
8 including the City Council and Mayor’s Office, which continue to regularly support efforts to improve
9 recruitment and retention at Burlington’s public safety departments; and

10 NOW, THEREFORE, BE IT RESOLVED, that B.C.O. Chapter 24, Article II, Retirement System, be
11 and hereby is amended as follows:

12 24-14 Definitions.

13 * * *

14 *Mandatory retirement age* shall mean age sixty-~~three~~ (6~~30~~) for Class A members.

15 * * *

16 24-22 Retirement; benefits.

17 * * *

18 (b) Any Class A employee in service who attains age sixty-~~three~~ (6~~30~~) shall be retired
19 forthwith on a service retirement benefit; provided, that any official appointed for a definite
20 term may remain in service until the end of the term.

21 AND, BE IT FURTHER RESOLVED, the City Council authorizes the Chief Administrative Officer,
22 or their designee, to effectuate any changes to municipal retirement plan documents required by this
23 amendment and to engage in any subsequent effects bargaining with the municipal unions representing Class
24 A employees, with any related changes being subject to any necessary approval by the Board of Finance and
25 City Council.



Burlington Fire Fighters Association

Affiliated with the International Association of Fire Fighters AFL-CIO CLC

Organized February 28, 1986



October 2, 2025

City of Burlington City Council
C/O Councilor Bergman
149 Church Street
Burlington, VT 05401

Council,

Recently, the council voted to advance an ordinance change to the mandatory retirement age that imposed on Class A employees. As currently enacted in the pension ordinance, a Class A employee must retire upon turning 60 years of age and the proposed amendment would increase that mandatory retirement age to 63.

This process has unfolded as one of our members worked with the Department administration, via Chief of the Department Michael Curtin, and with Councilor Barlow. While this initiative was not one of Local 3044, I wanted to offer the support of the union for this ordinance change.

Firefighting is a profession that relies not only on rigorous training, but also the experiences that one navigates throughout their career. It is the calls that a firefighter answers, the decisions that they have made, along with the knowledge of those decisions' results, and the experience that comes from fighting fires and mitigating emergency's that prepares a firefighter to take on a leadership role and prepare the next generation of responders. There is immense value to both the organization and the city to allowing a member to remain on the job past age 60. Local 3044 is comprised of talented, experienced, and dedicated members and we support their ability to work to age 63.

The proposed ordinance change is one that allows a member to work past age 60, retiring instead at age 63 while still collecting the same pension benefit that has been previously negotiated. Local 3044 supports this ordinance change as written and we look forward to the conversation with City Council. If you would like to speak further, please don't hesitate to reach out to me at (603) 738-2261.

Thank you,

Josh Kirtlink, President

From: Michael Curtin
To: City Council Ordinance Committee
Date: October 3, 2025

Fire suppression remains one of the most physically demanding professions. Firefighters operate in extreme heat, carry heavy loads, and make rapid decisions under life-threatening conditions. Even with strong fitness standards, age-related declines in endurance, recovery, and strength are unavoidable.

Key considerations:

- Health and Safety – Cardiac events remain one of the leading causes of firefighter line-of-duty deaths, with risk increasing significantly with age. Cancer is also now recognized as a leading long-term occupational hazard, with cumulative exposures compounding later in a firefighter's career.
- Industry Standards – Many police, military, and federal firefighting agencies set retirement ages between 55 and 65. FDNY and Boston Fire uses age 65 for mandatory retirement (both sound organizations to model after). Moving to 65 keeps Burlington competitive in recruitment and retention while ensuring the department retains institutional knowledge and leadership experience.
- Workforce Planning – Predictable retirements allow us to recruit, train, and promote with stability. While raising the age may assist retention, it may also slow promotional opportunities for younger members and not allow for new hirings. By establishing a retirement age of 65, the department can better predict exposure periods, manage cumulative risk, and provide a clear endpoint for workers' compensation liability. This helps maintain financial sustainability for both the department and the city while protecting employees through predictable benefits and retirement planning.
- Fairness and Transparency – A uniform retirement age avoids subjective judgments about fitness for duty and provides equal treatment for all personnel.
- Commitment: Our members love the job and are committed to serving the community. Without a clear retirement policy, many would continue working past the age when it is safest to do so, increasing personal health risks and long-term liability for the department despite having bi-annual physical assessments.

Burlington Fire Department should adopt a mandatory retirement age of 65 years old for all members. It strengthens recruitment and retention, and provides a fair, consistent policy across the organization. We need to make this known to people who apply so they are aware of it.

Let me know if you need anything else or more explanation. My main reason for 65 would be because the 2 largest departments use this age and set that example.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-Five

An Ordinance in Relation to

PARKING ENFORCEMENT

ORDINANCE _____

Sponsor: Public Works Commission
Public Hearing Dates: _____

First reading: _____

Referred to: _____

Rules suspended and placed in all
stages of passage: _____

Second reading: _____

Action: _____

Date: _____

Signed by Mayor: _____

Published: _____

Effective: _____

It is hereby Ordained by the City Council of the City of Burlington as follows:

That Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 1, thereof to read as follows:

As written, with the following definitions inserted in alphabetical order:

Parking enforcement officer: Means any city employee designated by the director of public works or designee to enforce the parking restrictions of this code.

Traffic commission: Means the public works commission.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 23, thereof to read as follows:

(a) and (b), as written.

(c) The traffic commission may adopt regulations delegating its authority under this section to the director of public works or their designee, for the following purposes:

(1) To designate accessible street parking spaces when necessary or convenient to comply with federal and state disability access laws;

(2) To establish or change primary or secondary school zones or rules affecting school zones, or to establish or modify crossing guard placements, in response to requests from the school department or when warranted by changed circumstances or new data;

(3) To prohibit parking when necessitated based upon safety assessments, including to address line-of-sight issues at intersections or commercial driveways;

(4) To implement or modify restrictions on right turns at intersections when warranted by safety assessments; and

(5) To implement or modify restrictions that substantially conflict with published safety or engineering standards, including, without limitations, the city's own approved standard engineering specifications, the Public Right-of-Way Accessibility Guidelines and other relevant standards published by the United States Access Board, the Manual on Uniform Traffic Control Devices and other standards published by the Federal Highways Administration, binding regulations or safety guidelines published by the Vermont Agency of Transportation, and relevant guidelines published by the American Association of State Highway and Transportation Officials.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 41, thereof to read as follows:

The traffic commission is hereby authorized to establish school zones, and to authorize staff to establish primary or secondary school zones, consistent with subsection (c) of section 20-23 of this code, by causing the same to be designated by appropriate signs indicating the speed limit and erected not more than five hundred (500) feet in advance of a school ground or of a pedestrian crossing customarily used by primary or secondary school pupils.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 53, thereof to read as follows:

(a), as written.

(b) The traffic commission may conspicuously place, or authorize the public works director or designee to place, suitable signs in and near the areas affected by the parking regulations of this article, plainly indicating such regulations.

(c) Whenever the traffic commission's regulations identify an approximate location for signage to be placed, the actual placement chosen by the public works director or designee shall be entitled to a rebuttable presumption of correctness.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 55, thereof to read as follows:

(a) No operator or driver of any vehicle shall stop, stand or park the same in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or official traffic sign or except momentarily to pick up or discharge a passenger:

(1) to (7), as written.

(8) Any street or portion of a street closed pursuant to section 20-63;

(9), as written.

(10) ~~[Reserved]. In a metered parking space where the meter for such space is covered with a hood issued pursuant to Section 27-33. This prohibition shall not apply to vehicles engaged in the activities allowed by the permit issued pursuant to Section 27-33;~~

(11) to (16), as written.

(b) and (c), as written.

(d) No person shall park any vehicle in any parking space designated by the traffic commission for parking for ~~the handicapped individuals with disabilities~~ unless the vehicle displays ~~special handicapped~~ license plates or placards issued pursuant to 23 V.S.A. 304a, or any amendment or renumbering thereof.

(e) and (f), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 61, thereof to read as follows:

No person shall leave a vehicle in the same place within the limits of a street for a period longer than three (3) days. This period starts when the police department or parking enforcement officer observes a vehicle in a space. From that time the vehicle must be moved within three (3) days. For the purposes of this section the term moved is defined as relocating a vehicle at least twenty-five (25) feet from its original location for a time period of thirty-six (36) hours.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 63, thereof to read as follows:

For the purpose of cleaning, clearing, oiling, repairing, surfacing a street, special events, parades, or pruning or removing trees, or for parking encumbered pursuant to Section 27-33, the street department, parks department, or police department may close such street or portion of a street to the parking of vehicles by causing signs to be posted thereon in conspicuous locations indicating the prohibition of parking thereon. The signs shall be posted by 6:00 p.m. and the prohibition shall be effective 12:00 a.m. the following day. Such prohibition shall remain in effect until such signs are removed, and during the period when parking is so prohibited, no person shall park a motor vehicle on any such street.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 66, thereof to read as follows:

(a), as written.

(b) Nonmetered Parking Offenses:

(1) ~~Handicapped-Accessible~~ parking. The penalty for ~~handicapped~~ parking violations as set forth in Section 20-55(d) shall be ~~one hundred twenty-five dollars (\$125.00)~~ as set forth in 23 V.S.A. § 304a(e)(1), as the same may be amended or renumbered from time to time.

(2) to (6), as written.

(7) Other nonmetered parking offense. "Nonmetered parking offense" means any parking offense set out in this Code, except violations related to metered parking. The penalty for violations of nonmetered parking offenses except ~~handicapped parking and idling as indicated~~ shall be seventy-five dollars (\$75.00).

(8) and (9), as written.

(c), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 67, thereof to read as follows:

(a), as written.

(b) Any person who has violated any ordinance regarding parking in the city may within thirty (30) days from the date of such violation waive in writing the issuance of any process in a trial by jury or hearing and voluntarily pay ~~to the police department of the city~~ the penalty prescribed in Section 20-66. Payments may be made by cash, check, money order, credit card or online payment.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 71, thereof to read as follows:

(a) Under the provisions of this division, any police officer or parking enforcement officer shall cause a motor vehicle parked in violation of the following to be moved or removed to any public garage or other place designated by him within a five-mile radius from the boundaries of the city:

(1), as written.

(2) ~~Designated prohibited areas, as set forth in section 20-55 of this Code;~~ In any manner that violates any provision of this code if:

(i) The vehicle is interfering unreasonably with the free flow of traffic, including through, into, or out of any public or private parking area, driveway, or right of way;

(ii) The vehicle is parked in a manner that interferes unreasonably with any lawful construction activity;

(iii) The violation constitutes or includes a violation of Section 22-55(a)(3), (a)(8), or (d) of this code;

(iv) When allowed pursuant to Section 20-79 of this code;

(v) In any location where, in the opinion of the parking enforcement officer, such vehicle creates an immediate traffic hazard or otherwise endangers the public health, safety, or welfare; or

(vi) The violation continues for a period of not less than twenty-four (24) hours following ticketing.

(vii) The vehicle is parked in any space designated a special parking space pursuant to section 29 of Appendix C to this code, as the same may be renumbered or amended from time to time.

(3) to (5), as written.

(b) and (c), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 72, thereof to read as follows:

The ~~chief of police~~parking enforcement officer and the owner of any public garage to which a vehicle is removed shall keep a record of each vehicle so removed by manufacturer's trade name or make, registration number or motor number if the vehicle is not registered, registered owner if the vehicle bears a Vermont registration, such other descriptive matter as may be necessary to identify such vehicle, and the name and address of any claimant thereof. The ~~chief of police~~parking enforcement officer shall, in addition, keep a record showing the date of such removal, the place to which such removal is made and the reason for such removal. All such records shall be open to public inspection at all times.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 73, thereof to read as follows:

Before the owner shall be permitted to reclaim a vehicle which has been removed pursuant to this division, he shall:

(a) Furnish satisfactory evidence to the ~~chief of police~~parking enforcement officer and to the owner or person in charge of such public garage of his identity and of his ownership of such vehicle;

(b) Pay ~~to the police department~~ all outstanding charges for violation of the offenses described in ~~section 20-79(a)~~this article, and all charges for removing said vehicle and all charges for the storing and parking thereof, and for publication of record of removal;[;] or

~~(1) p~~Post a bond, ~~certified by the chief of police or his duly authorized representative, which is~~ equal to the amount of charges ~~dueset forth in (b) above~~; and

(c) Sign a written receipt acknowledging delivery of said vehicle[;]

(d), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 79, thereof to read as follows:

(a) Any motor vehicle parked in violation of city ordinance upon any public highway of the city or at the Burlington International Airport, including such ways, streets, alleys, lanes or other places as may be open to the public, the owner of which has accumulated unpaid parking violations totaling two hundred seventy-five dollars (\$275.00) or more, not including the amount attributable to the present violation, may be removed and stored pursuant to this division. Thereupon, the vehicle may be reclaimed pursuant to Section 20-73. In order to reclaim the impounded vehicle, the owner shall pay charges for outstanding violations such that the total amount owed in fines and fees pursuant to ordinance violations is reduced to less than two hundred seventy-five dollars (\$275.00), all outstanding removal charges previously assessed and the charges imposed by this division for such removal and storage or until the requirements of Section 20-73(b)(1) have been met. Fines shall not be avoided by the transference of title or registration, or the purchasing of a different vehicle.

(b) and (c), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 83, thereof to read as follows:

The board of public works commissioners is hereby authorized to establish zones to be known as parking meter zones in all or part of such areas on the streets of the city as they may deem necessary. For greater clarity, the term "parking meter zone" includes all on-street paid parking within the city, whether a meter is physically present for each metered space. Nothing in this code or its appendices shall be construed

to prevent the city from using parking kiosks, other forms of multi-space metering, or web-based applications, to collect parking fees, whether in parking meter zones or other city owned or operated parking lots or garages.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 84, thereof to read as follows:

(a) ~~The public works commission shall cause parking meters to be installed in parking meter zones established under this division.~~ The public works commission shall ~~also~~ cause the installation of necessary curb and street markings for on-street paid parking, provide for the regulation and operation thereof, and maintain ~~said parking meters, including multi-space meters, instructions for online payment via web-based applications, kiosks, or similar apparatus and/or multi-space meters~~ in workable condition.

(b) ~~Meters and/or multi-space meters~~ Payment devices shall be placed upon the curb next to individual parking spaces or in proximity of designated parking spaces, and shall be so constructed as to accept payment as indicated by instructions upon the ~~meter~~ device.

(c) Except to the extent the city council has otherwise appropriated city funds to pay such charges for the fiscal year in question, whenever any payment processor charges a fee for the use of a credit card to pay for metered parking, the person responsible for payment for the parking shall also be responsible for the payment processor's charges.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 87, thereof to read as follows:

(a) When any vehicle is parked in any meter zone in accordance with the provisions of this division, the operator of the vehicle shall, upon entering the parking space, immediately pay in accordance with instructions on the ~~meter and/or multi-space meter~~ payment apparatus as indicated by the legend thereon, and failure to make such payment ~~or to operate the meter~~ shall constitute a misdemeanor. Upon payment, the parking space may be lawfully occupied by such vehicle for a period as set out in App. C, Section 19.

(b), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 95, thereof to read as follows:

20-95 ~~Disabled persons~~Individuals with disabilities exempt from requirements.

~~Any person who is blind, who has an ambulatory handicap, or who is temporarily disabled with an ambulatory handicap shall be entitled to~~Any person who is blind, or who has a permanent or temporary ambulatory disability, may park without fee for an unlimited period in a parking zone which is restricted as to the length of time parking is permitted. This section shall not apply to zones in which parking, standing or stopping of all vehicles is prohibited, which are reserved for special vehicles, or where parking is prohibited by any parking ban. As a condition to this ~~privilege~~right, the vehicle shall display the ~~special handicapped~~ parking card, plate or placard issued by the state commissioner of motor vehicles as required in 23 V.S.A. 304a, or a ~~handicapped~~similar license plate, card or other identification issued by any other state.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 101, thereof to read as follows:

In each lot owned or leased by the city for the purpose of parking, ~~meters and/or multi-space meters~~payment apparatus shall be placed upon the curb or in proximity to parking spaces, and shall be so constructed as to accept payment as indicated by instructions ~~thereupon~~said meter.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by adding Sec. 110, thereof to read as follows:

The public works commission may, with the approval of the city council, authorize the mayor to execute leases for space within private parking facilities, wherein the city may charge for parking at rates the same or substantially the same as rates charged in public garages within the city, and wherein the parking enforcement officer shall have the same authority to ticket or tow vehicles as for public garages.

And that Chapter 27, Streets and Sidewalks, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 33, thereof to read as follows:

(a), as written.

(b) Permits for the obstruction of metered parking spaces may be issued for the following purposes only:

- (1) Construction, repair or maintenance work on abutting or nearby properties;
- (2) Loading or unloading goods, people, materials or equipment, or the use of such equipment, on abutting or nearby properties;

(3) Working in that immediate area of the street;

(4) The parking of vehicles used for events; or

(5) Any other uses as approved by city council.

The permit and the application for the permit shall state the nature of the obstruction, the purpose of the obstruction, and the time allowed for it to remain or continue. The permit shall specify the number of metered spaces to be obstructed. The permit shall be subject to reasonable conditions imposed by the director of public works or designee, including reasonable indemnification provisions approved as to form by the city attorney or designee.

(c) The department of public works shall upon issuance of the permit issue ~~an appropriate number of meter hoods to the applicant for each parking space to be obstructed. Upon the face of each hood shall be indicated in bold face "NO PARKING — TOW AWAY ZONE."~~ The applicant shall place the meter hood over the meter by 6:00 p.m. the preceding day signage to be placed as described in Section 20-63.

(d) to (f), as written.

* Material stricken out deleted.

** Material underlined added.

ER/ER/Ordinances 2025/*Parking Enforcement*
August 25, 2025

City Attorney

MEMORANDUM

TO: City of Burlington, Public Works Commission
City of Burlington, City Council
City of Burlington, Ordinance Committee

FROM: Erik Ramakrishnan, Esq., Assistant City Attorney
Christina Cangioli, Associate Public Works Engineer
Phillip Peterson P.E., Senior Transportation Engineer & Planner

CC: Chapin Spencer, Director of Public Works
Laura Wheelock P.E., Division Director of Tech Services/City Engineer
Jackie Rowland, Division Director for Parking & Traffic

DATE: September 17, 2025 (PW Commission)
September 29, 2025 (City Council – First Reading)
October 21, 2025 (City Council – Second Reading)

SUBJECT: Modernization of City Parking Ordinances

September 17, 2025 (PW Commission Approval)

The Public Works Commission reviewed the proposed ordinance amendments at its September 17, 2025 meeting and voted to recommend approval with one amendment. The original language in 20-84(c) stated: *“whenever any payment processor charges a fee for the use of a credit card to pay for metered parking, the person responsible for payment for the parking shall also be responsible for the payment processor’s charges.”* The Commission amended this provision to read: *“except to the extent the City Council has otherwise appropriated city funds to pay such charges for the fiscal year in question, whenever any payment processor charges a fee for the use of a credit card to pay for metered parking, the person responsible for payment for the parking shall also be responsible for the payment processor’s charges.”*

On behalf of the Parking Services Division and Technical Services Division of the Department of Public Works, the City Attorney’s Office is requesting the **City Council approval** of the First Reading to the following amendments to the Burlington Code of Ordinances (see Attachment-1):

Section 20-1: The code refers interchangeably to the Public Works Commission in its role as the City’s Traffic Commission as either the “traffic commission” or the “public works commission”. For clarity, the proposed amendment defines “traffic commission” to mean the “public works commission”. The code also refers in places to the “parking enforcement officer”, which term is undefined. Other proposed amendments update the code by replacing reference to the police department with reference to the “parking enforcement officer”. A definition is provided to clarify that the “parking enforcement officer” refers to appropriate personnel in the Department of Public Works.

Section 20-23: Appendix C delineates parking and traffic rules for every street in the City at a granular level. While ensuring community engagement and a public process, the requirement to go to the Public Works Commission to adopt rules by ordinance for a parking space, intersection, or street section to respond to changed circumstances or new information sometimes hampers staff's ability to respond to safety concerns or to meet the City's obligations under state and federal disability access laws. Staff will be presenting a proposal to the commission soon asking for delegated authority in Appendix C in the following circumstances:

(1) To designate accessible street parking spaces when necessary or convenient to comply with federal and state disability access laws;

(2) To establish or change school zones or to establish or modify crossing guard placements in response to requests from the school department or when warranted by changed circumstances or new data;

(3) To prohibit parking when necessitated based upon safety assessments, including to address line-of-sight issues at intersections or commercial driveways;

(4) To implement or modify restrictions on right turns at intersections when warranted by safety assessments; and

(5) To implement or modify restrictions that substantially conflict with published safety or engineering standards, including, without limitations, the city's own approved standard engineering specifications, the Public Right-of-Way Accessibility Guidelines and other relevant standards published by the United States Access Board, the Manual on Uniform Traffic Control Devices and other standards published by the Federal Highways Administration, binding regulations or safety guidelines published by the Vermont Agency of Transportation, and relevant guidelines published by the American Association of State Highway and Transportation Officials.

The proposed addition of new Section 20-23(c) would enable the delegation sought. Staff's intent would be to exercise delegated authority on a provisional basis until the City's traffic regulations are formally amended.

Section 20-41: This section pertains to school zones. A conforming change is proposed to be consistent with language proposed for Section 20-23.

Section 20-53(b): This subsection authorizes the Public Works Commission to place traffic and parking control devices on City streets. In reality, the commission adopts regulations, and the Department of Public Works posts signage consistent with those regulations. The distinction between the legal fiction and the reality will be material if staff is delegated authority in the future as described above in the discussion of proposed changes to Section 20-23. Thus, an amendment is proposed authorizing staff to post signage when allowed by the commission.

Section 20-53(c): A new subsection (c) is proposed to address circumstances where parking tickets have been dismissed by the Superior Court because Appendix C describes the approximate location of a no parking zone rather than the precise location. When this occurs, staff is given some discretion where to post signage, which leaves open the possibility that the signage has not been posted exactly as intended by the commission. The intent of the new language is to shift the burden in such circumstances to the person challenging the ticket to show that signage has not been posted in the correct location. The presumption behind this change is that when the Commission fails to specify an exact location for something, it intends to confer discretion.

Section 20-55(a): Clause (8) prohibits parking in areas closed pursuant to Section 20-63. Because Section 20-63 is also being proposed for amendment to address areas encumbered pursuant to Section 27-33, Clause (8) is amended to clarify that it applies even when only a portion of a street is closed, and Clause (10) is deleted as duplicative.

Section 20-55(d): An edit is proposed to eliminate pejorative language. A conforming edit is also proposed in anticipation of a future amendment to Appendix C. The language of subsection (d) currently prohibits parking in an accessible space designated by the traffic commission. Because the City has a historic practice of requiring that every accessible space be individually designated by the commission, the City often is not able to respond quickly to accommodations requests that it is required to grant under federal law. To address this concern, staff will soon be asking the public works commission to amend Appendix C to include a process to allow provisional designation of accessible spaces at a staff level. The proposed deletion in subsection (d) is a conforming change in anticipation of that process. Whether the commission accepts the proposed procedure, referencing the traffic commission in subsection (d) is unnecessary to render the subsection effective.

Section 20-61: An edit is proposed to reflect that the public works department now handles parking enforcement.

Section 20-63: Provisions of the code regarding encumbered parking assume the existence of individual parking meters for all on-street parking spaces in the City, in that historically spaces could be encumbered by placing locked hoods on individual parking meters. The City is moving away from individual parking meters because they are expensive to maintain, they complicate sidewalks maintenance, and they have the potential to make sidewalks less accessible by narrowing the path of travel. As such, encumbered spaces should be marked with temporary signs, as described for other street closures described in Section 20-63. Adding such closures within the coverage of Section 20-63 also simplifies Section 20-55, addresses towing consistent with changes proposed to Section 20-71, and clarifies the fine applicable to parking illegally in an encumbered space, pursuant to Section 20-66(b)(5). The changes to this section reflect current practice based on a teleological interpretation of the code, thereby eliminating any ambiguity.

Section 20-66: Changes are proposed to remove pejorative language from Clauses (1) and (7) of Subsection (b). A change is also made to Clause (1) to make the fine for

parking in an accessible space illegally the same as under state law, which currently is \$200.00. Changes to Clause (7) also remove an ambiguity in that Clause (7) states that the charge for nonmetered violations, except idling in accessible spaces and idling, is \$75.00. This conflicts with Clause (6) of the same Subsection, which applies a \$200.00 charge for removal of a vehicle being processed for towing.

Section 20-67: An edit is proposed to reflect that the public works department now handles parking enforcement.

Section 20-71: Currently, the code indicates that parking enforcement officers “shall” tow a vehicle anytime it is parked in violation of Section 20-55. Not every violation of Section 20-55 warrants towing, so that an amendment is proposed to state that a vehicle may be towed anytime it violates any provision of the code if the vehicle is: blocking access, interfering with construction activities, near a hydrant, in an accessible space, in an area closed to parking (including encumbered parking), parked in a manner that threatens public health or safety, or parked illegally for at least 24 hours; or if more than \$275.00 in outstanding fines has accumulated.

Section 20-72: An edit is proposed to reflect that the public works department now handles parking enforcement.

Section 20-73: An edit is proposed to reflect that the public works department now handles parking enforcement. Additionally, proposed amendments to this section and to Section 20-79 make clear that if a vehicle is towed upon accumulation of \$275.00 in outstanding fines, the owner must repay the entire fine to recover the vehicle. Currently, it is sufficient to pay down the accumulated fines to the \$275.00 limit. However, commonly, owners who pay down their fines to this limit quickly accrue additional fines and face towing again. The intent is to remove that possibility. An additional non-substantive amendment avoids the separate enumeration of Clause (1) of Subsection (b). Because there is no Clause (2), setting off Clause (1) from the remainder of the Subsection is unnecessary.

Section 20-79: the proposed edit relates to the \$275.00 limit described above for Section 20-73.

Sections 20-83, 20-84, 20-87, & 20-101: Edits are proposed that are declaratory of existing law to reflect that the City is moving away from individual parking meters. An edit is also proposed to clarify that credit card service fees are the responsibility of the parker. This is consistent with current City practice since the City provides the option to pay at kiosks with coin. In the future, providing that option may become less practical, so that clarification is warranted.

Section 20-95: Edits are proposed to eliminate pejorative language.

Section 20-110: A new code section is proposed to clarify the City’s authority to rent space in private parking facilities and to ensure that the City has appropriate ticketing and towing authority in such rented facilities.

Section 27-33: Edits are proposed regarding encumbered spaces, as discussed above with respect to other sections.

Purpose & Need:

The goal of these proposed Chapter 20 and Appendix C changes is to simplify and expedite the approval and enforcement of parking and traffic regulations, clarify roles and responsibilities, and update outdated provisions. These amendments will improve efficiency, enhance responsiveness to community needs, and support timely implementation of safety and accessibility improvements.

- **Improving Accessibility:** Streamlined processes will enable quicker responses to requests for changes that enhance accessibility, such as ADA parking spaces and school zones.
- **Efficiency in Safety-Related Amendments:** With an expedited approval process, safety-related changes can be implemented faster, reducing risks associated with delayed action on critical traffic issues.
- **Alignment with Current Guidelines:** These proposed amendments will ensure that our processes align with the latest recommendations from the Public Rights-of-Way Accessibility Guidelines (PROWAG) and the Manual on Uniform Traffic Control Devices (MUTCD).
- **Correcting Legal and Procedural Ambiguities:** The current code sometimes reflects a legal fiction rather than actual practice (for example, the Commission “posting signage”). Updating the language avoids confusion, reduces legal risk, and reflects how responsibilities are actually carried out.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		x		PROWAG, MUTCD, ADA, VTrans, Established DPW Policies
Aligns with City plans?		x		City Transportation Plan, planBTV Walk Bike, BSD School Travel Plan
Followed Public Engagement Plan?		x		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Enhancing Efficiency While Preserving Oversight

These ordinance updates follow from discussions with the Public Works Commission in November 2024, where staff outlined a framework for modernizing the City’s traffic regulation amendment process. The Commission was informed at that time that the existing system, which requires Commission level action on even minor regulatory

adjustments, can delay implementation of important safety measures, accessibility accommodations, and compliance with state and federal standards.

The proposed amendments reflect staff's ongoing effort to align the City's practices with modern transportation standards such as the Manual on Uniform Traffic Control Devices (MUTCD), the Public Rights of Way Accessibility Guidelines (PROWAG), and applicable ADA requirements. By clarifying definitions, reducing procedural ambiguity, and delegating limited authority to staff, the City will be better able to respond promptly to changing conditions while maintaining transparency and community involvement.

This approach preserves the Commission's oversight role on broader policy and regulatory matters while ensuring that urgent or legally mandated adjustments such as accessible parking, school zones, or safety related signage can be addressed in a timely and consistent manner.

Upcoming Appendix C Amendments

Once the Chapter 20 ordinance changes are approved, Department of Public Works staff will bring forward proposed amendments to Appendix C. These amendments will implement the updated processes for staff-level traffic regulation adjustments, including accessible parking, school zones, and safety-related changes, see Attachment-2.

Staff anticipates presenting the Appendix C amendments to the Public Works Commission at the November 2025 meeting. A draft of the proposed changes is attached for review and consideration.

Timeline and Next Steps

- **Public Works Commission – September 17, 2025:** Approved of the ordinance updates with friendly amendment.
- **City Council – First Reading – September 29, 2025:** Waive the rules and approve the first reading of the proposed parking enforcement ordinance.
- **City Council – Second Reading – October 21, 2025:** Waive the rules and approve the second reading of the ordinance.
- **Public Works Commission – November 2025:** Staff will return to present specific Appendix C amendments for consideration, consistent with the updated process.
- **Implementation:** Following all Council, Commission, and Committee approvals, staff will update the Code of Ordinances, and Traffic Regulations communicate changes to enforcement and operations teams, and provide public notice.

Attachments:

1. Chapter 20 BCO Amendment
2. DRAFT Appendix C Amendment
3. Supplemental Response to Public Feedback

CITY OF BURLINGTON

In the Year Two Thousand Twenty-Five

An Ordinance in Relation to

PARKING ENFORCEMENT

ORDINANCE _____

Sponsor: Public Works Commission
Public Hearing Dates: _____

First reading: _____

Referred to: _____

Rules suspended and placed in all
stages of passage: _____

Second reading: _____

Action: _____

Date: _____

Signed by Mayor: _____

Published: _____

Effective: _____

It is hereby Ordained by the City Council of the City of Burlington as follows:

That Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 1, thereof to read as follows:

As written, with the following definitions inserted in alphabetical order:

Parking enforcement officer: Means any city employee designated by the director of public works or designee to enforce the parking restrictions of this code.

Traffic commission: Means the public works commission.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 23, thereof to read as follows:

(a) and (b), as written.

(c) The board of traffic commissions may adopt regulations delegating its authority under this section to the director of public works or their designee, for the following purposes:

(1) To designate accessible street parking spaces when necessary or convenient to comply with federal and state disability access laws;

(2) To establish or change primary or secondary school zones or to establish or modify crossing guard placements in response to requests from the school department or when warranted by changed circumstances or new data;

(3) To prohibit parking when necessitated based upon safety assessments, including to address line-of-sight issues at intersections or commercial driveways;

(4) To implement or modify restrictions on right turns at intersections when warranted by safety assessments; and

(5) To implement or modify restrictions that substantially conflict with published safety or engineering standards, including, without limitations, the city's own approved standard engineering specifications, the Public Right-of-Way Accessibility Guidelines and other relevant standards published by the United States Access Board, the Manual on Uniform Traffic Control Devices and other standards published by the Federal Highways Administration, binding regulations or safety guidelines published by the Vermont Agency of Transportation, and relevant guidelines published by the American Association of State Highway and Transportation Officials.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 41, thereof to read as follows:

The traffic commission is hereby authorized to establish school zones, and to authorize staff to establish primary or secondary school zones consistent with subsection (c) of section 20-23 of this code, by causing the same to be designated by appropriate signs indicating the speed limit and erected not more than five hundred (500) feet in advance of a school ground or of a pedestrian crossing customarily used by primary or secondary school pupils.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 53, thereof to read as follows:

(a), *as written*.

(b) The traffic commission may conspicuously place, or authorize the public works director or designee to place, suitable signs in and near the areas affected by the parking regulations of this article, plainly indicating such regulations.

(c) Whenever the traffic commission's regulations identify an approximate location for signage to be placed, the actual placement chosen by the public works director or designee shall be entitled to a rebuttable presumption of correctness.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 55, thereof to read as follows:

(a) No operator or driver of any vehicle shall stop, stand or park the same in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or official traffic sign or except momentarily to pick up or discharge a passenger:

(1) to (7), as written.

(8) Any street or portion of a street closed pursuant to section 20-63;

(9), as written.

(10) ~~[Reserved]. In a metered parking space where the meter for such space is covered with a hood issued pursuant to Section 27-33. This prohibition shall not apply to vehicles engaged in the activities allowed by the permit issued pursuant to Section 27-33;~~

(11) to (16), as written.

(b) and (c), as written.

(d) No person shall park any vehicle in any parking space designated by the traffic commission for parking for ~~the handicapped~~ individuals with disabilities unless the vehicle displays ~~special handicapped~~ license plates or placards issued pursuant to 23 V.S.A. 304a, or any amendment or renumbering thereof.

(e) and (f), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 61, thereof to read as follows:

No person shall leave a vehicle in the same place within the limits of a street for a period longer than three (3) days. This period starts when the police department or parking enforcement officer observes a vehicle in a space. From that time the vehicle must be moved within three (3) days. For the purposes of this section the term moved is defined as relocating a vehicle at least twenty-five (25) feet from its original location for a time period of thirty-six (36) hours.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 63, thereof to read as follows:

For the purpose of cleaning, clearing, oiling, repairing, surfacing a street, special events, parades, or pruning or removing trees, or for parking encumbered pursuant to Section 27-33, the street department, parks department, or police department may close such street or portion of a street to the parking of vehicles by causing signs to be posted thereon in conspicuous locations indicating the prohibition of parking thereon. The signs shall be posted by 6:00 p.m. and the prohibition shall be effective 12:00 a.m. the following day. Such prohibition shall remain in effect until such signs are removed, and during the period when parking is so prohibited, no person shall park a motor vehicle on any such street.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 66, thereof to read as follows:

(a), as written.

(b) Nonmetered Parking Offenses:

(1) ~~Handicapped-Accessible~~ parking. The penalty for ~~handicapped~~ parking violations as set forth in Section 20-55(d) shall be ~~one hundred twenty-five dollars (\$125.00)~~ as set forth in 23 V.S.A. § 304a(e)(1), as the same may be amended or renumbered from time to time.

(2) to (6), as written.

(7) Other nonmetered parking offense. "Nonmetered parking offense" means any parking offense set out in this Code, except violations related to metered parking. The penalty for violations of nonmetered parking offenses except ~~handicapped parking and idling as indicated~~ shall be seventy-five dollars (\$75.00).

(8) and (9), as written.

(c), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 67, thereof to read as follows:

(a), as written.

(b) Any person who has violated any ordinance regarding parking in the city may within thirty (30) days from the date of such violation waive in writing the issuance of any process in a trial by jury or hearing and voluntarily pay to the police department of the city the penalty prescribed in Section 20-66. Payments may be made by cash, check, money order, credit card or online payment.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 71, thereof to read as follows:

(a) Under the provisions of this division, any police officer or parking enforcement officer shall cause a motor vehicle parked in violation of the following to be moved or removed to any public garage or other place designated by him within a five-mile radius from the boundaries of the city-:

(1), as written.

(2) ~~Designated prohibited areas, as set forth in section 20-55 of this Code;~~ In any manner that violates any provision of this code if:

(i) The vehicle is interfering unreasonably with the free flow of traffic, including through, into, or out of any public or private parking area, driveway, or right of way;

(ii) The vehicle is parked in a manner that interferes unreasonably with any lawful construction activity;

(iii) The violation constitutes or includes a violation of Section 22-55(a)(3), (a)(8), or (d) of this code;

(iv) When allowed pursuant to Section 20-79 of this code;

(v) In any location where, in the opinion of the parking enforcement officer, such vehicle creates an immediate traffic hazard or otherwise endangers the public health, safety, or welfare; or

(vi) The violation continues for a period of not less than twenty-four (24) hours following ticketing.

(vii) The vehicle is parked in any space designated a special parking space pursuant to section 29 of Appendix C to this code, as the same may be renumbered or amended from time to time.

(3) to (5), as written.

(b) and (c), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 72, thereof to read as follows:

The ~~chief of police~~ parking enforcement officer and the owner of any public garage to which a vehicle is removed shall keep a record of each vehicle so removed by manufacturer's trade name or make, registration number or motor number if the vehicle is not registered, registered owner if the vehicle bears a Vermont registration, such other descriptive matter as may be necessary to identify such vehicle, and the name and address of any claimant thereof. The ~~chief of police~~ parking enforcement officer shall, in addition, keep a record showing the date of such removal, the place to which such removal is made and the reason for such removal. All such records shall be open to public inspection at all times.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 73, thereof to read as follows:

Before the owner shall be permitted to reclaim a vehicle which has been removed pursuant to this division, he shall:

(a) Furnish satisfactory evidence to the ~~chief of police~~ parking enforcement officer and to the owner or person in charge of such public garage of his identity and of his ownership of such vehicle;

(b) Pay ~~to the police department~~ all outstanding charges for violation of the offenses described in ~~section 20-79(a)~~ this article, and all charges for removing said vehicle and all charges for the storing and parking thereof, and for publication of record of removal; ~~or (1) Post a bond, certified by the chief of police or his duly authorized representative, which is equal to the amount of charges due set forth in (b) above; and~~

(c) Sign a written receipt acknowledging delivery of said vehicle;

(d), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 79, thereof to read as follows:

(a) Any motor vehicle parked in violation of city ordinance upon any public highway of the city or at the Burlington International Airport, including such ways, streets, alleys, lanes or other places as may be open to the public, the owner of which has accumulated unpaid parking violations totaling two hundred seventy-five dollars (\$275.00) or more, not including the amount attributable to the present violation, may be removed and stored pursuant to this division. Thereupon, the vehicle may be reclaimed pursuant to Section 20-73. In order to reclaim the impounded vehicle, the owner shall pay charges for outstanding violations such that the total amount owed in fines and fees pursuant to ordinance violations is reduced to less than two hundred seventy-five dollars (\$275.00), all outstanding removal charges previously assessed and the charges imposed by this division for such removal and storage or until the requirements of Section 20-73(b)(1) have been met. Fines shall not be avoided by the transference of title or registration, or the purchasing of a different vehicle.

(b) and (c), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 83, thereof to read as follows:

The board of public works commissioners is hereby authorized to establish zones to be known as parking meter zones in all or part of such areas on the streets of the city as they may deem necessary. For greater clarity, the term "parking meter zone" includes all on-street paid parking within the city, whether a meter is physically present for each metered space. Nothing in this code or its appendices shall be construed to prevent the city from using parking kiosks, other forms of multi-space metering, or web-based

applications, to collect parking fees, whether in parking meter zones or other city owned or operated parking lots or garages.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 84, thereof to read as follows:

(a) ~~The public works commission shall cause parking meters to be installed in parking meter zones established under this division.~~ The public works commission shall also cause the installation of necessary curb and street markings for on-street paid parking, provide for the regulation and operation thereof, and maintain said parking meters, including multi-space meters, instructions for online payment via web-based applications, kiosks, or similar apparatus and/or multi-space meters in workable condition.

(b) ~~Meters and/or multi-space meters~~ Payment devices shall be placed upon the curb next to individual parking spaces or in proximity of designated parking spaces, and shall be so constructed as to accept payment as indicated by instructions upon the ~~meter device~~.

(c) Except to the extent the city council has otherwise appropriated city funds to pay such charges for the fiscal year in question, whenever any payment processor charges a fee for the use of a credit card to pay for metered parking, the person responsible for payment for the parking shall also be responsible for the payment processor's charges.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 87, thereof to read as follows:

(a) When any vehicle is parked in any meter zone in accordance with the provisions of this division, the operator of the vehicle shall, upon entering the parking space, immediately pay in accordance with instructions on the ~~meter and/or multi-space meter~~ payment apparatus as indicated by the legend thereon, and failure to make such payment ~~or to operate the meter~~ shall constitute a misdemeanor. Upon payment, the parking space may be lawfully occupied by such vehicle for a period as set out in App. C, Section 19.

(b), as written.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 95, thereof to read as follows:

~~20-95 Disabled persons~~ Individuals with disabilities exempt from requirements.

Any person who is blind, who has an ambulatory handicap, or who is temporarily disabled with an ambulatory handicap shall be entitled to Any person who is blind, or who has a permanent or temporary ambulatory disability, may park without fee for an unlimited period in a parking zone which is restricted as to the length of time parking is permitted. This section shall not apply to zones in which parking, standing or stopping of all vehicles is prohibited, which are reserved for special vehicles, or where parking is prohibited by any parking ban. As a condition to this ~~privilege right~~, the vehicle shall display the ~~special handicapped~~ parking card, plate or placard issued by the state commissioner of motor vehicles as required in 23 V.S.A. 304a, or a ~~handicapped~~ similar license plate, card or other identification issued by any other state.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 101, thereof to read as follows:

In each lot owned or leased by the city for the purpose of parking, ~~meters and/or multi-space meters~~ payment apparatus shall be placed upon the curb or in proximity to parking spaces, and shall be so constructed as to accept payment as indicated by instructions thereupon ~~said meter~~.

And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and hereby is amended by adding Sec. 110, thereof to read as follows:

The public works commission may, with the approval of the city council, authorize the mayor to execute leases for space within private parking facilities, wherein the city may charge for parking at rates the same or substantially the same as rates charged in public garages within the city, and wherein the parking enforcement officer shall have the same authority to ticket or tow vehicles as for public garages.

And that Chapter 27, Streets and Sidewalks, of the Code of Ordinances of the City of Burlington be and hereby is amended by amending Sec. 33, thereof to read as follows:

(a), as written.

(b) Permits for the obstruction of metered parking spaces may be issued for the following purposes only:

- (1) Construction, repair or maintenance work on abutting or nearby properties;
- (2) Loading or unloading goods, people, materials or equipment, or the use of such equipment, on abutting or nearby properties;
- (3) Working in that immediate area of the street;

(4) The parking of vehicles used for events; or

(5) Any other uses as approved by city council.

The permit and the application for the permit shall state the nature of the obstruction, the purpose of the obstruction, and the time allowed for it to remain or continue. The permit shall specify the number of metered spaces to be obstructed. The permit shall be subject to reasonable conditions imposed by the director of public works or designee, including reasonable indemnification provisions approved as to form by the city attorney or designee.

(c) The department of public works shall upon issuance of the permit issue ~~an appropriate number of meter hoods to the applicant for each parking space to be obstructed. Upon the face of each hood shall be indicated in bold face "NO PARKING — TOW AWAY ZONE."~~ The applicant shall place the meter hood over the meter by 6:00 p.m. the preceding day signage to be placed as described in Section 20-63.

(d) to (f), as written.

* Material stricken out deleted.

** Material underlined added.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-Five

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—

- 7 No-parking areas.
- 7A Accessible spaces designated.
- 15 Designated school zones.
- 19 Parking rates.
- 20 Prohibition of turns on red signal.
- 21 School crossing guards.

Sponsor(s): Public Works Commission

Action: DRAFT

Date: XX/XX/XXXX

Attestation of Adoption:

Phillip Peterson, PE

Senior Transportation Engineer & 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, 7A Accessible spaces designated and 15 Designated school zones, designated of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Section 7 No-parking areas.

(a) No person shall park any vehicle at any time in the following locations:

(1)-(591) As written.

(b) Notwithstanding subsection (a) or any other provision of this appendix, whenever necessary or convenient in response to a reasonable request from the public or when warranted by changed circumstances or new data, and whenever existing rules are substantially inconsistent with binding regulations or safety guidelines published by the U.S. Access Board, the Federal Highways Administration, the Vermont Agency of Transportation, or the American Association of State Highway and Transportation Officials, the public works director or designee may designate new no-parking areas, change or modify the locations of existing no-parking areas, or make other changes affecting no-parking areas, including, without limitation, removals that are necessitated by safety assessments. Such designations, changes, or modifications shall become effective and enforceable upon the posting of reasonable signage directing motorists accordingly. Within a reasonable time after making such designation, change, or modification, the public works director or designee shall propose to the traffic commission a formal amendment to subsection (a) of this section to reflect said designation, change, or modification; provided that the failure to do so shall not render an existing designation, change, or modification invalid or unenforceable.

Section 7A Accessible spaces designated.

(b) No person shall park any vehicle at any time in the following location, except automobiles displaying ~~special~~ ~~handicapped~~ license plates ~~or placards~~ issued pursuant to ~~18 V.S.A. § 1325~~ 23 V.S.A. § 304a, or any amendment or renumbering thereof:

(1)-(173) As written.

(b) Notwithstanding subsection (a) or any other provision of this appendix, whenever necessary or convenient to comply with federal and state disability access laws, and whenever existing parking rules are substantially inconsistent with the Public Right-of-Way Accessibility Guidelines, or other relevant standards published by the United States Access Board, the public works director or designee may designate new accessible spaces or change or modify the locations of existing accessible spaces. Such designations, changes, or modifications shall become effective and enforceable upon the posting of reasonable signage directing motorists accordingly. Within a reasonable time after making such designation, change, or modification, the public works director or designee shall propose to the traffic commission a formal amendment to subsection (a) of this section to reflect said designation, change, or modification; provided that the failure to do so shall not render an existing designation, change, or modification invalid or unenforceable.

Section 15 Designated school zones.

(a) The following streets are hereby designated as school zones. No person shall operate a vehicle at a rate of speed greater than twenty-five (25) miles per hour on the following streets:

(1)-(32) As written.

(b) Notwithstanding subsection (a) or any other provision of this appendix, whenever necessary or convenient in response to a reasonable request from the school department or when warranted by changed circumstances or new data, and whenever existing rules are substantially inconsistent with binding regulations or safety guidelines published by the U.S. Access Board, the Federal Highways Administration, the Vermont Agency of Transportation, or the American Association of State Highway and Transportation Officials, the public works director or designee may designate new school zones, change or modify the locations of existing school zones, or make other changes affecting school zones, including, without limitation, adjusting rules for student drop off and pick up. Such designations, changes, or modifications shall become effective and enforceable upon the posting of reasonable signage directing motorists accordingly. Within a reasonable time after making such designation, change, or modification, the public works director or designee shall propose to the traffic commission a formal amendment to subsection (a) of this section to reflect said designation, change, or modification; provided that the failure to do so shall not render an existing designation, change, or modification invalid or unenforceable.

Section 19 Parking rates.

(a), (b), (c), (d), (e), and (f) As written.

(g) With the commission's recommendation, the City Council may approve leases of private parking garages, lots, and other facilities, which the City shall lease and operate in the public interest. Parking rates for leased parking facilities shall be set by lease, and the City shall have the same power to enforce parking rules and regulations in leased facilities as for other city parking facilities, including the power to issue tickets and to tow vehicles. Parking facilities leases shall be approved as to form by the City Attorney and signed by the Mayor.

Section 20 Prohibition of turns on red signal.

Notwithstanding any general authorization otherwise contained in the statutes of the State of Vermont, the ordinances of the City of Burlington or the regulations of the board of traffic commissioners, it shall be unlawful at the following intersections within the City of Burlington for an operator of a motor vehicle to make a right-hand turn against a traffic signal which is indicating red:

(a) At all times at the following locations:

(1)-(51) As written.

(b) At times when an illuminated sign indications "No Turn On Red" is displayed to drivers at the following locations:

(1)-(21) As written.

(c) Notwithstanding

Section 21 School crossing guards.

(a) Motor vehicles shall be operated in conformance with directions given by adult school crossing guards, who are hereby given the authority to direct vehicular traffic at the following locations:

(1)-(33) As written.

(b) Notwithstanding subsection (a) or any other provision of this appendix, whenever necessary or convenient in response to a reasonable request from the school department or when warranted by changed circumstances or new data, the public works director or designee may designate new school crossing guard locations, change or modify the locations of existing school crossing guard locations, or make other changes affecting school crossing guard locations. Such designations, changes, or modifications shall become effective and enforceable upon the posting of reasonable signage directing motorists accordingly. Within a reasonable time after making such designation, change, or modification, the public works director or designee shall propose to the traffic commission a formal amendment to subsection (a) of this section to reflect said designation, change, or modification; provided that the failure to do so shall not render an existing designation, change, or modification invalid or unenforceable.

** Material stricken out deleted.

*** Material underlined added.

TD: BCO Appx.C, Sec 7, Sec 16



Memo

Date: September 17th, 2025

To: September 17, 2025 (PW Commission)
September 29, 2025 (City Council – First Reading)
October 21, 2025 (City Council – Second Reading)

From: Erik Ramakrishnan, Esq., Assistant City Attorney
Christina Cangioli, Associate Public Works Engineer
Phillip Peterson P.E., Senior Transportation Engineer & Planner

CC: Chapin Spencer, Director of Public Works
Laura Wheelock P.E., Division Director of Tech Services/City Engineer
Jackie Rowland, Division Director for Parking & Traffic

Subject: Modernization of City Parking Ordinances – Supplemental Response to Public Feedback

Additional Proposed Language Changes

Following public comments on the ordinance amendments previously distributed, the following clarifying adjustments are proposed:

1. Change references to "schools" to "primary or secondary schools" to explicitly limit application to K-12 institutions.
2. Amend "other city owned or operated parking facilities" in Section 20-83 to read "city owned or operated parking lots or garages" to prevent misinterpretation regarding street parking.
3. Add B.C.O. 20-71(a)(2)(vii): "the vehicle is parked in any space designated a special parking space pursuant to Appendix C, section 29 of this code" to clarify towing authority for non-car share vehicles in designated spaces.

These amendments supplement the changes already proposed in the previous memo.

Purpose / Context

These additional clarifications address concerns raised by residents (see Attachment-1) without altering the intent of the original ordinance updates, which are intended to:

- Modernize Burlington's on-street parking program.
- Clarify enforcement of CarShare VT spaces.
- Maintain transparency and consistency in parking regulations.

The amendments do not expand metered parking into residential permit zones or authorize charging on residential streets.

Public Feedback and Supplemental Clarifications

Following public comments, the primary concerns raised were:

1. **Staff discretion** – some residents believe the ordinance allows DPW staff to add meters without Commission approval. The proposed language clarifies that all expansion of paid parking continues to require Commission approval and does not apply to residential streets.
2. **CarShare VT enforcement** – residents sought clarity on towing authority for non-car share vehicles in designated spaces. The new subsection addresses this directly, aligning ordinance language with current policy.

We will post an updated tracked-changes version on Civic Clerk to make these clarifications explicit. Residents have also been contacted with a clear explanation that:

- Resident parking zones are not affected.
- No authority is granted to charge on residential streets.
- The revisions focus on modernization of paid parking areas and enforcement clarity for car share spaces.

Attachments:

1. Public input correspondence

Front Porch Forum Resident Feedback

Pending Erosion of Resident Only Permit Parking

Barbara Headrick • S Prospect St, Burlington

Discussion

Dear neighbors,

There is a proposed ordinance revision in front of the Public Works Commission this Wednesday, September 17th, that if approved and adopted, will erode the "Resident Only Permit Parking program" by giving staff at DPW the authority to:

1) Install a parking-pay-station-box on every street in the city (with no further public input or approval from residents on that street), and no need for subsequent approvals from the Public Works Commission or City Council. (The DPW document does not exclude Resident Only Permit Parking streets from this.)

and

2) Increase public access to parking on streets near schools (K-12 but also UVM and Champlain College) when DPW staff thinks there is a need for more public parking access. Do you want public-parking-pay-stations / parking meters installed on your street? Do you want DPW to allow more public parking on our streets when UVM has overflow parking demand? Do you want to protect the Resident Only Permit Parking (RPP) program from erosion? Please let the people listed below know your thoughts on this.

IF we collectively voice our concerns, we might be able to convince DPW that the document going in front of the Public Works Commission needs to be pushed to a future meeting in order to allow time for revisions that will eliminate the public's concerns.

I'd like to see the following edits made to the DPW document:

1) Throughout the document, I'd like to see "K-12" inserted before the word "school" in order prevent DPW staff from obtaining authority to increase public access to parking on streets adjacent to and near UVM and Champlain College that have Resident Only Permit Parking.

2) I'd like to see the document revised to explicitly NOT grant DPW staff the authority to install parking pay stations/meters on every street in the city – and especially not Resident Only Parking Permit streets. Decisions regarding the installation of parking pay stations/meters should continue to go to the Public Works Commission for approval on a street-by-street basis. IMO, before such decisions go to the Public Works Commission, DPW should not even consider installing the parking pay station/meter equipment unless 80% or more of the residents along such street indicate via a signed petition that they want a parking-pay-station on their street.

3) Nor, in my opinion, should DPW have the authority to increase public access to parking on RPP streets and streets near or adjacent to UVM via any other means. For example, DPW staff should not be granted the authority to install temporary signage allowing public parking on streets adjacent to or near campus during UVM events. UVM, as required by City Ordinance, is supposed to be managing their parking demand to prevent it from overflowing onto nearby streets. They are also supposed to be reducing their commuter/student/visitor parking demand via effective Transportation Demand Management so that their parking and traffic doesn't impact our neighborhoods. Since parking ordinances are controlled by DPW, please don't rely on consensus from City Council to protect Resident Only Permit Parking and other nearby streets from UVM's ever-growing parking demand and overflow parking impacts.

If you're concerned about the authority that DPW staff is seeking, please send your comments to:

Director of DPW Chapin Spencer: cspencer@burlingtonvt.gov

City Attorney Erik Ramakrishnan: eramakrishnan@burlingtonvt.gov

Ward 6 City Councilor Becca Brown McKnight: bbrownmcknight@burlingtonvt.gov

South End City Councilor Buddy Singh: bsingh@burlingtonvt.gov

Provided below is a link to the agenda package for the Wednesday September 17th Public Works Commission meeting. The parking ordinance document that DPW staff wants approved begins on page 48. If the link doesn't work, just copy it into your browser or go the the Burlington VT Civic Clerk website and scroll to the 9/17/25 Public Works Commission meeting. The document is in their agenda package .

<https://burlingtonvt.portal.civicclerk.com/event/8482/files/agenda/14980>

Thank you for considering this information. If you write to the folks listed above, thank you for that too.

The Wednesday meeting starts at 6:30pm (DPW office on Pine Street) if you want to show up in person to talk during the public comment period at the beginning of the meeting.

The following response was provided by DPW on Front Porch Forum and to residents

Re: Pending Erosion of Resident Only Permit Parking

Customer Service • Dept. of Public Works, Department of Public Works, Burlington

Hello neighbors,

The proposed ordinance changes before the DPW Commission on Wednesday related to paid parking pertain only to areas where paid on-street parking is already in place and does not make changes to resident parking zones. Any changes to metered parking zones would still require Commission approval and is not actively being considered.

The proposed language reflects ongoing efforts to modernize on-street parking technology by phasing out single-spaced meters and installing kiosks, and does not propose to begin charging for parking on residential streets.

Due to the misunderstanding and all the subsequent questions we received, we will recommend a revised motion with clarifying language that will be posted to Civic Clerk shortly. You will find that at

<https://burlingtonvt.portal.civicclerk.com/event/8482/files/agenda/14979>.

In closing, we want to reiterate that transparency is our priority, and underscore again that these ordinance changes do not apply to resident parking zones nor do they grant staff the authority to charge for parking on residential streets. The proposed changes allow staff to quickly move to address a limited number of safety-related issues such as the location of accessible on-street parking spaces and school drop-off zones for primary and secondary schools. None of the changes are intended to apply to colleges or universities, and staff will be recommending proposed language to clarify this further.

Do not hesitate to reach out with questions at dpw-pinecustomerservice@burlingtonvt.gov or by calling 802-863-9094.

Emails submitted from public

From: Erik Trinkaus <eriktrinkaus1@gmail.com>
Sent: Tuesday, September 16, 2025 10:43 AM
To: Chapin Spencer <cspencer@burlingtonvt.gov>; Erik Ramakrishnan <eramakrishnan@burlingtonvt.gov>; Becca Brown McKnight <bbrownmcknight@burlingtonvt.gov>; Buddy Singh <bsingh@burlingtonvt.gov>
Subject: Resident Only Street Parking

[WARNING]: This email was sent from someone outside of the City of Burlington.

I have become aware that there is a proposal to greatly reduce and/or eliminate resident only parking in the vicinities of K-12 schools, Champlain College and UVM. While this may make sense in the immediate areas of K-12 schools, it would be a major mistake with respect to the streets around UVM and Champlain College. Prior to the establishment of resident only parking around their campuses, those streets were inundated with student parking, taking up all of the legitimate spaces, extending onto driveway spaces and even completely blocking driveways. Given the limited off-street parking for most of the houses and apartments in those areas, access to some on-street parking by residents is essential, especially for the elderly, the disabled and families with small children. It is also absolutely essential for any service vehicles coming to those houses.

Therefore, eliminating or greatly reducing resident only parking in the vicinities of UVM and Champlain College would be a disaster. Both of those institutions have worked out systems for student cars, albeit ones that many students find inconvenient. Let those institutions and students find their parking solutions without causing a parking disaster for those who live near them.

From: Glenn Jarrett <Glenn@vtelaw.com>
Sent: Monday, September 15, 2025 12:02 PM
To: Erik Ramakrishnan <eramakrishnan@burlingtonvt.gov>
Subject: Proposed changes to ordinance re Parking

[WARNING]: This email was sent from someone outside of the City of Burlington.

Erik—

I live on Robinson Parkway, a street which has long had Resident Permit Parking (RPP). I have concerns about some of the proposals coming before the Public Works Commission this Wednesday evening, and would like to discuss them with you prior to the meeting.

My afternoon today is busy and the best times for me tomorrow are 9-11:30 and 2-3:15. My work number is 802-864-5951 and my cell number is 802-238-4708. If you can reply to this email with a time that might work for you, I'd appreciate it.

Thank you.

Best regards,

Glenn Jarrett

From: Kim Holtan <kimholtan@usa.net>

Sent: Tuesday, September 16, 2025 12:04 AM

To: Chapin Spencer <cspencer@burlingtonvt.gov>; Erik Ramakrishnan

<eramakrishnan@burlingtonvt.gov>; Becca Brown McKnight <bbrownmcknight@burlingtonvt.gov>;

Buddy Singh <bsingh@burlingtonvt.gov>

Subject: Residents only parking

[WARNING]: This email was sent from someone outside of the City of Burlington.

Hello. I will be unable to attend the meeting on this but want to voice my opinion about the parking ordinance document that DPW staff wants approved. I live near UVM and Champlain Colleges.

I do NOT want the possibility of parking-pay-station-box on every street in the city. Are we trying to make life hell? Please exclude Resident Only Permit Parking streets from this. Please do NOT increase public access to parking UVM and Champlain College. It gets congested enough already please protect us from UVM's ever-growing parking demand and overflow parking impacts.

Please insert "K-12" before the word "school" to prevent DPW staff from being able to increase public access to parking on streets adjacent to and near UVM and Champlain College that have Resident Only Permit Parking.

explicitly disallow DPW staff from installing parking pay stations/meters on every street in the city – and especially not Resident Only Parking Permit streets. Decisions regarding the installation of parking pay stations/meters should continue to go to the Public Works Commission for approval on a street-by-street basis. DPW should not even consider installing the parking pay station/meter equipment unless 80% or more of the residents along such street indicate via a signed petition that they want a parking-pay-station on their street.

UVM is required by City Ordinance to be managing their parking demand to prevent it from overflowing onto nearby streets. They are supposed to be reducing their commuter/student/visitor parking demand via effective Transportation Demand Management so that their parking and traffic doesn't impact our neighborhoods. DPW should NOT have the authority to increase public access to parking on RPP streets and streets near or adjacent to UVM via any other means.

Living near a college has enough issues already, please don't compound them!

Thank you for your attention,

From: Carolyn Hanson <carolyn@burlingtontelecom.net>
Sent: Monday, September 15, 2025 9:22 PM
To: Chapin Spencer <cspencer@burlingtonvt.gov>
Subject: I do not support metered parking in our neighborhood!

[WARNING]: This email was sent from someone outside of the City of Burlington.

Dear Chapin

I just read that Public Works is considering reducing our “resident only” parking. We like the parking in our neighborhood the way it is! We do not want metered parking!

Best

Carolyn Hanson
118 spruce st

From: Ellen Howrigan <ellen@burlingtontelecom.net>

Sent: Monday, September 15, 2025 8:01 PM

To: Chapin Spencer <cspencer@burlingtonvt.gov>

Subject: Residential parking

[WARNING]: This email was sent from someone outside of the City of Burlington.

Hello

I am deeply concerned with our city doing away with residential parking and being able to install pay stations.

I would like to understand why you think these changes are needed.

I just don't understand the erosion of our community.

From: Jacques Bailly <Jacques.Bailly@uvm.edu>

Sent: Monday, September 15, 2025 7:07 PM

To: Chapin Spencer <cspencer@burlingtonvt.gov>; Erik Ramakrishnan <eramakrishnan@burlingtonvt.gov>; Becca Brown McKnight <bbrownmcknight@burlingtonvt.gov>; Buddy Singh <bsingh@burlingtonvt.gov>

Subject: resident permit parking

[WARNING]: This email was sent from someone outside of the City of Burlington.

Dear Burlington city folks,

I hear there's a move afoot that will affect resident permit parking only streets.

Streets in the hill section should **not** be resident permit parking only: they are all almost always empty. The residents don't need that parking at all. Those are public streets and there should be parking available on them just like all the other streets. I don't care if UVM students use them, and you should not either. We are simply subsidizing rich folks' property values by making those streets resident parking only.

The only place I would allow resident permit parking only is streets like King St which are high density near downtown and residents really need help finding parking, particularly since they are not as privileged as hill section folk and don't have multi-car garages.

Yours truly,

From: Robert Linder <robertlinderemail@gmail.com>

Sent: Tuesday, September 16, 2025 1:04 PM

To: Becca Brown McKnight <bbrownmcknight@burlingtonvt.gov>; Chapin Spencer <cspencer@burlingtonvt.gov>; Erik Ramakrishnan <eramakrishnan@burlingtonvt.gov>; Buddy Singh <bsingh@burlingtonvt.gov>

Cc: Robert Linder <robertlinderemail@gmail.com>

Subject: Resident Only Permit Parking

[WARNING]: This email was sent from someone outside of the City of Burlington.

Dear Burlington City Government,

I am opposed to the proposed change in the parking regulations. We resolved a similar issue several years ago but it never seems to go away. Champlain College and UVM are responsible for the parking needs of their students and faculty. They have the capacity and funds to manage this. Flooding neighborhoods with student parking should be unnecessary. Doing that would significantly diminish the quality of life in the neighborhoods, turning them into active parking lots. The students should be provided with off campus parking and be bussed to the campuses or however else the schools choose to manage their student body automobile issue.

On my street, children play in the street. To improve this neighborhood, which I hope would be a goal of the city, I would suggest renewing the speed bumps that were put in years ago, were never robust and are worthless today. Cars speed down this street at 50 plus miles an hour endangering children, animals and everyone who might be on the street. Monitoring for speed would also be helpful. It would be wonderful to have a police force that was capable of being an occasional presence to assist in this.

One strength in Burlington has been the voice of the neighborhood and community in making decisions especially when the issues directly involve their neighborhood. Taking away the capacity for such input would be detrimental to the whole concept of a neighborhood. The neighborhood voice and input should remain a priority for this city.

The city has many very serious issues to deal with and should be prioritizing them. At the same time, improving the quality of life in the neighborhoods would improve the city's overall wellbeing, including regarding less serious matters. One such issue concerns an ordinance passed a few years ago limiting the dates when gas powered leaf blowers were allowed. The sound and gas pollution is well documented. This ordinance has been summarily ignored almost unanimously by the landscaping companies. Maybe the ordinance should not be date limited. While this is a minor matter, it again speaks to the quality of life in our city. Well intentioned but ignored and unenforced.

Thank you for listening to some of my concerns.

From: Chris Hadsel <chris.hadsel@gmail.com>
Sent: Tuesday, September 16, 2025 2:26 PM
To: Chapin Spencer <cspencer@burlingtonvt.gov>
Subject: Terrible Idea

[WARNING]: This email was sent from someone outside of the City of Burlington.

Hello Chapin.

You know for years I organized petitions and fought to get the roundabout and yes, it's working well.

I also fought and worked with Leahy's office to get the 18-wheelers headed to Milton or points north or carrying lumber to the McNeil plant out of the downtown streets and onto 189 and yes, it's working.

But it feels like a never-ending battle to get the City to come up with a good plan to deal with parking.

This latest idea of putting meters or pay boxes in front of all our houses and doing away with the residential parking that so many of us fought so hard to get is a truly terrible idea. We have very limited residential parking south of Cliff St on S. Willard - a compromise carefully worked out with the city and Champlain College - it consists of no non-residential parking from midnight to 6:00am and we residents have to go to the police dept every year and pay for a special placard so we or guests can park overnight on the street if we need to. Before we got that, Champlain students would come early Monday morning and leave their cars all week without moving them. It made our life impossible and it was really hard for Champlain because there was no legal reason why students shouldn't avoid paying their fees and just leave their cars all down Willard.

So the possibility of the city undoing all that effort that actually works well for the neighborhood is....really discouraging. I hope it's just a rumor without substance.

