



Public Works Commission

Wednesday, November 19, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

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

Please click the link below to join the webinar:

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

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

Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date.

Note that comments on YouTube are not monitored.

1. Call to Order

2. Agenda - 5 Minutes

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

4. Consent Agenda - 5 Minutes

4.1. Approval of Draft Minutes -10-15-25

4.2. Bank Street Loading Zone

4.3. Queen City Bridge Stop Signs

4.4. Buell Street 30-Minute Metered Parking

4.5. 129-135 North Ave Parking Removal for Emergency Access

5. Recycling Next Steps - 30 Minutes

Subject	5.1. Communication, C. Spencer & L. Perry
Meeting	November 19, 2025 - DPW Commission Meeting - Wednesday, November 19, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	5. Recycling Next Steps - 30 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion To Approve

6. CY 26 Paving Program Update - 20 Minutes

Subject **6.1. Information, C. Mims, J. Keller & C. Manna**
Meeting November 19, 2025 - DPW Commission Meeting - Wednesday, November 19, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category 6. CY 26 Paving Program Update - 20 Minutes
Department Public Works Department
Type Information
Recommended Action None

7. Sidewalk Program Overview & Future Planning - 15 Minutes

Subject **7.1. Information, C. Cangiolosi & P. Peterson**
Meeting November 19, 2025 - DPW Commission Meeting - Wednesday, November 19, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category 7. Sidewalk Program Overview & Future Planning - 15 Minutes
Department Public Works Department
Type Information
Recommended Action None

8. Parking Promotion Update - 15 Minutes

Subject **8.1. Information, J Esperti**
Meeting November 19, 2025 - DPW Commission Meeting - Wednesday, November 19, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category 8. Parking Promotion Update - 15 Minutes
Department Public Works Department
Type Information
Recommended Action None

9. Director's Report - 10 Minutes

Subject **9.1. Communication, C. Spencer**
Meeting November 19, 2025 - DPW Commission Meeting - Wednesday, November 19, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category 9. Director's Report - 10 Minutes
Department Public Works Department

Type

Communication

10. Commissioner Items

11. Adjournment & Next Meeting Date - December 17, 2025

Subject	11.1. Motion to adjourn
Meeting	November 19, 2025 - DPW Commission Meeting - Wednesday, November 19, 2025, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	11. Adjournment & Next Meeting Date - December 17, 2025
Department	Council and Board
Type	Action
Recommended Action	Motion To Adjourn

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING OCTOBER 15, 2025
DRAFT MINUTES

See video for full meeting – link below
<https://www.youtube.com/watch?v=kHIK4da-zRo>

Commissioners Present: Commissioner Barr, Chair Damiani, Vice Chair Fox, Commissioner Davis, Commissioner Hays, Commissioner Munteanu Via Zoom, Commissioner O’Neill-Vivanco

ITEM 1 – CALL TO ORDER

Chair Damiani called the meeting to order at 6:32 p.m.

ITEM 2 – AGENDA

Chair Damiani made the motion to Strike the Buell St Consent Agenda Item and Approve the Agenda
Commissioner Barr Accepted.
Unanimous approval

ITEM 3 – PUBLIC FORUM

None

ITEM 4 – REVISED CONSENT AGENDA

- 4.1 – Approval of Draft Minutes 9-17-25
- 4.2 – Intervale/Elmwood Parking
- 4.3 – Church St ADA Parking Reallocation

Commissioner Barr made a motion to approve the Revised Consent Agenda.
Commissioner O’Neill-Vivanco seconded.
Unanimous approval

ITEM 5 – Recycling Recommendations

Director Spencer & Lee Perry Division Director of Maintenance & ROW presented information.

Commissioner Munteanu a period of 7 years feels is too long. Makes more sense to keep it in house as we explore more options.

Commissioner Barr wondering if we can keep it in house and keep it going

Commissioner O’Neill-Vivanco asked if the staffing issue is not any better, what can we do improve it? Flow control question?

Vice Chair Fox need more information before a decision can be made. Could a hauler sub contract out the work?

Commissioner Davis Is it possible to bid by region? Has there been any conversation with other municipalities to combine?

Commissioner Hays Do we own our vehicles? Staffing Issue because we don't have enough people?

Chair Damiani If legal and City Council say it has to go out to bid again for the seven-year time frame, do we run the risk of them coming back still at something between what that number is and the current bid?

ITEM 6 – 150 FOOT PARKING SETBACKS ON STREETS WITH NO SIDEWALKS

Philip Peterson, Senior Transportation Planner & Calvin Wuthrich, Associate Transportation Engineer Presented information.

Commissioner Hays – Do you know how many areas are unsafe? Impact on Parking?

Commissioner Munteanu – feels it should come to the Commission for approval.

Commissioner Barr - Still bring up items for Commission to be aware of if not getting approval. Convenience factor of parking in front of home & safety.

Commissioner Davis – curious about public reaction.

Vice-Chair Fox - Appreciates the idea. What do we do if people don't want them? What is the standard for a parking space?

Commissioner O'Neill-Vivanco - totally supports this. Priority is safety. Change key message to start with safety, better images, emergency services benefit and reallocating public right of way.

Chair Damiani – Would this be the same process as Traffic Calming item from before? Increase transparency.

Public Comments

Sharon Bushor - Questions Latham Ct, Pomeroy St and Mill St because of length of street. Worried about overall need of parking being removed.

ITEM 7 – DIRECTOR'S REPORT

Director Spencer & Information Manager Goulding presented information

- Walk Bike Council & Local Motion are looking for cones to be added to bike Lane on Northern end of North Ave this coming weekend for about a week (Shore Rd to Plattsburg Ave)
- Upcoming public Visioning meetings as part of the Comprehensive plan
- Anticipating long November Meeting as there are several items
- Progressing well on two larger projects
- Plan BTV visioning sessions – meeting information listed on our website under DPW events calendar
- Fall Clean Sweep November 5-13
- Fall Leaf pick up on recycling day the week of 10-14

ITEM 8 – COMMISSIONER ITEMS

Commissioner Barr – Thanks to Head of Church St after block party – Pylons put back in place on Chase St.

Commissioner O'Neill-Vivanco - Noticed no turn on red sign on Union St heading to Main – Thank you!

Vice-Chair Fox – Update on paving contract? Expresses sincere appreciation for work that has been done this year! It really focuses on routes to schools.

Commissioner Davis - Sidewalk and set back possible benefit for utility maintenance? Curious about installation cost and difference in maintenance for regular crosswalks and crosswalks with lighted button? Recycling – Thought given to other ways to reduce the difficulty of one route- Biweekly? Specific pickup areas?

ITEM 9 – ADJOURNMENT & NEXT MEETING DATE – NOVEMBER 19, 2025

Chair Damiani made a motion to adjourn

Commissioner O’Neill-Vivanco seconds

Unanimous approval

Meeting adjourned at 8:05 pm



MEMO

Date: November 19th, 2025
To: Public Works Commission
From: Caleb Manna, Associate Public Works Engineer
CC: Phillip Peterson, P.E.; Senior Transportation Planner
Subject: Vehicle Loading/Unloading Zone-Bank Street Between Church and Center Streets

DPW Staff recommend the DPW Commission adopt the following addition to: Appendix C, 12-1; No parking daytime or weekdays except vehicles loading or unloading, and remove the following from Appendix C, 12; No parking daytime or weekdays except trucks loading or unloading.

The following place is hereby designated as a no parking except vehicles loading or unloading location:

- In the first two parking spaces on the south side of Bank Street, directly west of Center Street, 8am-12pm Monday through Friday, for a maximum of thirty (30) minutes.

The following place is hereby removed from Appendix C, 12; No parking daytime or weekdays except by trucks loading or unloading:

- ~~In the parking space on the north side of Bank Street in the second space east of Church Street.~~

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

Purpose & Need:

The purpose of this request is to relocate an existing truck loading zone, currently designated as a truck loading/unloading zone between the hours of 8:00am and 5:00pm, Monday through

Saturday. The loading zone is forty feet long, located in the second parking space east of Church Street, on the north side of Bank Street.

The Department of Public Works has identified a recurring issue with vehicles being towed from this location. Between January 1, 2025, and September 30, 2025, there were 239 tow calls associated with this loading zone. Of those, 102 vehicles were towed or released after payment, and 137 were resolved when the vehicle owner returned before the tow occurred—an average of approximately 27 tow calls per month. Just shy of 1 per day.

This relocation and time adjustment to the loading zone seeks to better balance the needs of commercial vehicles performing regular deliveries to downtown establishments with the demand for public parking in the area. The intent is to improve both operational efficiency and the overall parking experience along Bank Street.

(See Attachment-2.)

Project Checklist:			
N/A	Yes	No	Reference
	X		Aligns with MUTCD standards and/or established City Policy
	X		Aligns with City plans
	X		Followed Public Engagement Plan (PEP): This traffic regulation change qualifies as an INVOLVE project

Background:

The second parking space directly east of Church Street, on the north side of Bank Street is currently designated as a forty foot long truck only loading zone from 8am-5pm, Monday-Saturday. This request was brought to the attention of DPW by Always Full Market, asking staff to review current use of the space after reportedly witnessing numerous vehicles being towed. DPW staff visited the location several times through the month of October, at various times during the day to collect information, and noted the two parking spaces were primarily occupied by non-delivery truck vehicles. Adjacent business owners also confirmed seeing cars being towed from this location almost daily, despite warning folks not to park there.

From a practical standpoint, larger delivery trucks are challenged to access this loading zone if a vehicle is parked in the first space east of Church St. Trucks are also challenged with maintaining access to the alleyway unofficially known as “Leahy Way” that is used for trash and recycling pick up.

To address these issues, DPW is proposing to relocate the truck loading zone to the south side of Bank Street, reduce the time limit designation as a loading zone, and allow for loading/unloading by both large delivery type trucks and traditional vehicles.

To encourage turn over with delivery trucks, and promote available public on-street parking, an adjusted time limit is proposed for the relocated loading zone that would allow for 30-min loading/unloading by all vehicles between the hours of 8am-12pm, Monday-Friday. The adjustment of loading zone hours is meant to better align with typically delivery schedules occurring week-day mornings.

The change from a truck loading zone to a vehicle loading zone allows for use by both trucks and cars, and moves the loading zone to a location that is more practically accessible by larger trucks and vehicles. Moving the zone better aligns delivery access with the storefront locations located on the south side of Bank Street. There is no storefront access on the north side of Bank Street on the block between Center St and Church St.

By moving the loading zone to the south side of Bank Street, in the last two spaces closest to S. Winooski Avenue, vehicles can easily access the location by driving past, and backing up off to the side of the travel lane and into the parking stall.

There are two other loading zones proximate to this location. One is a full time 30-minute time limited vehicle loading zone on the north end of Center Street, and the other is a truck loading/unloading zone 8am-5pm, Monday-Saturday, in front of the Farmhouse on Bank Street. With these two locations having longer duration time limit designations for loading and unloading, space will be available in the general vicinity for delivery vehicles who are looking to park on Bank Street after 12pm. An additional loading zone is also available for use at the intersection of Bank and St. Paul Streets.

Public Engagement:

In accordance with the City's Public Engagement Plan (PEP), DPW staff spoke in person with representative of area business, including Always Full Market, Tick Tock Jewelers, and El Cortijo Taqueria. The former location of Phoenix books is currently vacant. Feedback received was supportive of visibility and vehicles turn over at this location. (See Attachment-3.)

Attachments:

1. Regulation Change Form
2. Map Layout
3. Public Engagement Summary

Attachment 1:

CITY OF BURLINGTON

In the Year Two Thousand Twenty-five

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—
§ 12; No parking daytime or weekdays except by trucks loading or unloading and,
§ 12-1; No parking except vehicles loading and unloading

Sponsor(s): Public Works Commission
Action: Approval
Date: _____
Attestation of Adoption:

Phillip Peterson, PE
Senior Transportation Planner, Technical Services
Published: _____
Effective: _____

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

That Appendix C, Rule and Regulations of the Traffic Commission, § 12 No parking daytime or weekdays except by trucks loading or unloading, and §12-1 No parking except vehicles loading or unloading of the Code of Ordinances of the City of Burlington is hereby amended as follows:

§ 12 No parking daytime or weekdays except by trucks loading or unloading.

(a) No vehicle other than a truck actually engaged in loading or unloading shall, between the hours of 8:00 a.m. and 5:00 p.m., except Sunday, and for no more than thirty (30) minutes, use the following parking spaces:

- (1)-(28) As written.
- (29) ~~Reserved. In the parking space on the north side of Bank Street in the second space east of Church Street.~~
- (30)-(56) As written.

(b) As written.

§ 12-1 No parking except vehicles loading or unloading.

No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

- (1)-(9) As written.
- (10) ~~Reserved. In the first two parking spaces on the south side of Bank Street, directly west of Center Street, 8am-12pm Monday through Friday, for a maximum of thirty (30) minutes.~~

(11)-(54) As written.

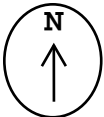
** Material stricken out deleted.

*** Material underlined added.

/CEM: BCO Appx.C, Section 12,12-1
10/29/25

Attachment 2:

Map Layout



Bank Street Proposed Loading Zone Change



Attachment 3:

Bank Street Relocated Loading Zone Public Correspondence

9/25/2025

Hello!

I'm writing as a local business owner located directly across the street from the 30-minute truck zone on the upper side of Bank Street, in front of the parking garage. I've noticed a pattern: many of the vehicles being towed from this spot daily belong to visitors and out-of-state customers, the very people we're working hard to attract to downtown Burlington.

As someone who's on-site six days a week, I observe the way this space is used. Delivery trucks such as FedEx, UPS, DHL, Sysco, Baker, Vermont Wine Merchants, Farrell almost never use this designated zone.

Instead, they consistently double-park on the opposite side of the street. This is largely due to the curb and logistics of moving multiple pallets from across the street. Even when the truck spot is open, it's impractical for most delivery services, who prefer not crossing the road with a dolly or a pallet jack.

This space is most commonly used by the USPS mail carrier, who could realistically stop in any alley or curb cut along the street. Outside of that I mostly see the meter maids waiting for Spillanes towing to show up which unfortunately results in 5-10 cars being towed daily. I frequently see visitors returning to find their vehicles gone and then having to Uber to South Burlington to retrieve them.

With Burlington actively promoting initiatives to bring people downtown, it seems counterproductive to enforce towing so aggressively in a location that's poorly suited for its intended use. I'd love to see a reconsideration of how this space is designated and enforced - whether through clearer signage, adjusted time limits, or rethinking its function entirely.

Thank you for your time and consideration.

Best regards,
Corey
Always Full

Oct 8, 2025

Hi Corey,

Reaching out to inform you that your traffic request for the loading zone on Bank Street has been received. With the amount of vehicle towing happening, I agree this sounds like an issue, and my office is currently looking into this.

I do feel with the proximity to Church St and other downtown establishments, there is a need for some type of loading zone to still exist on this block of Bank Street.

One thought we had was moving the loading zone to the opposite side of the street, in the first two spaces east of Church St, and adjusting the time limit to the morning only, something like 8am-12pm.

Would there be any concern from a business standpoint about moving the loading zone in front of Always Full?

Thanks, Caleb Manna

Hi Caleb!

The 8-12 truck zone in front of our store is no issue, I would also suggest limiting the parking time in the truck zone after 12:00 to 15-30 minute parking.

If the truck zone had to be outside the 8-12 time period (e.g. the current truck zone which is 8:00-5:00) I would suggest putting it across the street in front of the jeweler where there is no existing storefront entrance or clearer signage on the existing truck zone spaces.

Best,
Corey

10/15/2025

DPW staff met in person with representatives of Tick Tock Jewelers and El Cortijo, who both confirmed towing was an issue, and were supportive of the change. Please note, the space formerly occupied by Phoenix books is currently vacant.



MEMO

Date: November 19th, 2025
To: Public Works Commission
From: Caleb Manna, Associate Public Works Engineer
CC: Phillip Peterson, P.E.; Senior Transportation Planner
Laura Wheelock, P.E.; Division Director of Technical Services/City Engineer
Subject: Changing Yield Signs to Stop Signs at Approaches to Queen City Park Road
Bridge

DPW Staff recommend the DPW Commission adopt the following addition to: Appendix C, 3; Stop sign locations, and remove the following from Appendix C, 4; Location of yield-right-of-way signs.

The following place(s) is hereby added to Appendix C, 3; Stop sign locations:

- Sixty (60) feet in advance of the east entrance to the one (1) lane Queen City Park Road Bridge causing westbound traffic on Queen City Park Road to stop.
- Sixty (60) feet in advance of the west entrance to the one (1) lane Queen City Park Road Bridge causing eastbound traffic on Queen City Park Road to stop.

The following place(s) are hereby removed from Appendix C, 4; Locations of yield-right-of-way signs:

- ~~Sixty (60) feet in advance of the east entrance to the one (1) lane Queen City Park Road Bridge.~~
- ~~Sixty (60) feet in advance of the west entrance to the one (1) lane Queen City Park Road Bridge.~~

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

Purpose & Need:

The purpose of this request is to change the existing yield signs on both the eastern and western approach at Queen City Bridge, to become stop signs.

Queen City Bridge is a single-lane bridge located on Queen City Park Road (QCPR), in between Arthur Court in Burlington, and Central Avenue in South Burlington by Red Rocks Park.

Since the disconnection of Pine Street to Queen City Park Road in 2024, traffic on QCPR has nearly doubled, leading to much higher number of vehicles using the bridge daily. The existing yield signs has led to recent confusion amongst some drivers in determining who has the right-of-way, especially when two vehicles arrive at the bridge simultaneously. The change from yield to a stop sign is intended to clarify this condition, causing traffic to stop, and alternate turns, when approaching and crossing the bridge.

(See Attachment-2.)

Project Checklist:			
N/A	Yes	No	Reference
	X		Aligns with MUTCD standards and/or established City Policy
	X		Aligns with City plans
	X		Followed Public Engagement Plan (PEP): This traffic regulation change qualifies as an INVOLVE project

Background:

The change in signage from a yield sign to an all way stop condition is intended to clarify and establish which vehicle has the right of way when travelling over the bridge. Per the Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.05 STOP sign applications, stop signs should be used if engineering judgement indicates the normal application of the right-of-way rule is not expected to provided reasonable compliance.

With the recent uptick in traffic volumes, more drivers approaching the bridge are following the cars in front of them creating a stream of traffic at times. This creates confusion for drivers on the other end of bridge, who are forced to wait for oncoming traffic to clear, and use best judgement on when to proceed.

Ultimately, this recommendation is consistent with the Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.05, which states that STOP signs are warranted where engineering judgment determines that the normal right-of-way rule does not result in safe and efficient traffic operations. Given the increased traffic volumes, the single-lane constraint of the bridge, and observed driver confusion at the approaches, the proposed stop signs meet the MUTCD criteria for improving safety and clarifying right-of-way expectations.

The sixty (60) foot set back from the stop sign to the bridge is intended to stop vehicles where the roadway shoulder is wide enough to accommodate two-way traffic. A typical 8' x 2' stop bar will also be installed to coincide with the new signage. Advanced warning "Stop Ahead" signs will also be installed to alert users of the stop condition.

Signage will be installed immediately following approval from the Burlington Public Works Commission. Functionality will be monitored and addressed as needed, following completion of Champlain Parkway. DPW staff expect traffic volumes to decrease to around 1,300 trips per day once the Parkway Project is completed in 2026.

To assist in effectuating the new stop signs, Variable Message Boards will be placed on the roadway in advance of the bridge location to advertise the new stop condition.

History:

The Department of Public Works and the Chittenden County Regional Planning Commission (CCRPC) completed a study in 2008 to review the need to improve the bridge from one lane to two. At the time of the study, the annual average daily traffic (AADT) of the road was at 2,500. Based on data collected by staff, AADT for QCPR went from 1,300 to roughly 2,500 vehicles since the Champlain Parkway detour for the Pine Street/QCPR connection has been in place.

DPW started to look at this area again in 2020, when QCPR was repaved from Austin Drive to the bridge. Following repaving of the road, the shoulder on the western side was widened to provide more pull off room for vehicles, and a striped roadway shoulder was installed to better inform drivers on the need to give space to pedestrians and passing motorists. This past summer, DPW had a contractor complete safety related guardrail repairs to the bridge.

Additional options to address user safety on the bridge were also considered, including the installation of a temporary traffic signal. The establishment of a temporary traffic signal at this location was implemented during Phase 1 of the Champlain Parkway Contract in 2024, to help manage the increase in vehicle traffic.

Based on the traffic volumes along the roadway, and the field observations from the previous establishment of a temporary traffic signal at this location, the City has decided not to implement a traffic signal at the bridge as a permanent measure. The City and the Champlain Parkway Project Team received significant pushback during the previous installation of a temporary traffic signal. The signal requires lengthy clearance times due to the distance between the stop bars resulting in prolonged waits at the signal. Driver frustration and fatigue caused some motorists to begin ignoring the temporary signals altogether, running the red lights, and creating unsafe travel conditions.

Crash history at this location is relatively low, with one crash 11/13/21 and another 3/20/22. In both cases the driver was significantly impaired. One additional accident was reported in 2024 occurred in the vicinity of the bridge location, but not at the bridge itself.

Public Engagement:

In accordance with the City's Public Engagement Plan (PEP), DPW staff notified residents of Central Avenue in South Burlington and residents of Burlington's South End via Front Porch Forum. Business owners on QCPR and Austin Drive were notified via email. The City of South Burlington was also made aware of the upcoming change. A variable message board has been placed on the roadway to alert frequent travelers of the upcoming traffic signage change. (See Attachment-3.)

Attachments:

1. Regulation Change Form
2. Map Layout
3. Public Engagement Summary

Attachment 1:

CITY OF BURLINGTON

In the Year Two Thousand Twenty-five

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—
§ 3; Stop sign locations and,
§ 4; Location of yield-right-of-way signs.

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

Sponsor(s): <u>Public Works Commission</u> Action: <u>Approval</u> Date: _____ Attestation of Adoption: _____ <i>Phillip Peterson, PE</i> <i>Senior Transportation Planner, Technical Services</i> Published: _____ Effective: _____
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That Appendix C, Rules and Regulations of the Traffic Commission, § 3; Stop sign locations, and §4; Locations of yield right-of-way-signs of the Code of Ordinances of the City of Burlington is hereby amended as follows:

§ 3 Stop sign locations

The following locations are hereby designated as stop sign locations:

- (1)-(324) As written.
- (325) Sixty (60) feet in advance of the east entrance to the one (1) lane Queen City Park Road Bridge causing westbound traffic on Queen City Park Road to stop.
- (326) Sixty (60) feet in advance of the west entrance to the one (1) lane Queen City Park Road Bridge causing eastbound traffic on Queen City Park Road to stop.

§ 4 Locations yield right-of-way signs.

Yield-right-of-way signs are authorized at the following locations:

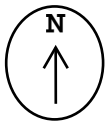
- (1) ~~Reserved. Sixty (60) feet in advance of the east entrance to the one (1) lane Queen City Park Road Bridge.~~
- (2) ~~Reserved. Sixty (60) feet in advance of the west entrance to the one (1) lane Queen City Park Road Bridge.~~
- (3)-(19) As written.

** Material stricken out deleted.

*** Material underlined added.

/CEM: BCO Appx.C, Section 3,4
10/30/25

Attachment 2:



Queen City Bridge Proposed Traffic Sign Plan





Attachment 3:

City of Burlington
Department of Public Works
Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450

www.burlingtonvt.gov/DPW

Dear Businesses,

As part of our ongoing efforts to improve traffic safety and ensure a smoother flow of vehicles, cyclists, and pedestrians over the Queen City Park Road one-lane bridge, the Department of Public Works would like to inform you of an upcoming change to local traffic signage.

Effective following Public Works Commission approval on November 19th, 2025, the current *Yield* signs located at the Queen City Park Road bridge will be replaced with *Stop* signs.

This change is being made to:

- Establish right-of-way when crossing the bridge with two-way stop control, and alternating turns
- Reduce confusion and for drivers, cyclists, and pedestrians
- Improve overall traffic control in the area

We kindly ask all drivers and residents to take note of this upcoming change and adjust your transportation habits accordingly.

Thank you for your attention and cooperation in keeping Burlington safe!

Sincerely,

Caleb Manna

*Associate Public Works Engineer
Burlington Department of Public Works
645 Pine Street | Burlington, VT 05401
Phone: 802-923-9227
cmanna@burlingtonvt.gov*



Memo

Date: November 19th, 2025

To: Public Works Commission

From: Calvin Wuthrich, Associate Public Works Engineer

CC: Phillip Peterson P.E., Senior Transportation Engineer & Planner

Subject: Buell Street 30-Minute Metered Parking

DPW Staff recommend the DPW Commission approve the following amendment (Attachment-1):

Appendix C, 17-b-3, 17-c-2, 17-c-3; Designation of parking meter zones.

(b) Thirty (30) minute zones. The following streets or portions of streets are hereby designated as thirty (30) minute parking meter zones:

- (3) ~~Reserved.~~ On the north side of Buell Street in the first two (2) parking spaces west of Orchard Terrace.

Purpose & Need:

The purpose of this request is to provide metered parking spaces with increased turnover near the new daycare on Buell Street, which will begin operations in January 2026. A 30-minute time limit will allow enough time for parents and guardians sufficient time to park and get the children settled or pick them up inside the daycare, while also allowing for turnover as different vehicles cycle in to use the spaces. Given their proximity to the downtown core, these spaces will support nearby businesses that benefit from short-term parking access, especially during periods of high downtown occupancy.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Public Rights-of-Way Accessibility Guidelines (PROWAG)
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

Staff received a request from staff members at the new daycare located on Buell Street for an area where children could be more easily dropped off and picked up from the daycare center. DPW Staff investigated multiple alternatives to facilitate quicker turnover and increased accessibility near the location of the daycare, including a vehicle loading zone on Orchard Terrace, before settling on the proposed 30 minute spaces adjacent to the corner of Buell Street and Orchard Terrace (See Attachment-2). The proposed location of the two new 30-minute metered parking spaces was based on Staff site visits, including one conducted with an architect involved in the development of the daycare site, internal deliberation with Parking Services/Traffic Staff, and public feedback from the surrounding neighborhood (See Attachment-3).

Feedback from both daycare staff and the public was supportive of changing metered spaces on Buell St from 1-hour time limited parking to 30-minute time limited parking. DPW Staff determined the spaces closest to the Orchard Terrace intersection to be the most suitable for this change, due to easier exit and entry from these spaces (with high turnover expected), accessibility to the nearby curb ramps for children in strollers, and proximity to the daycare entrance.

In light of this evaluation by DPW Staff, it is recommended that the Commission approves changing the time limit of the first two metered spaces west of Orchard Terrace on the north side of Buell Street from one (1) hour to thirty (30) minutes (See Attachment-2). The attached traffic regulation amendment (See Attachment-1) outlines the specifics of this proposal.

Public Engagement:

After receiving the initial request, DPW Staff conducted a site visit with an architect at the new daycare to better understand their needs and the specifics of the site. In preparation for the 11/19/25 DPW Commission Meeting, DPW Staff distributed flyers (See Attachment-4) to Buell Street and Orchard Terrace Residents, which proposed to implement a 30-minute unmetered vehicle loading zone on Orchard Terrace. Staff received four responses from residents of the neighborhood, all of which expressed their concerns with reallocating currently unrestricted spaces to time-limited parking in this dense residential neighborhood, where parking demand is high. Given those concerns, Staff determined the most balanced approach was to designate 30-

minute limits on spaces that were already metered, avoiding changes to currently unrestricted residential parking.

Attachments:

1. Traffic Regulation Amendment.
2. Site Map.
3. Public Feedback.
4. Flyer.

Attachment-1: Traffic Regulation Amendment.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-five

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—

§17; Designation of parking meter zones.

Sponsor(s): <u>Public Works Commission</u> Action: <u>Approval</u> Date: <u>11/19/2025</u> Attestation of Adoption: <i>Phillip Peterson, PE</i> <i>Senior Transportation Engineer & Planner</i> <i>Technical Services</i> Published: _____ Effective: _____

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

That Appendix C, Rules and Regulations of the Traffic Commission, §17 Designation of parking meter zones., of the Code of Ordinances of the City of Burlington is hereby amended as follows:

§17 Designation of parking meter zones.

- (a) As written.
- (b) *Thirty (30) minute zones.* The following streets or portions of streets are hereby designated as thirty (30) minute parking meter zones:
 - (1) - (2) As written.
 - (3) ~~Reserved.~~ On the north side of Buell Street in the first two (2) parking spaces west of Orchard Terrace.
 - (4) - (30) As written.
- (c) - (g) As written.

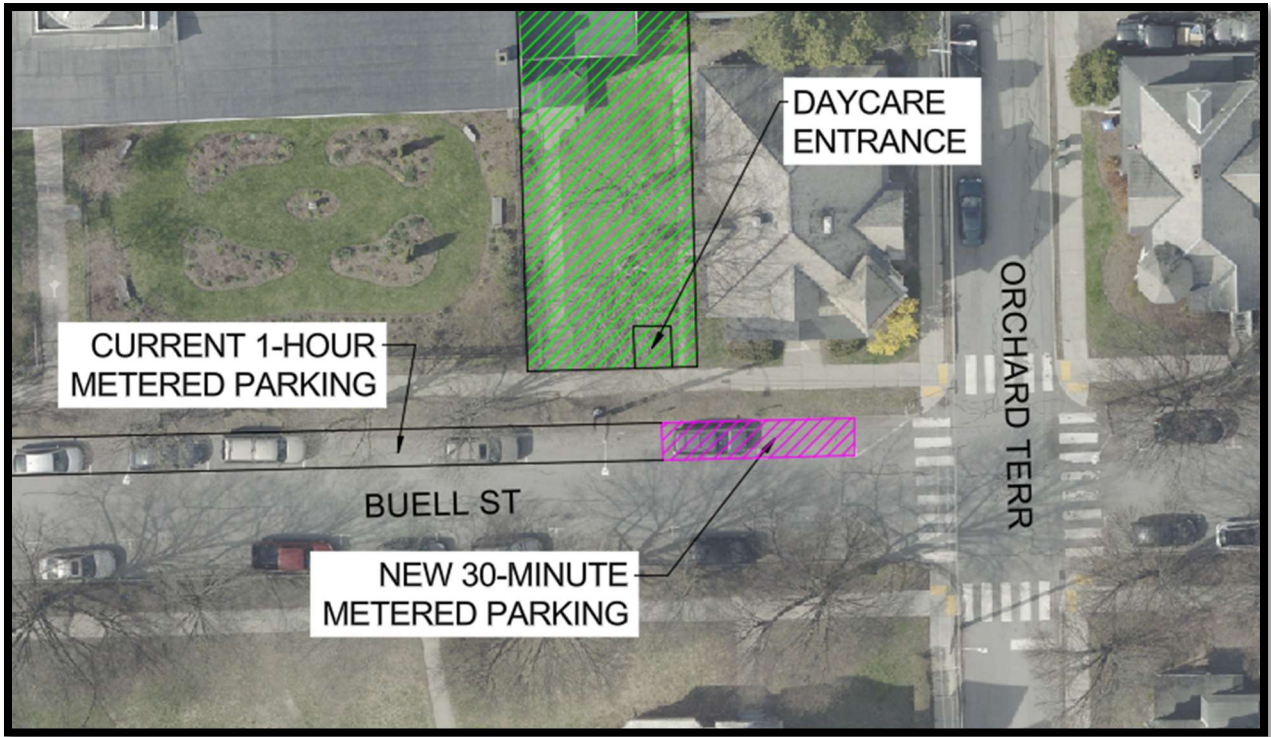
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*** Material underlined added.

ER/: BCO Appx.C, Section 17.

11/19/25

Attachment-2: Site Map.



Attachment-3: Public Feedback.

Monday, November 10, 2025:

I'm a resident of Orchard Terrace and I would like to provide feedback on the proposed relocation of two parking spots on our street to 30 minute loading zones.

Firstly, finding street parking on our street is already very difficult because it is one of very few non resident only parking streets that's so close to downtown. Since this change could only make it harder to find parking, of course I oppose it (admittedly for my own sake). Due to non regular working hours, the metered parking on the top of Buell street is not a viable overnight alternative for myself and others I know. I would appreciate it if some of those spots could be considered for this change instead.

Secondly, I think it should be considered that there is very common use of hard drugs and littering of paraphernalia on the side steps (Buell) and back steps (Orchard) of the First Congregational Church, both of which are very close to these proposed spots. I don't know where the daycare itself will be, but if it's anywhere close to these parking spots, I want to inform anyone who isn't already aware of this issue since the safety of children will be involved.

Thank you for providing the opportunity to share my thoughts and taking the time to read my feedback.

Monday, November 10, 2025:

Hi, this email is regarding the parking spots you plan to remove on Orchard Terrace. We are concerned residents living in 24 Buell St who already do not have allocated parking, we sincerely request that you do not limit further our already limited street parking. Thank you for your consideration. Have a safe evening and take care.

Monday, November 10, 2025:

This email is regarding the notice posted on my door of 24.5 buell st. The change to a towing zone at the intersection of orchard terrace and buell. I live on buell st near the church, this change would take away our potential parking that isn't payed outside of my home. If you could allocated some payed parking spaces infront of 24 buell st into permit parking or free parking that would be ideal.

Monday, November 10, 2025:

This message is in response to the proposed changes of parking spaces for loading areas on Orchard Terrace. I live on the corner of Buell St and Orchard Terrace and do not have any allotted spaces for parking. If there are parking spots on Buell St that could be converted to unmetered parking, I would fully support converting to the loading spots. Otherwise, I would greatly appreciate the continuation of normal parking spots as opposed to the transition to loading areas.



Orchard Terrace & Buell St Residents,

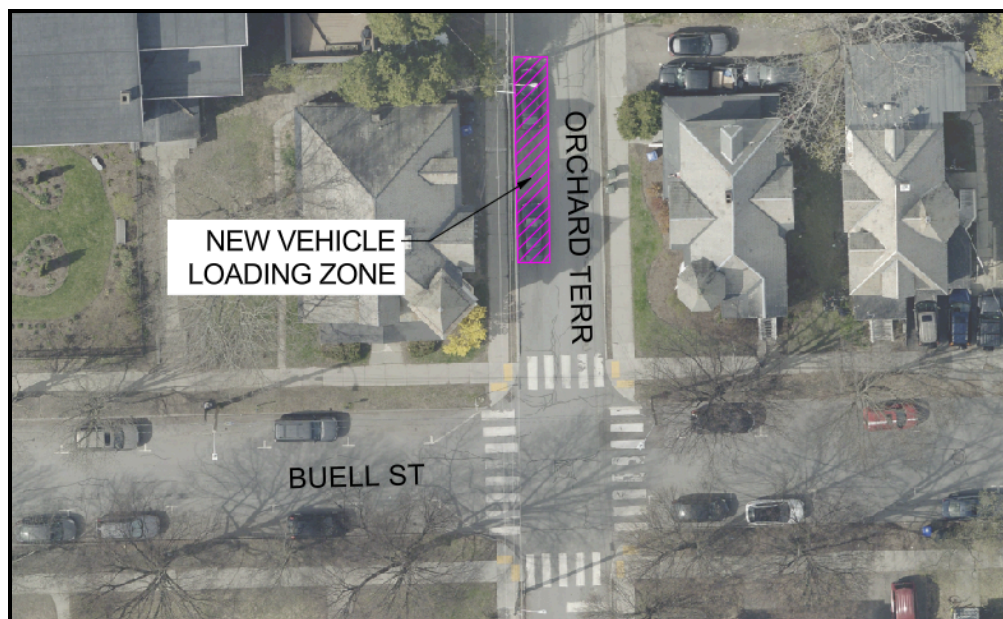
The Department of Public Works is proposing to reallocate two parking spaces on Orchard Terrace from regular parking to a 30-minute vehicle loading zone, which will be in effect from 7am - 5pm. Outside of those hours, these spaces will remain as regular unrestricted parking.

With a new daycare beginning their operations at the start of 2026 near the corner of Buell St and Orchard Terrace, these loading spaces will provide easier access to this daycare facility for families with young children. These loading spaces will also be able to be used by other residents of the neighborhood or anyone else who is loading and unloading any vehicle for up to 30 minutes.

DPW is asking for your feedback regarding this change. To provide input, please submit via email (cwuthrich@burlingtonvt.gov) or phone (802-503-9670).

DPW will seek approval for this proposed change at the monthly **Public Works Commission Meeting on Wednesday, November 19th at 6:30pm at 645 Pine St.** Feedback on this proposed change can also be shared at this meeting.

Thank You!



Proposed Orchard Terrace vehicle loading zone



MEMO

Date: November 19th, 2025
To: Public Works Commission
From: Caleb Manna, Associate Public Works Engineer
CC: Phillip Peterson, P.E.; Senior Transportation Planner
Subject: Parking Removal for Emergency Access on North Avenue

DPW Staff recommend the DPW Commission adopt the following addition to: Appendix C, 7; No-parking areas.

The following place is hereby designated as a No-parking area:

On the west side of North Avenue between Strong Street and Canfield Street.

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

Purpose & Need:

The Burlington Department of Public Works (DPW) is recommending the removal of two (2) on-street parking spaces located in front of properties between #129 and #135 on the west side of North Avenue. This action is intended to enhance public safety by improving emergency vehicle access entering and existing Fire Station #2 off North Avenue.

The affected section of North Avenue is a critical route for emergency response vehicles, particularly fire trucks, traveling to and from the nearby fire station. Current on-street parking conditions in this area have been identified as a potential obstruction, increasing response times and posing a risk to life and property.

(See Attachment-2.)

Project Checklist:			
N/A	Yes	No	Reference
	X		Aligns with MUTCD standards and/or established City Policy
	X		Aligns with City plans
	X		Followed Public Engagement Plan (PEP): This traffic regulation change qualifies as an INVOLVE project

Background:

This request was brought to the attention of Burlington Public Works by members of the Burlington Fire Department stationed at Fire Station #2 after a meeting with Parking Services Staff. Fire Department Staff reported issues being able to quickly exit onto North Avenue with vehicles parked on-street directly adjacent to the fire station. Per conversations with the Fire Department, this is an issue not only for larger fire trucks, but also smaller emergency response vehicles.

Fire Station #2 has two (2) driveway access location, one being directly located off of North Avenue, and the other being located directly off Drew Street at the rear of the building. This fire station is also used as a training center, with addition vehicles often utilizing parking at the rear of the building off Drew Street. The number of daily trips from this location varies based on call volumes and training service needs. On any given day there can be as many as 9-12 emergency-based calls within a 24hr period. Having clear and unrestricted vehicle access to the station is critical in maintaining acceptable emergency response times, particularly in the evening and night time, when the spaces are more frequently occupied.

There is limited on-street parking for this segment of North Avenue, with parking restriction in place proximate to the existing crosswalk at the intersection of Strong Street and North Ave. Limited parking restriction are also in place one block north, at the crosswalk located at the intersection of North Ave and Ward Street. Parking is also currently restricted in front of the bus shelter on the west side of North Ave by Canfield Street.

The proposal will eliminate two (2) on-street parking spaces available for public use. One parking space directly north of the bus shelter is fifteen (15) feet long, and suitably utilized by smaller vehicles. The other space directly north of the driveway to #129 North Ave is twenty-three (23) feet long, and can accommodate one larger sized vehicle, but not two smaller vehicles. Additional on-street public parking is available on the nearby streets of Ward, Canfield, Strong, and Lakeview Terrace.

DPW respectfully requests the Commission’s approval of this parking regulation change to support the safety and operational effectiveness of emergency services in the North Avenue corridor for Fire Station #2.

Public Engagement:

In accordance with the City's Public Engagement Plan (PEP), DPW staff distributed flyers to properties along North Avenue adjacent to Burlington Fire Station #2 on 11/6/2025. No public feedback was received. (See Attachment-3.)

Attachments:

1. Regulation Change Form
2. Map Layout
3. Public Engagement Summary

Attachment 1:

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.

Sponsor(s): Public Works Commission

Action: Approval

Date: _____

Attestation of Adoption:

Phillip Peterson, PE

Senior Transportation Planner, Technical Services

Published: _____

Effective: _____

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

That Appendix C, Rule and Regulations of the Traffic Commission, § 7 No-parking areas of the
Code of Ordinances of the City of Burlington is hereby amended as follows:

§ 7 No-parking areas.

.....
No person shall park any vehicle at any time in the following locations:

(1)-(563) As written.

(564) ~~Reserved.~~ On the west side of North Avenue between Strong Street and Canfield
Street.

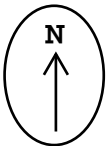
(565)-(591) As written.

** Material stricken out deleted.

*** Material underlined added.

/CEM: BCO Appx.C, Section 7
11/6/25

Attachment 2:



#129 - #135 North Ave Parking
Removal for Emergency Access





City of Burlington

Department of Public Works

Technical Services Engineering Division

645 Pine Street, Suite A

Burlington, VT 05402

P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450

www.burlingtonvt.gov/DPW

Dear North Ave Residents,

Burlington Department of Public Works is notifying you of an important change to on-street parking in your neighborhood to support public safety.

Two (2) parking spaces in front of properties along North Avenue between #129-#135 will be permanently removed. (See reverse side for map).

This change is necessary to ensure unobstructed access for fire trucks and emergency vehicles traveling to and from the nearby fire station. Clear access is critical for reducing emergency response times and protecting lives and property.

- New signage will be installed to indicate the no-parking zone area.
- Vehicles parked in the restricted area after the change may be ticketed or towed.

Your cooperation is appreciated in helping our first responders serve the community safely and efficiently.

Thank you for your understanding and support.

Sincerely,

Caleb Manna

*Associate Public Works Engineer
Burlington Department of Public Works
645 Pine Street | Burlington, VT 05401
Phone: 802-863-9094
cmanna@burlingtonvt.gov*



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

TO: Public Works Commission

FROM: Caleb Manna, Associate Public Works Engineer

DATE: November 19th, 2025

CC: Jack Keller, P.E., Public Works Engineer
Corey Mims, P.E., Senior Public Works Engineer
Laura Wheelock, P.E., City Engineer - Division Director-Technical Services
Chapin Spencer, Director of Public Works

RE: 2026-2030 Paving and Street Reconstruction Program Planning

Overview:

The Department of Public Works (DPW) team is presenting a comprehensive overview of the Paving and Street Reconstruction Program, which consists of mill and fill street paving, installation and replacement of traffic calming features, line striping, structure adjustment, pavement patching, and preventative maintenance on City Streets. Construction inspection services by a third-party consultant is also accounted for in the budget to ensure product quality and provided day-to-day support for the project.

Additionally, as part of the City's commitment to accessibility and inclusivity, and in accordance with Complete Streets requirements, the Paving Program will make progress toward the City's ADA Transition Plan. This includes ensuring that all adjustments and updates to curbs and sidewalk ramps at crosswalks within project limits adhere to ADA guidelines.

The street list for CY26 (attachment A) is being discussed and reviewed amongst appropriate interdepartmental parties. Staff are continuing to coordinate in preparation for bidding the CY26 Paving Contract at the end of 2025. Please note, streets included on the 5-year list from CY27-CY30 are subject to change between calendar years. These streets all qualify for resurfacing, and will continue to be assessed and monitored for order of priority as it relates to contract year.

Program Goals

The Burlington Street network consists of over 96 miles of accepted streets. These roads are classified as Primary/Arterial, Secondary/Collector and Tertiary/Residential. Each street type has a different anticipated lifespan generally based on average daily traffic volumes and historic paving records. In order to keep pace with the anticipated lifespan of the Burlington Street network a minimum of 4.1 miles of Burlington-maintained roadway needs to be paved annually. Annual mileage is expected to increase from CY26-CY28 with additional bond funding.

Currently the city has over 10 miles of roads with Pavement Condition Index (PCI) values below acceptable values. In order to correct this Burlington would need to pave more than the minimum 4.1 miles annually. Streets included in the planning list are typically below, or expected to be below threshold PCI for the Calendar year listed. Streets on the planning above PCI threshold have other deficiency's or coordination opportunities not reflected in the condition index.

The PCI serves as an important metric for evaluating the state of road infrastructure, with 100 being the highest, and 0 being the lowest score. DPW typically strives to maintain a PCI of >55 on arterial streets such as College Street, >40 on secondary streets like Maple/King, and >30 on tertiary streets, such as Greene Street.

Future Planning

There are a number of factors DPW Staff consider when selecting streets to pave and patch. Often prioritizing streets which are in the worst condition; statistically tracked with the annual PCI.

DPW Staff also use traffic volumes in prioritizing streets for paving; streets which have high traffic volumes are more prone to wear and tear and service a large volume of the public.

Coordination with City transportation initiatives and collaboration with other City Departments is highly considered when selecting a street for paving. Large scale utility replacement project often constitute street resurfacing due to the impactful nature of the work. Additional street resurfacing work outside of the annual paving contract will occur in CY26 on Pine Street between S. Crest and Home Ave as part of a water infrastructure repair project where Street Capital will contribute a portion of the funding for paving. However, it is important to note that funding provided to supplement paving work on Capital Projects is not included in total mileage for paving program

Preventative Maintenance

Streets chosen for patching are those that have isolated issues which could be maintained or extend the life through smaller-scale preventative maintenance. Patch locations are focused around areas where complete street resurfacing may not occur for several year. Often targeted at rutting locations or persistent pothole locations.

Streets selected for crack sealing are generally higher PCI streets paved in the last 5-8 years. The intent of this application is to delay deterioration on streets which have seen recent investments towards the assets condition. Applying sealant to the roadway helps stop water from infiltrating through cracks into the roadway subbase, causing further deterioration.

An Equal Opportunity Employer

This material is available in alternative formats for persons with disabilities. To request an accommodation, please call 802.863.9094 (voice) or 802.863.0450 (TTY).

Program Funding

DPW staff is pleased to present a 5-year forecasting street list and budget estimates for future street paving contracts to be completed between 2026-2030. With voter approval of the \$20 million dollar GO Bond, annual mileage for street reconstruction is expected to increase from 1.19 miles in 2025, to 1.75 miles in 2026, and up to 2.78 miles in 2027, in an effort to increase our mileage to the sustainable goal of ~4 miles/year. In CY28, annual mileage rates start decreasing from 1.78 miles, to just over 1 mile per year in CY29-30 without additional funding.

In FY26, the March 2025 Voter Approved \$20M General Obligation Bond funding allocated towards the Paving and Street Reconstruction Program was \$2.45M. Projections show additional GO Bond funding of approximately \$2.5M in FY27 and 28. Future allocations will be determined during the annual capital budget process for FY27 & 28. With the final draw of the \$20M GO Bond, current projections are showing the FY29 and FY30 Programs funded by Street Capital and aid from State grants available for transportation and complete streets. These projections are subject to change based upon changing City priorities and available General Fund capital revenues.

Projected Fiscal Year Street Paving Funding Breakout:

	FY25	FY26		FY27		FY28		FY29*		FY30*		
	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	
Street Capital towards		950,000.00	162,125.00			1,301,937.00		1,301,937.00		1,800,500.00		1,800,500.00
BOND towards Paving & Preservation		2,450,000	2,500,000.00	230,000.00		2,270,000.00	1,050,000.00	1,450,000.00				

Summary

The Department of Public Works remains committed to maintaining and improving the condition of Burlington’s Street network through strategic planning, interdepartmental coordination, and responsible use of available funding. With the support of the 2025 GO Bond and a data-driven approach to prioritizing projects, the City is positioned to make meaningful progress toward its long-term paving goals with available funding. Continued investment in preventative maintenance, accessibility improvements, and infrastructure coordination will ensure that Burlington’s streets remain safe, functional, and resilient for all users. Staff will continue to monitor pavement conditions, adjust priorities as needed, and provide updates as the CY26 paving contract moves toward bidding and implementation.

City of Burlington Vermont



Department of Public Works

PAVING FUTURE PLANNING

2026-2030



Paving Program Goals

- Maintain a Pavement Condition Index (PCI) of >55 on arterial streets, >40 on collectors, >30 on residential
- Resurface ~4.1 miles of asphalt on City streets annually
- Preventative maintenance for assets through crack sealing and patch paving to extend serviceable life span.
- Identify opportunities for grant funding
- Coordinate with City transportation projects and other Departments to optimize efficiency.



Miles of City Streets

	City Roadway Length (Miles)	Estimated Roadway Lifespan (Years)	Minimum Paving Per Year Based on Estimated Lifespan (Miles)
Primary	20.6	15	1.4
Secondary	23.2	20	1.2
Tertiary	46.2	30	1.5
Class I (VTrans)	6.6	VTrans Maintained (~12 year paving cycle)	
Total	96.8		4.1



Street Selection Overview

Pavement Condition Index (PCI)

- Assessment of roadway condition from 0-100, with 100 being a new roadway surface
- Calculated by CCRP, checked by DPW staff
- Street Classification- Primary, Secondary, Tertiary

Project Coordination

- Bike lanes, traffic calming features, bump outs, new crosswalks or RRFB's
- Utility infrastructure replacement projects

Resident Requests

- SeeClickFix/Customer calls

5-Year Budget Forecast



ANTICIPATED PAVING PROGRAM ALLOCATIONS WITH GO BOND AND STREET CAPITAL FUNDING					
CALANDAR YEAR	2026	2027	2028	2029	2030
STREET CAPITAL FUNDS - PAVING	\$162,125.00	\$1,301,937.00	\$1,301,937.00	\$1,800,500.00	\$1,800,500.00
GO BOND - PAVING & PRESERVATION	\$2,730,000.00	\$3,320,000.00	\$1,450,000.00		
TOTAL AVAILABLE	\$2,892,125.00	\$4,621,937.00	\$2,751,937.00	\$1,800,500.00	\$1,800,500.00
ESTIMATED PAVING CONTRACT	\$2,307,125.00	\$3,921,937.00	\$2,101,937.00	\$1,275,500.00	\$1,275,500.00
PAVING CONTRACT CONTINGENCY	\$250,000.00	\$350,000.00	\$300,000.00	\$150,000.00	\$150,000.00
PATCHING ALLOCATION	\$125,000.00	\$125,000.00	\$125,000.00	\$125,000.00	\$125,000.00
CONSTRUCTION INSPECTION SERVICES	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00
PRESERVATION	\$60,000.00	\$75,000.00	\$75,000.00	\$100,000.00	\$100,000.00

Future Work Plan



5-Year Planning List CY26- CY27

Year	Location	Approx. Length (LF)	Pavement Condition Index (PCI) (out of 100)	Minimum PCI for Street Classification	Est. Cost
CY26 Funded	Colchester Ave (East Ave - S Prospect)	2006	65	55	\$641,920.00
	Cumberland Rd	1000	26	30	\$240,000.00
	Saratoga Ave	1798	13	40	\$512,304.00
	Rivermount Terr	1452	15	30	\$348,480.00
	Bennington Ct	253	22	30	\$60,720.00
	Park St (Sherman St to North St)	739	77	55	\$206,920.01
	Summer St	312	29	30	\$49,920.00
	Green St	530	23	30	\$97,520.00
	Pine St (Home Ave to S. Crest)	1450	34	30	\$348,000.00
	Depot St	1168	18	30	\$149,504.00
	Total	2.03 Miles			\$2,655,288.01
CY27 Funded	Battery St (Maple St to Pearl St)	2680	32	55	\$1,040,000.00
	Park St (Pearl St to Sherman St)	605	63	55	\$193,600.00
	Oak St (Manhattan to Intervale)	1162	29	55	\$241,696.01
	Walnut St (Manhattan to Oak St)	255	15	30	\$61,200.00
	S Union St (Shelburne St to Main St)	3945	44	55	\$946,800.01
	Summit St (Maple to Main)	715	32	40	\$185,900.00
	Johnson St	422	31	30	\$87,776.00
	N Union St (Pearl to North St)	1555	62	55	\$323,440.00
	St Paul St (Adams to Maple)	900	65	55	\$280,800.00
	Beachcrest Dr	686	15	30	\$164,640.00
	Oakcrest Dr	1210	4	30	\$290,400.00
	Cedar St	987	50	30	\$205,296.00
	Hillcrest Rd	567	30	30	\$117,936.00
	Total	2.97 Miles			\$4,139,484.02
CY27 Unfunded	Ledge Rd	1737	39	30	\$361,296.00
	Starr Farm Rd	3193	31	30	\$638,600.00
	Total Combined	3.9 Miles			\$5,139,380.02



5-Year Planning List CY28-CY29

CY28 Funded	S Union St (Main St to Pearl)	1600	52	55	\$371,200.00
	Manhattan Dr (Washington to Park)	1195	31	30	\$248,560.00
	Moore Ct	211	13	30	\$50,640.00
	Moore Dr	357	13	30	\$85,680.00
	Church St (Adams to Maple)	578	27	30	\$161,840.00
	Billings Ct	211	32	30	\$50,640.00
	Brook Dr	1531	32	30	\$367,440.00
	Van Patten Pkwy (House #95 to Brook Dr)	1400	30	30	\$336,000.00
	Intervale Rd	1478	20	30	\$260,128.00
	N Williams St	526	26	30	\$109,408.00
	Spruce Ct	211	20	30	\$38,824.00
Total		1.76 Miles			\$2,080,360.00
CY28 Unfunded	Elmwood Ave	1003	42	30	\$240,720.00
	Spruce St	1700	42	30	\$340,000.00
	Shore Rd	1373	41	30	\$329,520.00
	North Champlain St (North to Manahattan)	1109	58	55	\$310,520.00
	Brierwood Dr	1320	30	30	\$316,800.00
	Gazo Ave	2628	28	30	\$630,720.00
	Total Combined		3.49 Miles		
CY29 Funded	Woodbury Rd	2376	57	40	\$570,240.01
	Fairmount St	1053	17	30	\$252,720.00
	Ferguson Ave	1426	35	30	\$342,240.01
	Birchwood Ln	485	28	30	\$116,400.00
	Total		1.01 Miles		
CY29 Unfunded	Stirling Place	1264	19	30	\$303,360.00
	Fairfield Dr	1034	14	30	\$248,160.00
	Muirfield	1161	18	30	\$278,640.00
	Lopes Ave	1235	19	30	\$296,400.00
	Lakeview Terrace	1460	33	30	\$303,680.00
	Edinborough Dr	1542	39	30	\$370,080.00
	Deforest Rd	1742	35	30	\$292,656.00
	Woodlawn Rd	2376	54	30	\$570,240.00
	Nottingham Lane	1484	42	30	\$356,160.00
	Robinson Parkway	1584	42	30	\$329,472.00
Total Combined		3.83 Miles			\$4,630,448.02



5-Year Planning List CY30

CY30 Funded	Woodridge Dr	675	31	30	\$162,000.00
	Lakewood Terr	1460	33	30	\$303,680.00
	S Prospect St (south of Prospect Parkway)	1735	30	30	\$416,400.00
	James Ave (EAP to Sandra Circle)	2867	30	30	\$688,080.00
	Total	1.28 Miles			\$1,570,160.00
CY30 Unfunded	<i>Grey Meadow Dr</i>	2116	44	30	\$ 507,840.00
	<i>Scarff Ave</i>	1056	48	30	\$ 211,200.00
	<i>Carloline St</i>	1446	47	30	\$ 300,768.00
	<i>Charlotte St</i>	1174	47	30	\$ 244,192.00
	<i>Killarney Dr</i>	2270	47	30	\$ 544,800.00
	<i>Gosse Ct</i>	1214	50	40	\$ 388,480.00
	<i>Lori Ln</i>	1487	35	30	\$ 356,880.00
	Total Combined	3.32 Miles			\$4,124,320.00

Completed Streets 2017-2024 Crack Sealing and Paving



- ARCGIS Map link below for additional details
- Use “Layer List” to filter paving and street reconstruction
- [City of Burlington - Completed Projects](#)

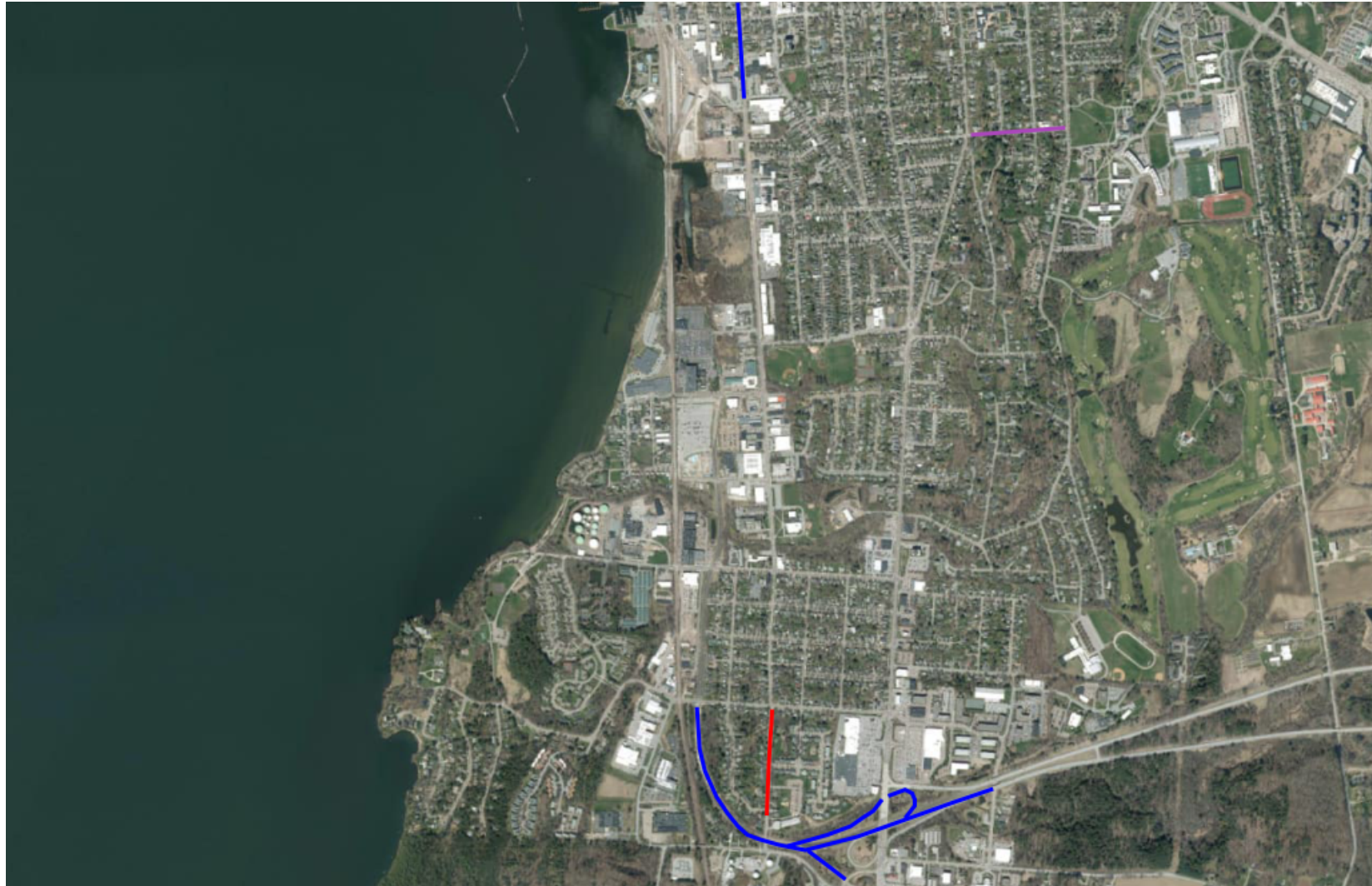


CY'25/'26 Paving Map



Yellow=CY25
Paving Contract
Red=CY26 Planned
Paving
Blue= Capital
Projects
Purple=CY25
paving contract to
be completed in
'26

CY'25/'26 Paving Map



Red=CY26
Planned Paving
Blue= Capital
Projects
Purple=CY25
paving contract to
be completed in
'26



Memo

Date: November 19th, 2025

To: Public Works Commission

From: Christina Cangiolosi, Associate Public Works Engineer

CC: Chapin Spencer, Director of Public Works
Laura Wheelock P.E., Division Director – Technical Services, City Engineer
Phillip Peterson P.E., Senior Transportation Engineer & Planner
Madeline Suender, Public Works Transportation Engineer

Subject: Sidewalk Program Overview and Future Planning

Overview:

The Department of Public Works (DPW) team is presenting a comprehensive overview of the City's Sidewalk Program, highlighting how sidewalk projects are prioritized and offering a preview of the projected improvements outlined in the City's five-year work plan.

Purpose:

The Sidewalk Program is a comprehensive multimodal initiative designed to maintain and improve the City's sidewalk infrastructure in a way that is efficient, effective, and equitable. Leveraging empirical data and analytical tools, the program emphasizes ongoing preventative maintenance of existing sidewalks while also expanding the network through strategic new construction projects. Maintaining and expanding the City's sidewalks is a cornerstone of Burlington's transportation and accessibility goals. DPW staff have appreciated the DPW Commission's strong support for the City's pedestrian network in the past, and as you'll see below, there are future funding constraints that can benefit from the Commission's ongoing engagement.

Background:

The City's transportation network includes more than 130 miles of sidewalks, with segments ranging in age from newly constructed to over 60 years old. Given that the typical design life of a concrete sidewalk is between 40 and 50 years, the City has established an annual replacement

target of 3 miles. This pace ensures that the majority of the sidewalk network can be refreshed within a 40-year cycle, promoting long-term safety, accessibility, and infrastructure sustainability.

Data Collection:

In 2020, the City conducted a detailed sidewalk assessment using a manually propelled device outfitted with GPS, cameras, and sensors. This innovative data collection effort led to the development of the Sidewalk Condition Inventory Dashboard, which is publicly accessible via the following link: <https://burlingtonvt.maps.arcgis.com/apps/dashboards/4fbaa4519feb495da687600fb42c9167>. This dashboard provides a comprehensive view of sidewalk conditions across the City.

Two key metrics are calculated for every ten-foot segment of sidewalk:

- **Barrier Score:** Assesses physical deficiencies such as running slope, cross slope, vertical offsets, and puddling.
- **Activity/Equity Score:** Estimates pedestrian usage based on proximity to destinations like schools, senior centers, and parks, and incorporates equity indicators from census data – such as race, ethnicity, income levels, and households without vehicles.

These scores are combined to produce the Sidewalk Condition Index (SCI), a data-driven tool that helps prioritize sidewalk improvements based on both need and usage.

Since 2020, City staff have actively maintained and updated the sidewalk inventory. The latest data indicates that approximately 13 miles of sidewalk are currently classified as being in poor or serious condition, representing roughly 10% of the total sidewalk network.

Prioritization:

The Sidewalk Condition Inventory serves as a vital tool for DPW staff to pinpoint areas that warrant further evaluation. Alongside this data-driven approach, staff conduct on-site inspections, assess resident feedback, and collaborate with other City departments and major Capital Projects – such as the annual paving contract, Champlain Parkway, Reconnecting Downtown (Bank and Cherry), and Great Streets: Main Street. We also coordinate with private development project. These inputs are integrated to develop a strategic and coordinated work plan that supports efficient contractor mobilization and demobilization, ensuring resources are deployed effectively across the City's sidewalk network.

CY25 Sidewalk Production:

The 2025 construction season includes the following component of sidewalk production.

Overall replacement of existing sidewalk for 2025 sums to 3.08 miles of 5-foot-wide sidewalk including the following:

- 0.54 mile of sidewalk replaced as part of the CY25 Sidewalk Contract with SDI
- 0.38 mile of sidewalk replaced by DPW's Right-of-Way crews
- 2.16 mile of sidewalk replaced in other standalone Capital Projects
 - 0.61 miles – Champlain Parkway
 - 0.81 miles – Great Streets Main Street
 - This does not include an additional 0.38 miles of 6-foot-wide separated concrete bike lanes

- 0.20 miles – City Place (Bank St & St Paul St)
- 0.16 miles – CY25 Paving Contract

Alongside the CY25 Sidewalk Contract and Right-of-Way improvements, sidewalk reconstruction completed through standalone Capital Projects helped us achieve our sustainable replacement goal of 3 miles per year. This benchmark has been consistently met for nearly a decade, primarily through contracted work and Right-of-Way efforts.

Future Planning:

Sidewalk Replacement

Following the approval of the 2025 General Obligation (GO) Bond authorization earlier this year, the City tentatively allocated \$1.7M annually for the next 3 years which totals \$5.1M. Of that \$5.1M we have shown a work plan that front loads the funds to meet our goal of 3 miles of sidewalk replaced per year. Out of the \$2.6M planned for CY26, only \$1.7M has been allocated. In addition to the 2025 GO Bond funding, the City remains committed to exploring supplementary revenue sources to help meet and sustain its annual sidewalk replacement target.

Table 1 provides a forward-looking view of the overall sidewalk programs projected replacement mileage based on the tentative allocation for the next five years. Inflation was factored in with a 7% increase each year.

Table 1: Projected Program Budget CY26-30

CY	Contract		ROW		Total	
	Projected funds	Mileage	Allocated funds	Mileage	Projected funds	Mileage
26'	2.6M	2.56	700K	0.69	3.3M	3.25
27'	1.7M	1.56	700K	0.64	2.4M	2.21
28'	800K	0.69	700K	0.60	1.5M	1.29
29'			700K	0.56	700K	0.56
30'			700K	0.53	700K	0.53

The City’s comprehensive 5-year plan details the scope of contracted sidewalk work, identifying both tentatively funded and unfunded critical projects. Table 2 outlines the draft work plan for calendar years 2026 through 2028, which is tentatively funded. Table 3 presents the draft work plan for 2029 and beyond, where funding has yet to be identified.

It’s important to note that this draft plan does not include Right-of-Way sidewalk work. The plan is strategically structured to enhance contractor efficiency by concentrating work within specific areas of the City for extended periods, rather than dispersing efforts across multiple locations. The Right-of-Way work plan is developed to enable the City’s internal team to complement contracted efforts and extend coverage across the broader sidewalk network – often focusing on short-run

safety repairs. Using our in-house crews offers flexibility to pivot throughout the season as needs change which is not conducive to contracted work.

This coordinated strategy ensures that sidewalk improvements are carried out in a manner that is efficient, effective, and equitable.

Table 2: Draft work plan for CY26-CY28 (tentative allocations)

Work Projection with Tentative Allocation of GO Bond	Year	Location	Est. LF	Est. Cost
	CY26	Woodlawn Rd	4600	\$887,800.00
		Wildwood Dr & Holly Ln	3700	\$714,100.00
		North Ave	1400	\$270,200.00
		Shelburne St	1200	\$231,600.00
		<i>Construction Cost</i>		\$2,103,700.00
		<i>Inspection Cost</i>		\$210,370.00
		<i>Contingency 10%</i>		\$210,370.00
		Total	10900 LF (2.0 Miles)	\$2,524,440.00
	CY27	N Willard St	1000	\$206,000.00
Canfield St & Lakeview Terrace		1000	\$206,000.00	
Johnson St, Peru St, & Monroe St		2000	\$412,000.00	
S Williams St		2500	\$515,000.00	
Nash Pl		500	\$103,000.00	
<i>Construction Cost</i>			\$1,442,000.00	
<i>Inspection Cost</i>			\$144,200.00	
<i>Contingency 10%</i>			\$144,200.00	
Total	7000 LF (1.33 Miles)	\$1,730,400.00		
CY28	Oak St & Walnut St	1100	\$243,100.00	
	Willow St	500	\$110,500.00	
	Cedar St	1400	\$309,400.00	
	<i>Construction Cost</i>		\$663,000.00	
	<i>Inspection Cost</i>		\$66,300.00	
	<i>Contingency 10%</i>		\$66,300.00	
	Total	3000 LF (0.57 Miles)	\$795,600.00	

Table 3: Draft work plan for CY29+ (unfunded)

Unfunded Critical Need	Year	Location	Est. LF	Est. Cost
	CY29	Ferguson Ave	800	\$188,800.00
		Lyman Ave	1800	\$424,800.00
		S Crest Dr	2500	\$590,000.00
		Gove Ct	700	\$165,200.00
		<i>Construction Cost</i>		<i>\$1,368,800.00</i>
		<i>Inspection Cost</i>		<i>\$136,880.00</i>
		<i>Contingency 10%</i>		<i>\$136,880.00</i>
		Total	5800 LF (1.1 Miles)	\$1,642,560.00
	CY30	Moore Dr	1100	\$277,200.00
Saratoga Ave		2000	\$504,000.00	
Van Patten Pkwy		3500	\$882,000.00	
Sandy Ln		1500	\$378,000.00	
<i>Construction Cost</i>			<i>\$2,041,200.00</i>	
<i>Inspection Cost</i>			<i>\$204,120.00</i>	
<i>Contingency 10%</i>			<i>\$204,120.00</i>	
Total		8100 LF (1.53 Miles)	\$2,449,440.00	
CY31+	Brierwood Ln & Balsam St	4000	\$1,200,000.00	
	Dodds Ct	700	\$210,000.00	
	Gosse Ct	600	\$180,000.00	
	Lafountain St	2300	\$690,000.00	
	Hickok Pl	900	\$270,000.00	
	<i>Construction Cost</i>		<i>\$2,550,000.00</i>	
	<i>Inspection Cost</i>		<i>\$255,000.00</i>	
	<i>Contingency 10%</i>		<i>\$255,000.00</i>	
	Total	8500 LF (1.61 Miles)	\$3,060,000.00	

New Sidewalk

In addition to replacing existing sidewalk, the City also works to fill in gaps in the existing sidewalk network in areas that sidewalk does not currently exist. Despite having over 130 miles of sidewalk, there is approximately 7 miles of street in Burlington without pedestrian facilities. In the past, the DPW Commission has been a strong proponent of a policy of having a sidewalk on at least one side of every Burlington street. This policy support led to the 2017 planBTV Walk Bike including the following under the Engineering Action Plan #3 Provide a connected network of sidewalks and safe intersections: "Provide a sidewalk on at least one side of every street in Burlington" (page 68).

This work is prioritized using the Activity/Equity score from the Sidewalk Inventory, consideration of other City projects as well as existing studies and plans such as PlanBTV. This work is grant funded so it often requires a scoping study prior to seeking funding and then ultimately implementing.

This past year DPW received a Unified Planning Work Program grant through the Chittenden County Regional Planning Commission to complete a scoping study for adding sidewalk in the New North End on three streets:

1. Cottage Grove from Grey Meadow Drive to North Avenue (0.39 miles)
2. Green Acres Drive from Cottage Grove to North Avenue (0.35 miles)
3. Stanbury Road from Staniford Road to Brierwood Lane (0.19 miles)

The study recommended a no-build alternative for Cottage Grove, citing site constraints and limited resident demand. On Green Acres Drive, staff are exploring the potential for a protected pedestrian pilot next year to provide a safe, lower-cost walking connection while gathering data on usage and design effectiveness. For Stanbury Road, the study recommended a conventional sidewalk with greenbelt separation, and staff are now evaluating grant opportunities and scheduling options to incorporate this improvement into a future work plan.

More info about the scoping study can be found here: <https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/burlington-new-north-end-sidewalks-scoping-study/>.

From this study and other scoping studies, DPW has used the findings to support grant applications for installing new sidewalks. The list of past scoping studies can be found here: <https://www.burlingtonvt.gov/712/Past-Projects>.

Constructing new sidewalk is significantly more expensive than reconstructing existing sidewalk. Given this expense, coupled with the City's tight finances, the City must prioritize sidewalk expansion to locations that address demonstrable safety issues and/or help the City increase its housing stock / overall mixed-use development. Additionally, DPW works with the Department of Finance and Administration (DFA) to pursue grants for these sidewalk expansion projects as we do not have adequate funding for these projects on our own.

Summary and Conclusion:

The City's Sidewalk Program represents a data-driven approach to maintaining and enhancing Burlington's sidewalk infrastructure. Through the use of advanced assessment tools and transparent equity-centered metrics, DPW identifies and prioritize sidewalk improvements that address both structural deficiencies and the needs of the community.

The recent approval of the 2025 GO Bond is a critical step towards sustainable replacement. The City's five-year work plan reflects a thoughtful, coordinated approach that synchronizes contracted projects with in-house Right-of-Way efforts, focusing work within targeted geographic zones to enhance efficiency and minimize disruption to the public.

As DPW continues to refine its planning process and pursue additional funding opportunities, the Sidewalk Program will remain a cornerstone of Burlington's commitment to a safe, accessible, and equitable transportation network for all residents.

DPW looks forward to continued collaboration with the Commission and community partners to guide future investment decisions and ensure that sidewalk improvement deliver measurable benefits citywide.

Thank you for taking the time to review this memorandum and for your continued support of Burlington's sidewalk improvement efforts. If you have any questions or would like additional information, please contact Christina Cangiolosi, Associate Public Works Engineer at ccangiolosi@burlingtonvt.gov or Madeline Suender, Public Works Transportation Engineer at msuender@burlingtonvt.gov.



City of Burlington
Department of Public Works
Division of Parking and Traffic
645 Pine Street, Suite A
Burlington, VT 05402
802.863.9094 P
802.863.0466 F
802.863.0450 TTY
www.burlingtonvt.gov

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Jackie Esperti
DIVISION DIRECTOR

Date: November 19, 2025
To: DPW Commission
From: Jackie Esperti, Division Director for Parking and Traffic
C.C. Chapin Spencer, Director
Subject: 2025 Summer & Fall Parking Promotion Update

In the months of June and July, we brought to the DPW Commission a memo requesting two parking promotions:

- 1) Two Hours free in Main Street Lot
- 2) One hour free in Marketplace Garage Monday-Friday

The Commission approved the first promotion – two hours free in the Main Street Lot. After that meeting, the City Council allocated funding in the City’s FY’26 budget to support the 1 hour free promotion in Marketplace Garage.

As a reminder, DPW proposed the two summer/fall downtown parking promotions for two main reasons:

- 1) To support downtown’s vitality during this transitional time of infrastructure reinvestment and social needs. The City Council passed a broad resolution on 5-19-25 seeking ways to strengthen downtown and it requested DPW provide parking revenue data so parking promotions could be more broadly evaluated. Staff provided the data to the Council at their 6-2-25 meeting (<https://burlingtonvt.portal.civicclerk.com/event/8175/files/attachment/9324>).
- 2) To ease the transition to updated ParkMobile transaction fees. The City’s previous contract with ParkMobile expired in February 2025. We continued to offer the pay-by-phone method for parking under previously-negotiated contract terms while we negotiated a new contract with

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ParkMobile. The new ParkMobile contract, began July 1, had an increased transaction fee. The transaction fee rate varies starting at \$0.35 per transaction or 15% up to \$2.50, whichever is higher. The majority of customers, those paying for short-durations or at cheaper meters, will see the transaction fee increase only \$0.05. Those staying for long durations see higher transaction fees. The big financial benefit of this new contract is that ParkMobile has taken over covering the processing fees. The City had been paying 15-18% of the meter revenue to credit card processing companies, and removing this financial burden will enable the Traffic Fund and the Parking Facilities Fund to return more quickly to financial health.

The Marketplace Garage's average daily occupancy is currently hovering around 50% - which is significantly lower than pre-COVID levels. Our goal with offering a promotion in this garage was to increase utilization while also supporting our downtown businesses. The foregone revenue for one hour of free parking through Thanksgiving will be approximately \$45,000. Thanks to the City Council resolution approved on 6.25.25, the Parking Facilities fund has received an allotment of \$45,000 to fund this promotion. The resolution reads:

228 BE IT FURTHER RESOLVED, an additional forty-five thousand dollars (\$45,000) shall be
229 appropriated for the purpose of the Department Public Works Parking Division expanding downtown free
230 parking programs in the Marketplace Garage; and

As promised, we are updating the council on the progress of the promotion thus far. As of the end of the day Monday November 10th, we have used \$43,105 of the \$45,000 allocated from the City Council. Based on our projections, we believe that the \$45,000 is sufficient to carry the promotion through the Thanksgiving Holiday.

A few highlights over the past few months that we've been running the promotions:

- Main St lot transactions are up 12% and 36% in September and October, respectively
- Downtown Garage transactions and revenue are both up year over year and both increased from 2023
- On Street parking transactions have increased slightly, and revenue is up YoY between 33% and 48% each month since July.
- Both the on street budget (264) and Parking Facilities budget (265) are on track for revenue in FY26, and running light on expenses for the year. We expect both budgets to yield a net positive for the year.

Moving forward, we will not be offering a holiday parking promotion as we have done a number of years in the past. This holiday season we're excited to continue offering safe and clean parking options and highlight that there is space for everyone in Downtown Burlington. We have started working with a new security company and we're excited about the elite level of service they offer. All 3 stair towers in the Marketplace garage are back open. Lastly, for the first time in many years, many of the parking stalls throughout the garages have been restriped. The garages are in great shape and we encourage you to come check them out!



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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

To: DPW Commissioners
Fr: Chapin Spencer, Director (cspencer@burlingtonvt.gov)
Re: **DPW Director's Report**
Date: November, 19 2025

WINTER CONSTRUCTION UPDATES: More info: Rob Goulding (rgoulding@burlingtonvt.gov)

- **Great Streets Main Street**

- SDI will demobilize on Main St starting 11/26 at noon. This means open parking lanes and no full road closures over the winter on Main Street. There is still limited work that will continue under the Main St contract.
- The work to be performed includes sign and signal installation. These items are critical infrastructure ensuring the safety of downtown traffic and pedestrian movements. Feedback on completing this work is also in line with public opinion on useability of the area and comfort in the downtown.
- The majority of sidewalk construction will wrap up prior to Thanksgiving. Some sidewalk work could occur at some high traffic locations along Main Street up to one week after Thanksgiving with the goal to reopen high traffic areas under their final condition. This is weather dependent, and SDI does not intend to do any sidewalk work in inclement weather. Some of this remaining sidewalk work has been dependent on coordination of simultaneous utility work that took longer than expected to complete. The team feels that it is important and feasible to allow SDI to continue in these high traffic areas if the weather allows.
- Lower Church St: King – Maple and the Hood Lot Parking Lot will likely see some work over the winter related to the Ravine Sewer.
- The work described above may come with parking impacts and a single lane closure/shift. Each operation will have a small footprint and limited supporting work area. Some operations may occur concurrently. In general, work vehicles or equipment will not remain overnight and will only be onsite when work is actively taking place in the immediate vicinity.

- **Champlain Parkway**

- ECI intends to be off of Pine Street before Thanksgiving until they return in the spring. If any work were to occur over the winter months it would be off the roadway along the closed section of the Parkway (Home to I-189).

- **Private Construction Downtown**

- 25 Cherry Street – there is an encumbrance to support the window and other exterior work of the Courtyard Marriott under the current condition until May 2026
- 75 Cherry Street – City Place has an encumbrance for the parking and sidewalk area and will remain under the current condition over the winter.
- 176 S Winooski -The CHT Post Apartments project has an approved encumbrance of South Winooski into December under the current condition. This is not a City project. More info can be found: <https://www.getahome.org/postapartments/>.
- 266 College Street Apartments (Old YMCA) – City Council approved their agreement for use of the right-of-way as it is currently set up that will continue through the winter. Some upcoming known utility work will close College St on select days. More info can be found here: <https://greencastlegrp.com/development/>.

RECYCLING NEXT STEPS:

After getting only one bid for a 5-year recycling price quote from private haulers when we issued an RFPQ earlier this fall, and with that quote not being very competitive, we heard back from haulers that they really needed a longer contract term to amortize their vehicle purchases and set up for this service. As a result, DPW issued an RFPQ in early November for a 7-year contract term in hopes of generating more competitive price quotes. Responses are due this Friday so material for the Commission meeting will be coming later, possibly the same day as the meeting. Thanks for your understanding that we are moving as quickly as possible with this item. Lee is out for a couple of weeks, so I will be the only representative for this item at the Commission meeting. More info: Chapin Spencer, cspencer@burlingtonvt.gov.

MOODY'S BOND RATING UPGRADE:

In late October 2025, Burlington received a one-step increase in its credit rating from Moody's Investors Services, which is one of the big three credit ratings agencies in the United States. Specifically, Moody's upgraded the City from "Aa3" to "Aa2" – for both the General Fund as well as for the Drinking Water Enterprise Fund that DPW manages. Overall, it signals the strong financial health of our city and reflects confidence in our long-term financial stability. Crucially, these credit upgrades lead to lower borrowing costs and hence, savings for taxpayers. A strong rating also attracts more business investment and economic development. Moody's credit opinion highlighted our dedication to developing structurally balanced budgets in the past couple years.

My comments at the press conference:

"I am pleased to be here today and recognize this impressive achievement for both the City as a whole...and our Water Resources Division at the Department of Public Works which oversees the Drinking Water Enterprise Fund.

I first want to thank our ratepayers – our 10,000 customers are the ones who fund this important work – especially as we embark on this period of reinvestment in our aging infrastructure. Second, I want to thank our exceptionally talented staff – whose deliberate financial stewardship has resulted in the strong financial metrics on which our upgraded Drinking Water Fund's rating is based. The Water system has demonstrated an upward trajectory in ratings since it was first rated by Moody's in 2017 and achieved an Aa3 class rating in 2022.

This Aa2 rating should directly translate into borrowing cost savings for any near term drinking water work that we cannot fund through the State's low-interest State Revolving Fund. Voters on TMD last March approved \$20M to renew the City's reservoir and portions of our distribution system and we are beginning an assessment of our Water Treatment Plant that has not seen major reinvestment in the last 40 years. This bond rating upgrade will help us renew and expand the City's infrastructure to support Burlington's housing growth and future development.

In closing, it is important to acknowledge that nothing big happens in this City without a multi-stakeholder team effort. Thank you to the Mayor's leadership in making hard but strategic financial decisions, the Department of Finance & Administration as the City's financial nerve center, and the City Council and DPW Commission for supporting this period of generational reinvestment in the City's infrastructure. Thank you."

It is important to note that there is still much reinvestment needed into the range of municipal assets that DPW oversees. Approximately a quarter of the City's water mains are over 100 years old. We should be repaving 4-5 miles of city streets each year. These major capital repairs will require major financial commitments including incurrence of future debt. On one hand, the current rating upgrade will reduce the cost of this future borrowing as noted above. On the other, maintaining such a high Moody's rating during a period of significant capital investment may be a challenge down the road and present policy and financial considerations to work through. Staff will keep the DPW Commission briefed on these considerations as future capital plans become more definitive. More info: Chapin Spencer (cspencer@burlingtonvt.gov) and Megan Moir, mmoir@burlingtonvt.gov.