



## Public Works Commission

**Wednesday, March 18, 2026, 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**

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### **2. Agenda - 5 Minutes**

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**2.1. Motion to amend/adopt agenda**

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

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### **4. Consent Agenda - 5 Minutes**

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**4.1. Approval of Draft Minutes of 2-18-26**

**4.2. North Champlain St 15-Minute Parking Reallocation**

**Subject**

**4.3. Approval of Consent Agenda**

Meeting

March 18, 2026 - DPW Commission Agenda - Wednesday, March 18, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category

4. Consent Agenda - 5 Minutes

Department

Public Works Department

Type

Action (Consent)

Recommended Action

Motion to Approve

### **5. B.C.O Ch. 6; Bicycles Ordinance Changes - 15 Minutes**

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**Subject**

**5.1. Communication, P. Peterson & C. Manna**

Meeting

March 18, 2026 - DPW Commission Agenda - Wednesday, March 18, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category

5. B.C.O Ch. 6; Bicycles Ordinance Changes - 15 Minutes

Department Public Works Department

Type Action

Recommended Action Motion to Approve

## **6. Elmwood Pods - 10 Minutes**

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**Subject 6.1. Information, C. Spencer & J, Esperti**

Meeting March 18, 2026 - DPW Commission Agenda - Wednesday, March 18, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 6. Elmwood Pods - 10 Minutes

Department Public Works Department

Type Information

Recommended Action None

## **7. Director's Report - 10 Minutes**

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**Subject 7.1. Communication, C. Spencer**

Meeting March 18, 2026 - DPW Commission Agenda - Wednesday, March 18, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 7. Director's Report - 10 Minutes

Department Public Works Department

Type Communication

## **8. Commissioner Items**

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## **9. Adjournment & Next Meeting Date -April 15, 2026**

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**Subject 9.1. Motion to adjourn**

Meeting March 18, 2026 - DPW Commission Agenda - Wednesday, March 18, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 9. Adjournment & Next Meeting Date -April 15, 2026

Department Council and Board

Type Action

Recommended Action Motion to Adjourn

DEPARTMENT OF PUBLIC WORKS  
645 PINE STREET  
BURLINGTON, VERMONT 05401  
COMMISSION MEETING February 18, 2026  
DRAFT MINUTES

See video for full meeting – link below  
<https://www.youtube.com/watch?v=kHlK4da-zRo>

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

**ITEM 1 – CALL TO ORDER**

**Chair Damiani** called the meeting to order at 6:31 p.m.

**ITEM 2 – AGENDA**

**Commissioner Barr made a motion to approve the agenda.**  
**Commissioner O’Neill-Vivanco seconded**  
**Unanimous approval**

**ITEM 3 – PUBLIC FORUM**

Richard Hillyard  
Sharon Bushor  
Keeley

**ITEM 4 – CONSENT AGENDA**

4.1 – Approval of Draft Minutes 01-21-26  
4.2 – North Ave 15 Minute Parking Reallocation

**Commissioner Damiani asked for a motion to approve consent agenda**  
**Commissioner Barr made a motion to approve consent agenda**  
**Commissioner O’Neill-Vivanco seconded**  
**Unanimous Approval**

**ITEM 5 – ELMWOOD AVE & INTERVALE AVE TRAFFIC CALMING**

Senior Transportation Engineer P. Peterson & P. Pezeshkned  
Public comment – Richard Hillyard

**ITEM 6 – TRAFFIC CALMING UPDATE**

Senior Transportation Engineer P. Peterson & C. Wuthrich, Associate Engineer

**ITEM 7 – ADOPTION OF APPENDIX C**

E. Ramakrishnan; Senior Transportation Engineer P. Peterson; Associate Engineer C. Cangioli

Commissioner Barr makes a motion to approve and that there be a staff SOP drawn up that and at some point, shouldn't need to be but we do go back to ordinance make some changes in the ordinance but the SOP will work.

Commissioner Fox seconds.

Director Spencer asked for clarification my understanding of that staff developed SOP is that it is presented to the commission in the next meeting. Just so that we put it in the record that this is coming from the Commission and we will get it to within three meetings to you.

Unanimous Approval

#### **ITEM 8 – RECYCLING UPDATE**

Director Chapin Spencer

#### **ITEM 9 – DIRECTOR'S REPORT – CAPITAL PROJECT PRIORIZATIO**

Recycling

City's Capital Plan

Salt shortage

Boil water event a few weeks ago - south end

#### **ITEM 10 – COMMISSIONER ITEMS**

Commissioner O'Neill-Vivanco no turn on red going from Union onto Main Street  
Commissioner Fox had a question about Cherry Street where the Marriott is doing work traffic control plan is not great.

Commissioner Davis updates on signaling situation on Champlain Parkway. Sharon Bushor's comment about the parking area plowing situation.

#### **ITEM 11 – ADJOURNMENT & NEXT MEETING DATE – MARCH 18, 2026**

Commissioner Barr made a motion to adjourn

Commissioner \_\_\_\_\_ seconded

Unanimous approval



**Memorandum**

*Date:* March 18<sup>th</sup>, 2026  
*To:* Public Works Commission  
*From:* Calvin Wuthrich, Associate Public Works Transportation Engineer  
*CC:* Madeline Suender E.I., Public Works Transportation Engineer  
*Subject:* North Champlain Street 15-Minute Parking Reallocation

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

**Appendix C, 9-b-29; Fifteen-minute parking.**

(29) ~~On the east side of North Champlain Street in the first two (2) spaces north of Peru Street between the hours of 8:00 a.m. and 8:00 p.m.~~

**Purpose & Need:**

The purpose of this proposed traffic regulation change is to support the parking needs of residents and businesses on North Avenue by providing additional unrestricted parking in this primarily residential area.

**Project Checklist:**

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

**Background:**

As part of a separate parking change on North Champlain Street that was brought to the Public Works Commission in January 2026, DPW received feedback from neighborhood residents and one neighborhood business (The Humane Society Community Pet Clinic) that the two 15-minute parking spaces just north of Peru Street on North Champlain Street (See Attachment-2) are not highly utilized. Residents also expressed their concerns with the lack of parking availability in this high-density residential area, and suggested that these spaces would better serve the

neighborhood's parking needs as regular unrestricted parking. The two 15-minute parking spaces north of Peru Street on North Champlain Street formerly served as a pick-up and drop-off area for the O.N.E. Arts Center, which has since moved locations off of North Champlain Street. DPW Staff confirmed with the City Department of Permitting & Inspections that there are no immediate plans for the property to be reoccupied.

### **Summary and Conclusion:**

Based on this assessment, DPW has proposed to convert the two parking spaces north of Peru Street from 15-minute parking to regular unrestricted parking. While time-limited parking can serve as an important resource for some businesses or other entities that require quick customer turnover or have regular drop-offs and pick-ups, this type of parking is often underutilized in primarily residential areas. Staff confirmed with the nearest business, The Humane Society Community Pet Clinic, that converting these 15-minute spaces to regular unrestricted parking would be beneficial for their business, as customers often need longer periods of time for appointments.

Increasing the number of unrestricted spaces in this largely residential area can help to improve overall accessibility to for residents to their homes when parking demand is at its highest. Given the relatively large amount of space that designated street parking areas occupy within the City right-of-way, DPW has an interest in ensuring that that the designated use of this space matches the needs and demand for its use.

In light of this evaluation, DPW Staff recommends that the Commission approves reallocating the two parking spaces north of Peru Street from 15-minute parking to regular unrestricted parking. The attached traffic regulation amendment (see Attachment-1) outlines the specifics of this proposal.

### **Outreach:**

In advance of the March 2026 DPW Commission Meeting, DPW staff distributed flyers (see Attachment-3) containing details about this proposed parking change to neighborhood residences and The Human Society Community Pet Clinic. DPW Staff discussed the proposed change with Pet Clinic staff, who expressed support for this change. DPW has received one response via email (See Attachment-4), which was supportive of this change.

### **Attachments:**

1. Traffic Regulation Change Form.
2. Site Map.
3. Flyer.
4. Public Input.

**Attachment-1: Traffic Regulation Change Form.**

**CITY OF BURLINGTON**

**In the Year Two Thousand Twenty-six**

**A Regulation in Relation to**

Rules and Regulations of the Traffic Commission—

§9; Fifteen-minute parking.

Sponsor(s): <u>Public Works Commission</u>
Action: <u>Approval</u>
Date: <u>03/18/2026</u>
Attestation of Adoption:
_____
<i>Madeline Suender E.I.</i>
<i>Public Works Transportation Engineer,</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, Rule and Regulations of the Traffic Commission, §9 Fifteen-minute parking., of the Code of Ordinances of the City of Burlington is hereby amended as follows:

**§9 Fifteen-minute parking.**

- (a) As written.
- (b) No person shall park any vehicle, at any time, longer than fifteen (15) minutes at the following locations:
  - (1) – (28) As written.
  - (29) ~~On the east side of North Champlain Street in the first two (2) spaces north of Peru Street between the hours of 8:00 a.m. and 8:00 p.m. Reserved.~~
  - (30) – (34) As written.
- (c) - (d) As written.

ER/: BCO Appx.C, Section 9.  
03/18/26

**Attachment-2: Site Map.**



**Attachment-3: Flyer.**



**North Champlain St Residents and Businesses,**

The Department of Public Works is proposing to change the two parking spaces just north of Peru St on North Champlain St from 15-minute parking spaces to regular unrestricted parking. This change is intended to provide additional longer-term parking availability for residents and businesses in this area where parking demand is high.

**DPW is asking for your feedback regarding this change.** To provide input, please submit via email ([cwuthrich@burlingtonvt.gov](mailto: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, March 18<sup>th</sup> at 6:30pm at 645 Pine St.** Feedback on this proposed change can also be shared at this meeting.

Thank You!



**Proposed parking change on North Champlain Street**

**Attachment-4: Public Input.**

Thursday, March 5, 2026:

I'm writing in response to the bulletin we received about changing the two 15-min parking spots on N Champlain just north of Peru St into regular unrestricted parking. As residents of N Champlain, my partner and I are very much in favor of this change!



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## MEMO

*Date:* March 18th, 2026

*To:* Public Works Commission

*From:* Caleb Manna, Associate Public Works Engineer

*CC:* Phillip Peterson, P.E.; Senior Transportation Planner  
Laura Wheelock, P.E.; City Engineer/Division Director of Technical Services

*Subject:* Burlington City Ordinance-Updates to Chapter 6; Bicycles and Chapter 20; Motor Vehicles And Traffic.

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**DPW Staff recommend the DPW Commission recommend the following changes to Burlington City Ordinance for approval by Ordinance Committee and City Council to: Chapter 6; Bicycles, Article 1. In General, and Chapter 20; Motor Vehicles And Traffic, Article 1. In General.**

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

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### **Purpose & Need:**

The purpose of this request is to update and include definitions of modern forms of non-motorized vehicle transportation contained in both Chapter 6 and Chapter 20 of Burlington City Ordinance. The proposed changes provide additional clarification on operational use for electric bicycles, motor-assisted bicycles, and motor-assisted micromobility devices to ensure consistency with Vermont state law definitions. Updates to ordinance regulations pertaining to current transportation use and practices are needed specifically as it relates to the streetscape design of Main Street Great Streets Project, approved by City Council in May of 2023.

The changes are intended to demonstrate where select modes of transportation are allowed, or not allowed, for use in the City right-of-way.

## **Background:**

### *Definitions:*

The current version of Chapter 6 in Burlington City Ordinance does not adequately distinguish between traditional bicycles, electric bicycles, motor-assisted bicycles, motor-assisted micromobility devices, and traditional micromobility devices. These distinctions are increasingly important as new means of transportation become more common as technology advances. The proposed revisions establish clear definitions and regulatory consistency with Vermont Statute of Authority definitions. In understanding the difference in capability and speed between these devices, additional regulatory guidelines on permitted use locations are proposed in the ordinance changes to Chapter 6.

Definitions for mobility devices cross referenced in Chapter 20, Motor Vehicles and Traffic for transportation devices, will also be updated to reference Chapter 6 definition.

### *Use of transportation devices in the downtown:*

The streetscape design for Main Street Great Streets has a dedicated bike facility on the north side directly adjacent to the sidewalk between Pine Street and South Winooski Avenue. The dedicated bike facility features colored concrete to help create a visual distinction between the bike lane and sidewalk, however no physical barrier or painted buffer exists for separation. The proposed ordinance changes are intended to clarify allowable use of both right-of-way facilities, by users of various transportation devices in the downtown area.

The current language in Burlington City Ordinance restricts use of bicycles on sidewalks within the “inner fire district area,” defined as bounded southerly by King Street, westerly by Pine Street, northerly by the southerly line of Grant Street, and said southerly line extended westerly to intersect with the easterly line of Pine Street extended as aforesaid, and easterly by the westerly lines of North and South Union Streets.

The proposed changes to Chapter 6 replaces the inner fire district designation with an updated definition of the “City Center” and is herein defined as the boundary between the streets of Pearl Street, South Winooski Avenue, Maple Street, and Battery Street, except Church Street Marketplace District.

Under the proposed changes to Chapter 6, traditional bicycles and micromobility devices will be allowed on sidewalks in the newly defined City Center, only by users under the age of 16. The intent of this change is to allow for school aged children to utilize the bike lane and sidewalks while traveling to school. Many school aged children on bikes are accompanied by an adult, who may be walking on the sidewalk, which are wider than a traditional five (5') sidewalk within the Main Street Great Street Project limits. The wider sidewalks allow adequate space for younger riders who may travel at a slower pace than average users of the bike path on Main Street.

Electric bicycles, motor-assisted bicycles, and motor-assisted micro mobility devices are not currently allowed by users of any age, on any sidewalk in the city. These devices are allowed to

operate in dedicated bike facilities as defined in Vermont state law, in an effort to avoid conflict with typical pedestrian travel. The above-mentioned devices are capable of producing speeds that could lead to injury between a pedestrian user and operator on sidewalk facilities that are not designed for shared use, or use at higher rates of speed.

Use of traditional bicycles and micromobility devices by users of any age are allowed to utilize travel routes on sidewalks. Riders shall be required to yield to pedestrians, give audible signal before passing, and shall exercise due care.

**Public Engagement:**

DPW presented the proposed ordinance updates to the Burlington Walk Bike Council (BWBC) in Fall 2025. The discussion focused on the need to modernize definitions, clarify sidewalk use rules in the City Center, and ensure consistency with state law. Feedback from that meeting helped inform refinements to the draft language now moving forward.

**Attachments:**

1. Regulation Change Form

CITY OF BURLINGTON

ORDINANCE \_\_\_\_\_

Sponsor: DPW Commission  
Public Hearing Dates: \_\_\_\_\_

In the Year Two Thousand Twenty-Six

First reading: \_\_\_\_\_

Referred to: \_\_\_\_\_

Rules suspended and placed in all stages of passage: \_\_\_\_\_

Second reading: \_\_\_\_\_

Action: \_\_\_\_\_

Date: \_\_\_\_\_

Signed by Mayor: \_\_\_\_\_

Published: \_\_\_\_\_

Effective: \_\_\_\_\_

An Ordinance in Relation to

Bicycles and Motor Vehicle Traffic

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

1 That Chapter 6, Bicycles, of the Code of Ordinances of the City of Burlington be and hereby is amended by  
2 amending Article 1, thereof to read as follows:

3  
4 **6-1 Definitions.**

5  
6 *Bicycle:* As written

7  
8 ~~*Motor-assisted bicycle:* Any bicycle with fully operable pedals and equipped with a motor that in itself is  
9 capable of producing a speed of no more than thirty (30) miles per hour on a paved level surface. A motor-  
10 assisted bicycle is not a motor vehicle or micromobility device and shall obey all traffic regulations  
11 applicable to bicycles, except as otherwise provided by law or other ordinances.~~

12  
13 *Electric bicycle:* A bicycle equipped with fully operable pedals, two wheels, a saddle or seat for the rider,  
14 and an electric motor of less than 750 watts that meets the requirements of one of the following three classes:

- 15 (i) “Class 1 electric bicycle” means an electric bicycle equipped with a motor that provides  
16 assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle  
17 reaches the speed of twenty (20) miles per hour.
- 18 (ii) “Class 2 electric bicycle” means an electric bicycle equipped with a motor that may be used  
19 exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle  
20 reaches the speed of twenty (20) miles per hour.
- 21 (iii) “Class 3 electric bicycle” means an electric bicycle equipped with a motor that provides  
22 assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle  
23 reaches the speed of twenty-eight (28) miles per hour.

24  
25 An electric bicycle is not a motor vehicle and shall obey all traffic regulations applicable to bicycles, except  
26 as otherwise provided by law, including any provision of this code.

27  
28 *Electric Personal Assistive Mobility Devices (EPAMD):* means a self-balancing, two-nontandem-wheeled  
29 device, designed to transport only one person, with an electric propulsion system with average power of 750  
30 watts (1 h.p.).

- 31 (1) with front, rear, and side reflectors;
- 32 (2) with a system that will enable the operator to bring the device to a controlled stop; and

33 (3) if the device is operated between one-half hour after sunset and one-half hour before sunrise, with a lamp  
34 emitting a white light that, while the device is in motion, shall illuminate the area in front of the operator.

35  
36 Rights and duties of operator. The operator of an EPAMD shall have the rights and duties of pedestrians.

37  
38 Motor-assisted bicycle: Any bicycle or tricycle with fully operable pedals and equipped with a motor that in  
39 itself is capable of producing a top speed of not more than twenty (20) miles per hour on a paved level  
40 surface when ridden by an operator who weighs one hundred seventy (170) pounds and either:

41 (I) has an internal combustion motor with a power output of not more than 1,000 watts or 1.3  
42 horsepower; or

43 (II) has an electric motor with a power output of not more than 1,000 watts and does not meet the  
44 requirements of one of the three classes in Electric Bicycles

45 A motor assisted bicycle is not a motor vehicle and shall obey all traffic regulations applicable to bicycles,  
46 except as otherwise provided by law, including any provision of this code. A person under sixteen (16) years  
47 of age shall not operate a motor-assisted bicycle on a highway in Burlington.

48  
49 ~~Motor-assisted micromobility device: Any motor-assisted device for personal transportation. This includes~~  
50 ~~any device with no more than three (3) wheels and a motor that in itself is capable of producing a speed of no~~  
51 ~~more than twenty five (25) miles per hour on a paved level surface. Motor-assisted micromobility devices~~  
52 ~~are not motor vehicles and shall obey all traffic regulations applicable to motor-assisted bicycles, except as~~  
53 ~~otherwise provided by law or other ordinances.~~

54  
55 Motor-assisted micromobility device: Any motor-assisted, wheeled device for personal single-occupancy  
56 transportation that does not have a seat, is designed to be stood upon when riding, and has an electric  
57 propulsion system averaging less than 1,000 watts, the maximum speed of which, when powered solely by a  
58 propulsion system on a paved level surface, is no more than twenty five (25) miles per hour. The device may  
59 be designed to also be powered by human propulsion. A motor-assisted micromobility device is not a motor  
60 vehicle and shall obey all traffic regulations applicable to bicycles, except as otherwise provided by law,  
61 including a provision of this code.

62  
63 **6-2 Parental responsibility.** As written.

64  
65 **6-3 Riding on sidewalks, bicycle and pedestrian pathways and in parks.**

66  
67 (a) Allowances and restrictions on methods of transportation on public routes are as follows:

68  
69 Church Street Marketplace District: Bicycles, electric bicycles, motor assisted micromobility devices, and  
70 motor assisted bicycles are allowed within the Church Street Marketplace District, only within the vehicle  
71 travel portions of Bank, Cherry and College Streets, and the northern pedestrian corridor of Main Street.

72  
73 Sidewalks within the City Center (bounded by the streets of Pearl Street, South Winooski Avenue, ~~Main~~  
74 ~~Street, Maple Street, and St. Paul Street Battery Street) except Church Street Marketplace District: E-bikes,~~  
75 motor-assisted bikes, and motor-assisted micromobility devices are not allowed. Bicycles and micromobility  
76 devices are allowed for operators of these devices age sixteen (16) and younger, who may use these spaces as  
77 dedicated bike facilities within the City Center.

78 Sidewalks outside the City Center: E-bikes, motor-assisted bikes, and motor-assisted micromobility  
79 devices are not allowed. Bicycles and micromobility devices are allowed.

80  
81 Bicycles, electric bicycles, motor assisted bicycles, micromobility devices, and motor-assisted  
82 micromobility devices are allowed upon bike paths, in bike lanes, upon bicycle and pedestrian  
83 pathways, and in crosswalks.

84

85

86 ~~(a)~~(b) It shall be unlawful and shall be a trespass:

87 (1) For any person over the age of sixteen (16) years to operate a bicycle upon any sidewalk of the  
88 city within the ~~inner fire district~~ City Center; provided that any person age sixteen (16) or under may  
89 use these devices upon sidewalks in the City Center, as indicated in the previous subsection.

90 (2) For any person of any age to operate a bicycle ~~upon any sidewalk or~~ within any public parking  
91 facility in the City Center, (bounded by the ~~centerlines streets~~ of Pearl Street, South Winooski Avenue,  
92 ~~Main Street, Maple Street, and St. Paul Street~~ Battery Street),- or within City Hall Park;

93 (3) For any person of any age to operate a bicycle upon the streets within the Church Street  
94 Marketplace District as defined in section [321](#) of the Burlington City Charter, excepting:

95 a. The traveled portions where vehicular traffic is regularly permitted on College, Bank and  
96 Cherry streets;

97 b. As permitted by the Church Street Marketplace Commission.

98 ~~(b)~~(c) Persons riding bicycle upon a sidewalk or bicycle and pedestrian pathway shall yield the  
99 right-of-way to any pedestrian.

100 ~~(e)~~(d) Persons riding a bicycle upon a sidewalk, or bicycle and pedestrian pathway shall give  
101 audible signal before overtaking and passing a pedestrian or another bicycle.

102 ~~(d)~~(e) Persons operating a bicycle on a sidewalk, in areas where such operation is not otherwise  
103 prohibited by this chapter, shall exercise due care, which includes operating the bicycle at a speed  
104 reasonable for the existing conditions.

105 ~~(e)~~(f) Persons operating a bicycle on a sidewalk, in areas where such operation is not otherwise  
106 prohibited by this chapter, shall come to a complete stop prior to crossing all street crossings.

107 ~~(f)~~(g) No person shall operate a motor-assisted bicycle, motor-driven cycle as defined in 23 V.S.A §  
108 4(45)(A), motor-assisted micromobility device, pedi-cab or pedi-bus upon any sidewalk.

109 ~~(g)~~(h) Persons riding a bicycle, electric bicycle, micromobility device, motor-assisted bicycle, or  
110 motor-assisted micromobility device, pedi-cab or pedi-bus on a bicycle and pedestrian pathway shall  
111 yield the right-of-way to any pedestrian.

112 **6-4 to 6-14.** As written

113 **6-15 Dissemination of information.**

114 (a) ~~Every person engaged in the sale or dissemination of bicycles shall inform each purchaser of~~  
115 ~~city ordinances and state laws governing the operation of bicycles.~~

116 (b) Every person engaged in the business of renting bicycles for use in the city shall inform each  
117 person who rents a bicycle of the city ordinances and state laws governing the operation of bicycles.

118 **6-16 to 6-17.** As written

119 **6-18 Reckless operation.**

120 A person may not operate a bicycle, electric bicycle, motor assisted micromobility device, or motor-driven  
121 cycle, upon any roadway, bicycle lane, bicycle path, bicycle and pedestrian pathway, or sidewalk (if  
122 applicable) under the control of the City of Burlington in a careless, reckless, or negligent manner so as to  
123 endanger the life and safety of any person, or the property of any other person.

124  
125 And that Chapter 20, Motor Vehicles and Traffic, of the Code of Ordinances of the City of Burlington be and  
126 hereby is amended by amending Article 1. In General, Sec. 1, Definitions, thereof to read as follows (all  
127 defined terms not referenced below to remain as written):

128  
129 **20-1 Definitions.**

130  
131 ~~Motor-assisted bicycle: Any bicycle with fully operable pedals and equipped with a motor that in itself is~~  
132 ~~capable of producing a speed of no more than thirty (30) miles per hour on a paved level surface~~ As defined  
133 in section 1 of chapter 6 of this code.

134  
135 ~~Motor-assisted micromobility device: Any motor-assisted device for personal transportation. This includes~~  
136 ~~any device with no more than three (3) wheels and a motor that in itself is capable of producing a speed of no~~  
137 ~~more than twenty five (25) miles per hour on a paved level surface. Motor-assisted micromobility devices~~  
138 ~~are not motor vehicles and shall obey all traffic regulations applicable to motor-assisted bicycles, except as~~  
139 ~~otherwise provided by law or other ordinances.~~ As defined in section 1 of chapter 6 of this code.

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150 \* Material stricken out deleted.

151 \*\* Material underlined added.

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153

154

155

156 CM/ER/Ordinances 2026/Ch. 6; Bicycles, Ch. 20; Motor Vehicles And Traffic

157 3/18/26



**CITY OF BURLINGTON  
DEPARTMENT OF PUBLIC WORKS**

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[www.burlingtonvt.gov/dpw](http://www.burlingtonvt.gov/dpw)

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To: DPW Commissioners  
Fr: Chapin Spencer, Director ([cspencer@burlingtonvt.gov](mailto:cspencer@burlingtonvt.gov))  
Re: **DPW Director's Report**  
Date: March 18, 2026

**CONSTRUCTION RE-STARTING SOON**

Work on Great Streets Main Street and the Champlain Parkway will restart soon. Signal work on Main Street intersections will start the week of 3/16. Signage work on the southern end of the Champlain Parkway will begin the week of 3/23. Both projects are on track for June/July completions if weather cooperates. The work this year is less impactful than past years. More info: Rob Goulding, [rgoulding@burlingtonvt.gov](mailto:rgoulding@burlingtonvt.gov).

**BURLINGTON HIGH SCHOOL COORDINATION**

DPW is working with the Burlington School Department and Green Mountain Transit to coordinate the transportation-related improvements to be in place for the start of school at the new building on Institute Road this fall. There will be some adjustments to the North Ave / Institute Road intersection including an upgraded traffic signal, new crosswalk, and the relocation of one or both nearby bus shelters. More info: Phillip Peterson, [ppeterson@burlingtonvt.gov](mailto:ppeterson@burlingtonvt.gov).

**RECYCLING NEXT STEPS:**

The City Council voted 8-4 on March 9 to have the City's recycling service be provided through a 7-year contract with Casella, as well as commit to a feasibility study of a complete consolidated collection of trash, recycling and compost that could be implemented after the recycling contract ends. DPW staff is very appreciative of the Commission's engagement and support on this issue. City-run recycling will continue through December 31, 2026. The City will still oversee and regulate the service as of January 1, 2027, but the collection will be undertaken by Casella. Pick-up days and toters will all stay the same. Shifting day to day operations over to Casella will give DPW staff more space to undertake the consolidated collection study. More info: Lee Perry, [lperry@burlingtonvt.gov](mailto:lperry@burlingtonvt.gov).

**UNACCEPTED & PRIVATE STREETS:**

Thank you again for the Commission's initial feedback on DPW's upcoming efforts to address unaccepted and private streets in the City. DPW staff is planning to go to the March 23, 2026 City Council meeting to provide the first briefing to the full City Council. Materials will be similar to what was shared with the [Transportation, Energy & Utilities Committee](#) on January 27, 2026. More info: Phillip Peterson, [ppeterson@burlingtonvt.gov](mailto:ppeterson@burlingtonvt.gov).

**WINTER MAINTENANCE:**

With this year's salt shortage and deep freeze, it has been a challenging year for winter maintenance of roads, sidewalks and bike lanes. The Council President has asked DPW staff to share an update on winter maintenance at the March 23, 2026 City Council meeting. We will share a presentation similar to the Winter Ice & Snow Control Plan overview we shared with the Commission last year. If members of the public have a winter maintenance concern, please remind them to either submit the service request through SeeClickFix or by calling DPW at 802-863-9094. More info: Lee Perry, [lperry@burlingtonvt.gov](mailto:lperry@burlingtonvt.gov).

## FUTURE OF THE ELMWOOD PODS

A WCAX story published on March 6 stated "Burlington's(sic) pod community is here to stay."



There were some inaccuracies in the story. There has been no extension past the Commission approved June 2028 agreement date. The Commission's direction still holds and if the City or some other entity seeks to extend the pod operation on the Elmwood parking lot past this date, the sponsor will need to come back through the DPW Commission for approval. The City's Community & Economic Development Office (CEDO) Director let me know that "The City and CHT have not engaged in any discussions about the Elmwood lot's use into the future" beyond June 2028. More info: Chapin Spencer ([cspencer@burlingtonvt.gov](mailto:cspencer@burlingtonvt.gov)).

Reach out with any questions. See you all on Wednesday.