



Public Works Commission

Wednesday, April 15, 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

2. Agenda - 5 Minutes

Subject	2.1. Motion to amend/adopt agenda
Meeting	April 15, 2026 - DPW Commission Agenda - Wednesday, April 15, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	2. Agenda - 5 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion to Approve

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

4. Consent Agenda - 5 Minutes

4.1. Approval of Draft Minutes of 3-18-26

5. Elmwood & Intervale Avenue Traffic Calming - 20 Minutes

Subject	5.1. Communication, P. Pezeshknejad & P. Peterson
Meeting	April 15, 2026 - DPW Commission Agenda - Wednesday, April 15, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	5. Elmwood & Intervale Avenue Traffic Calming - 20 Minutes
Department	Public Works Department

Type Action

Recommended Action Motion to Approve

6. DPW Director 6-Month Review of Goals - 40 Minutes

Subject **6.1. Informtaion, C. Spencer & C. Damiani**

Meeting April 15, 2026 - DPW Commission Agenda - Wednesday, April 15, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 6. DPW Director 6-Month Review of Goals - 40 Minutes

Department Public Works Department

Type Information

Recommended Action None

7. Director's Report - 10 Minutes

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

Meeting April 15, 2026 - DPW Commission Agenda - Wednesday, April 15, 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 Information

8. Commissioner Items

9. DPW Director Annual Review - Executive Session - 30 Minutes

10. Adjournment & Next Meeting Date -May 20, 2026

Subject **10.1. Motion to adjourn**

Meeting April 15, 2026 - DPW Commission Agenda - Wednesday, April 15, 2026, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 10. Adjournment & Next Meeting Date -May 20, 2026

Department Council and Board

Type Action

Recommended Action Motion to Adjourn



Meeting Name: DPW Commission
 Date: 3/18/26
 Time: 6:30pm

Please sign in!

NAME	EMAIL	Ward or Town
Christina Eudelson	christina@leadenmotion.org	Ward 2 // Burlington

Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.

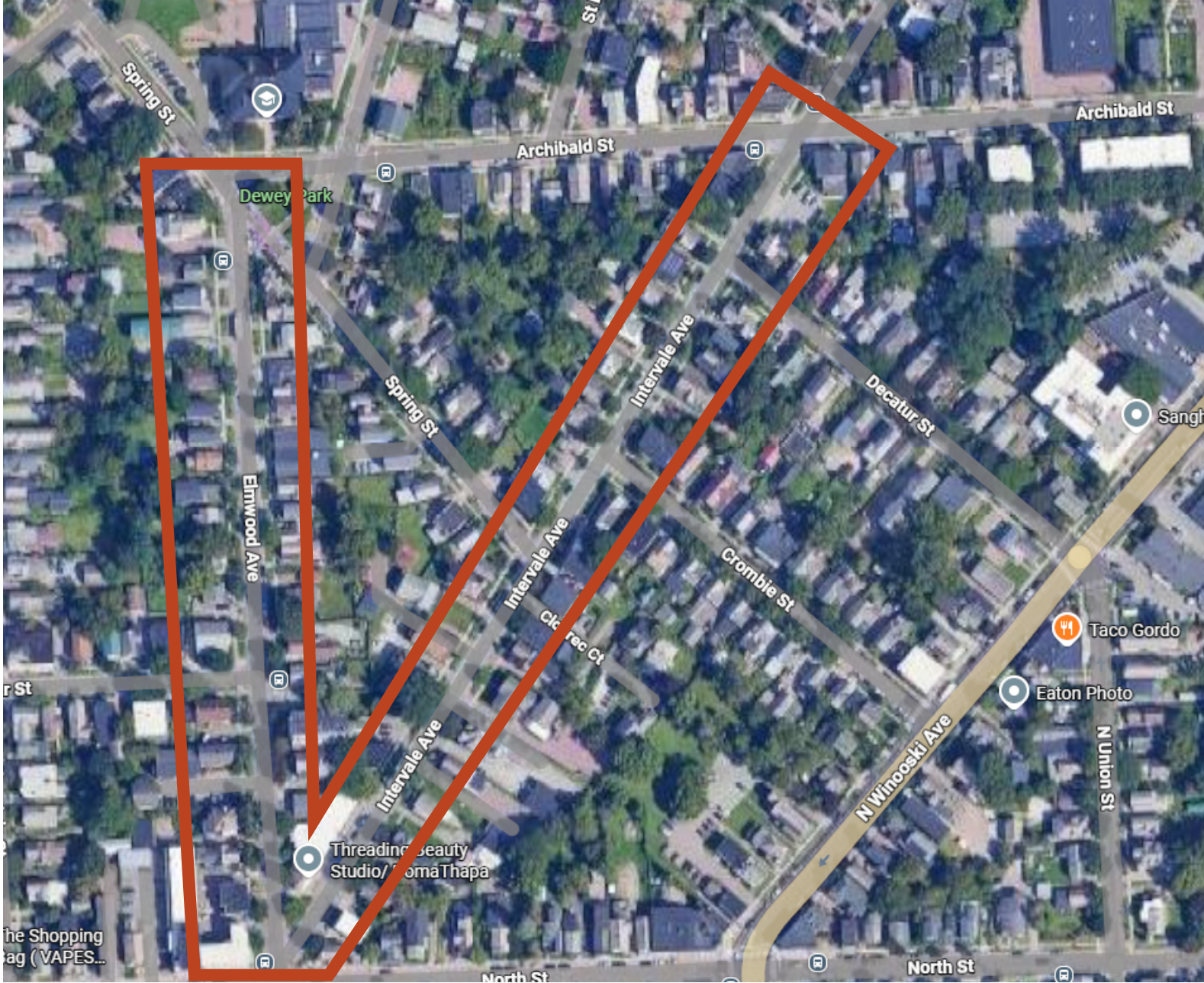
Elmwood and Intervale Traffic calming

April 15th 2026

DPW commission meeting



Where?



Outreach so far

- Ward 2 NPA meeting
- 3 rounds of flyers and mailers
- Neighborhood outreach (emails and phone calls)
- Coordination with businesses
- Coordinated with GMT

Elmwood Ave (Parking chicane)

A parking chicane uses parked cars and painted extensions to create a slight curve in the roadway, which naturally slows traffic

No parking space loss for chicanes, **two** parking spaces lost for crosswalk.



Elmwood Ave (Parking chicane)

A parking chicane uses parked cars and painted extensions to create a slight curve in the roadway, which naturally slows traffic

No parking space loss for chicanes, **two** parking spaces lost for crosswalk.



Intervale Ave (Speed tables)

Speed tables are **not scheduled** for this year

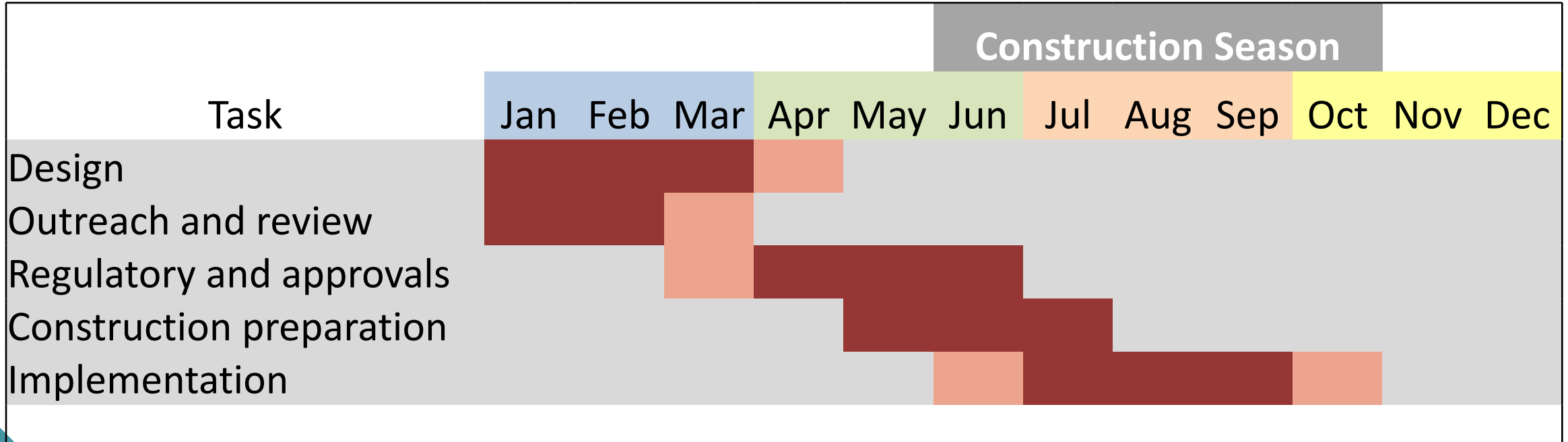


Intervale Ave (Speed tables)

New crosswalk at 1 Intervale Ave



Time frame



Next steps

- Ordinance changes preparations
- Construction preparations (majorly internal)

Questions

Contact info:

Parsa Pezeshknejad, Ph.D., Project manager

ppezeshknejad@burlingtonvt.gov

802-734-2208

Phillip Peterson, PE, Senior Transportation Engineer & Planner

ppeterson@burlingtonvt.gov





Memo

Date: April 15th, 2026

To: Public Works Commission

From: Parsa Pezeshknejad, Public Works Transportation Engineer

CC: Madeline Suender, Public Works Engineer

Subject: Elmwood Ave Parking Chicane

Staff recommends the DPW Commission relocate (Attachment-1):

Section 7 No-parking areas:

(1) – (45) As written.

(46) On the west side of Elmwood Avenue, between North Street and Spring Street.
(Reserved)

(47) – (591) As written.

(592) On the west side of Elmwood Avenue, from North Street to the north side of the driveway at 179 Elmwood Avenue.

(593) On the east side of Elmwood Avenue, from the south side of the driveway at 182 Elmwood Avenue to the north side of the driveway at 196 Elmwood Avenue.

(594) On the west side of Elmwood Avenue, from the south side of the driveway at 185 Elmwood Avenue to the frontage of 211 Elmwood Avenue.

(595) On the east side of Elmwood Avenue, from the south side of the driveway at 212 Elmwood Avenue to the north side of the driveway at 238 Elmwood Avenue.

(596) On the west side of Elmwood Avenue, from the south side of the driveway at 237 Elmwood Avenue to Archibald St.

NOTE: Final language of the amended ordinances is subject to final review and approval of the City Attorney's Office.

Purpose & Need:

As part of a neighborhood traffic calming and safety project, the Department of Public Works (DPW) is planning to install parking chicanes on Elmwood Avenue and a new marked crosswalk at Cedar Street and Elmwood Avenue. The purpose is to reduce vehicle speeds, improve pedestrian safety, and respond to neighborhood concerns supported by recent traffic and pedestrian data collection.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Public Rights-of-Way Accessibility Guidelines (PROWAG) City of Burlington Traffic Calming Manual MUTCD
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:

The proposed changes are expected to improve safety and reduce vehicle speeds on Elmwood Avenue while addressing community requests for traffic calming. Based on staff analysis and public feedback, DPW recommends advancing these improvements. The street will lose two parking spaces in front of Cedar Street to accommodate the new crosswalk. For the parking chicane, the overall impact is net zero. The design adds one parking space on the north side of the street (shown in green on the map) and removes one space on the south side (shown in red).

Public Engagement:

In preparation for the April 15, 2026 DPW Commission meeting, DPW staff distributed flyers (Attachment 4) to residents and businesses near the Elmwood Avenue area. Staff also gathered verbal feedback during outreach efforts, NPA meetings, and other flyers, which was generally supportive of the proposed changes. Public Input is provided in Attachment 3.

Attachments:

1. Traffic Regulation Amendment
2. Site Map
3. Public Input
4. Flyers and Mailers

CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic Commission — Section 7, No-parking areas

Sponsor(s): Public Works Commission
Action:
Date: 4/15/2026
Attestation of Adoption:
Madeline Suender, EIT.
Public Works Engineer, 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, Section 7, No-parking areas of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Section 7 No-parking areas.

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

- (1) – (45) As written.
(46) On the west side of Elmwood Avenue, between North Street and Spring Street. (Reserved)
(47) – (591) As written.
(592) On the west side of Elmwood Avenue, from North Street to the north side of the driveway at 179 Elmwood Avenue.
(593) On the east side of Elmwood Avenue, from the south side of the driveway at 182 Elmwood Avenue to the north side of the driveway at 196 Elmwood Avenue.
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(596) On the west side of Elmwood Avenue, from the south side of the driveway at 237 Elmwood Avenue to Archibald St.

** Material stricken out deleted.

*** Material underlined added.



	DESIGNER	XXX
	DRAWN	XXX
	CHECKED	XXX
	DATE	XX/XX/XXXX
BURLINGTON PUBLIC WORKS ENGINEERING DIV. 645 PINE STREET 05401 (802) 865-3424 (802) 865-0666 (fax)		SCALE: 1" = 40' DRAWING NO. XXX DATE: XX/XX/XXXX X OF X
Elmwood Ave and Intervale Ave traffic calming		
SCALE: 1" = 70'		

Attachment-3: Public Feedback.

1/20/2026

Hello,

I was unable to attend the recent NPA meeting about Elmwood Ave and Intervale Ave traffic calming proposals but would like to comment. Thank you for taking this on! My family and I have lived on this stretch of Elmwood Ave for 20 years and greatly appreciate traffic calming efforts for this part of the city.

More than a decade ago, my wife and I proposed closing a portion of Spring St and expanding Dewey Park as part of a traffic calming request. We worked with Nicole Losch and it has been great since then. A couple of things to consider with your proposal, the road width of Elmwood Ave where it reaches Archibald is quite wide. I think you could have angled parking here on the east side which would increase parking while narrowing the road. Also, when boulders were placed on Spring St where it meets Walnut, the "parklet" was reduced in size over what we proposed. The one benefit was that there was room for parking. Since then, a no parking sign has been placed there. Please allow parking here or move the rocks out to expand the park. Though I am not an advocate for parking typically, if you want support for traffic calming efforts, it greatly helps to build support if parking is not reduced in the process. This could be a place to add parking back and keep neighbors onboard.

Also, please add a stop sign to the end of Cedar St where it meets Elmwood Ave. This intersection is unnecessarily dangerous.

And finally, I thought the speed bumps worked great and never heard why these did not become permanent.

Thanks again for your work on making our streets and neighborhoods safer.

1/14/2026

Hi Parsa and Phillip,

As promised, I am also providing additional comments wearing my GMT hat.

I spoke with our operations team and they had no objections to the chicanes on Elmwood which we travel on regularly for our #9 route. The Intervale speed tables are not on a stretch of the city that we regularly travel on except during occasional detours in the area.

On the Elmwood stretch, I wanted to provide a comment that it generally will help improve the visibility of our riders to bus operators.

If this gets approved and deployed, GMT has a stop (Elmwood Ave at Cedar Street) the one on the east side of the road where we would want to move it further North from its current location to just at the white no parking spot right before the crosswalk.

Would the streets team be able to assist us in putting in a new sign post so we can relocate the stop so that passengers are more visible?

What is planned for the white no parking area? Signage, vertical delineators, etc. I ask because I could see this could be a good spot for a boarding and alighting pad to help make the stop more ADA accessible depending on what kind of work will be going in to solidify this new crosswalk.

Happy to chat further in more detail if needed.

Thanks!

1/5/2026

Hello!

This email is for Dr. Para Pezeshknejad - thank you and your team for addressing the need for traffic calming on Elmwood and Intervale avenues! It is a welcomed adjustment.

I live at [REDACTED] Elmwood Ave and overall I support this update.

I would, however, like to suggest that the parking chicanes that will be added on the west side of Elmwood at the north end of the street be shifted to the other side. There are far more driveways on the west side of the street, which would occupy street parking spots that are valuable now on the east side of the street. Also, many farmers use access to the Dewey Park on the east side of the street for the cherished ONE Farmers Market that happens every Tuesday for about half the year. Many teachers also find that parking convenient for accessing the school during the school year.

Is it possible to update the design and reverse the placement of the chicanes to maintain parking on the east side of Elmwood at the northernmost end of the street?

Will there be bike protection within the chicanes as well?

Thanks again, I am excited for this development.

1/12/2026

Hi Parsa and Phillip, thanks again for coming to the ward 2 NPA to talk with us about the traffic calming project on Elmwood and Intervale. I think it will turn out well. As you guys were talking about the project I remembered there has been more than one occasion in my life that I have almost been run over by cars that were racing at highway like speeds on Intervale.

Gene, looping you in because I know you love this stuff and missed this part of the meeting. Here is a link to the slides <https://burlingtonvt.portal.civicclerk.com/event/8713/files/attachment/12328>

I had a few follow up items I wanted to shoot to you.

1) I had asked about the possibility of including bumpouts to the new crosswalks at spring st and cedar st. Parsa you remarked that they weren't included since the costs would be significant for a project like this. A friend of mine who works in Stormwater further elaborated that adding a bumpout halfway down the street would prevent stormwater from getting to existing drains and new drains would need to be added.

This makes sense to me, and while it might be nice to add in one of those stormwater bumpouts in the future I can appreciate keeping this simple for now. Therefore I'm wondering if we can do something simpler/cheaper like adding a planter or something like it to protect more of the cross while not messing up the existing grading/drainage.

Why I make this request is because I cross at exactly these locations regularly and right now cars have the priority. I will always wait and cars will never stop for me at these crossings. Adding crosswalk paint alone will not change this dynamic based on my experience at other such similar crossings. However, adding a "bumpout" of some kind I have found changes the dynamic and makes it clear to drivers that they should yield to me when I am walking. Makes sense, it removes ambiguity, no reason to be in the bumpout unless I am crossing. A great example of this is on elmwood where grant st intersects. Cars almost always yield for me there.

2) What is the design speed you are using for this study? I saw on the slides some mention of 25MPH but I thought the speed limit was changed a little while ago to 20MPH for city streets. Is that true? Obviously depending on this it changes things quite a bit. If the 85th percentile speed is 27MPH that's not far off from 25MPH, but it is drastically off of 20MPH.

thanks for your work on this.

1/8/2026

Hello Parsa,

Thank you so much for your patience while I understood the chicanes. I appreciate your time.

I am interested in seeing an updated map of where the parking will change throughout the street.

Thank you again and hope you have a great evening.

Received one phone call related to parking chicanes on 1/7/2026

The resident expressed support for both the speed tables on Intervale Avenue and the parking changes on Elmwood Avenue. They also requested additional speed tables on other sections of Intervale Avenue. The resident was guided through submitting this request via SeeClickFix. They also expressed support for the project during the Ward 2 NPA meeting via Zoom.



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Department of Public Works
Technical Services Engineering Division
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Burlington, VT 05402
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Dear Old North End Residents,

The Department of Public Works (DPW) is responding to neighborhood requests for traffic calming on Elmwood Avenue and Intervale Avenue. Recent speed data shows that both streets qualify for traffic-calming measures. The concepts below are early options based on current conditions and are meant to start a conversation with residents.

- **Elmwood Avenue:** Parking chicanes to slow traffic while keeping on-street parking, and a new marked crosswalk at Cedar Street.
- **Intervale Avenue:** Speed humps, a marked crosswalk with a curb extension at Spring Street, and added green space near the North Street intersection.

These are the most feasible designs for how each street functions today and will be discussed at an upcoming **Neighborhood Planning Assembly (NPA)** meeting, where staff will walk through the concepts and gather feedback.

Ward 2 NPA Meeting: Jan 8th 2026, 6:30 pm @ O.N.E. Community Center

The Ward 2 NPA meets on the **second Thursday of each month** from 6:30 PM to 8:30 PM at the Old North End (O.N.E.) Community Center, located at 20 Allen Street.

Join us then in-person or virtually (<https://shorturl.at/mXNLv>) to provide feedback on the project.

Thank you!

Comments, Questions, or Concerns?

Parsa Pezeshknejad, PhD.
Transportation engineer
Desk: 802-734-2208
Email: dpwplanning@burlingtonvt.gov

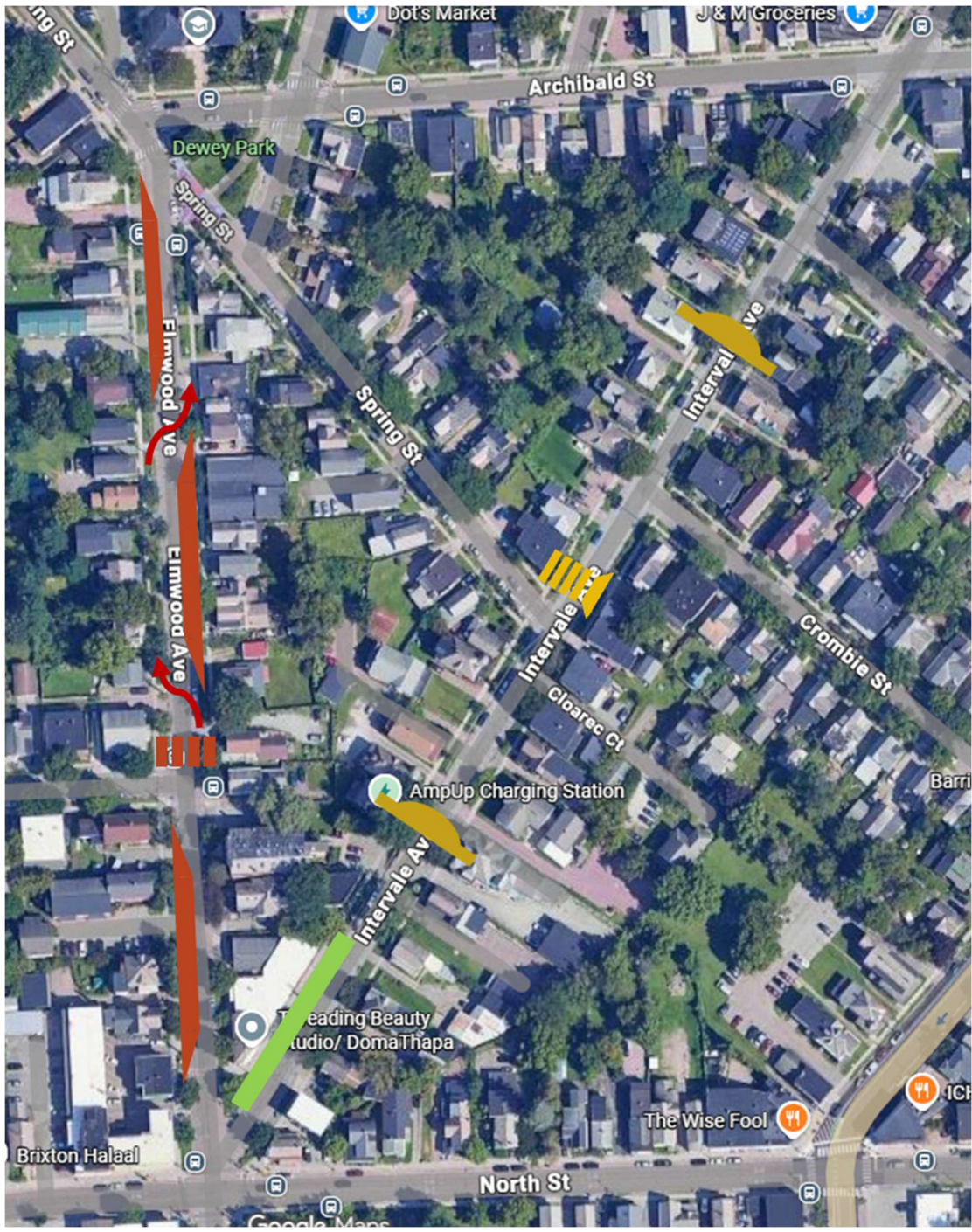







Figure 1. Project overview

-  Speed sumps
-  Curb extended crosswalk
-  Curb and greenbelt
-  Crosswalk
-  Parking chicanes

Upcoming Intervale Avenue Parking Regulations, Safety, and Curb Improvements



Intervale Ave Residents and Business Owners,

As part of a neighborhood traffic calming and safety project, the Department of Public Works (DPW) is planning a curb and streetscape improvement on the south side of Intervale Avenue near Elmwood, directly in front of nearby businesses.

The overall planned traffic calming project can be found here:



What's Changing:

- The curb line will be formalized
- A green belt will be added

Why this work is happening

These changes are corrective and safety-focused. to address existing conditions that create:

- Blocked sightlines for drivers and people crossing
- Double parking and inconsistent curb use near the crosswalk

The improvements also complement upcoming traffic calming changes planned



Proposed parking updates and curb work on Intervale Ave and Elmwood Ave

Project was presented and Ward 2 NPA on JAN 8th and will also be discussed at the Public Works Commission on Feb 18th.

DPW is asking for your feedback regarding this change. To provide input, please:

- Submit via email (dpwplanning@burlingtonvt.gov) or phone (802-734-2208).

Please respond via email or phone so your feedback may be considered during our evaluation.



Upcoming Parking Regulation Changes, Safety, and Curb Improvements



Elmwood Ave Residents and Business Owners,

As part of a neighborhood traffic calming and safety project, the Department of Public Works (DPW) is planning to install parking chicanes on Elmwood Avenue and a new crosswalk at Cedar Street and Elmwood Avenue. These changes are intended to reduce vehicle speeds and improve safety for all users.

The overall planned traffic calming project can be found here:



What's Changing:

- Alternating on-street parking (parking chicanes) to naturally slow traffic
- New marked crosswalk at Cedar Street and Elmwood Avenue

Why this work is happening

- Neighborhood requests for traffic calming and is informed by recent speed and pedestrian data collected on Elmwood Avenue
- Improve pedestrian crossing safety at Cedar Street
- Support safer and more visible bus boarding



Proposed parking updates and crosswalk (Blue areas show parking spots)

DPW will seek approval for this proposed changes at the monthly Public Works Commission Meeting on Wednesday, April 15th at 6:30pm at 645 Pine St.

Feedback on this proposed change can also be shared at this meeting as well as via email (dpwplanning@burlingtonvt.gov) or phone (802-734-2208).



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

To: DPW Commission
From: Chapin Spencer, DPW Director
Re: **DPW Director FY26 Mid-Year Progress Report to the DPW Commission**
Date: April 15, 2026

Below is a status update on the DPW Director's FY'26 goals set in collaboration with the Mayor's Office. I have added additional context to a number of goals below to provide the Commissioners more detail as some of my original responses were drafted for the Mayor's quick review. With committed staff, strong partnerships and savvy financial management, we are achieving tremendous progress on many generational projects – while reliably maintaining Burlington's infrastructure 24/7.

The Commission's charge to annually review the Director is laid out in the City Charter, Article 36, Section 116. It reads:

The appointment by the Mayor to the position of City officer or department head shall be on the basis of professional competency and/or meritorious performance relating to the duties of the position. In making department head appointments and in evaluating their performance, the Mayor shall consult with the applicable City commission...The full applicable commission shall formally participate in the annual evaluation of a department head; and shall make a formal recommendation to the Mayor concerning the reappointment of a department head.

I hope you find this mid-year review helpful. Please reach out with any questions.

FY26 DPW Director Goals

Goals Set – October 1, 2025

Mid-Year Review – March 26, 2026

Goal 1: Strengthen City Government Thru Change Management, Systems Development & Employee-Centered Policies

- Objective 1A: Recruit and retain a more diverse DPW workforce so that it better represents the community it serves
 - Motivated DPW staff to participate in job fairs seeking to cultivate local interest in Public Works careers. I led the organization of a table at Boys & Girls Club Career Night with a Street Maintenance Worker in November 2025 and another table at Essex Technical Center in April 2026.
 - Advanced tiering in various positions across DPW to provide additional professional development, career growth, and overall recruitment and retention benefits. Prior to the

An Equal Opportunity Employer

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introduction of tiering in DPW, there was no mechanism to compensate skill-developing, high-performing employees, except having them wait for a higher position to open up. Tiering allows growth within a position by providing different tiers for different levels of proficiency. DPW was the first department beyond Burlington Electric Department to implement tiering. We've tiered 4 positions so far that include over 25 employees and we have additional tiering proposals coming forward.

- **Objective 1B: Actively engage in procurement and implementation of the City's new financial software**
 - Successfully advocated for a robust participatory process with the Administration.
 - Actively encouraged a one-platform solution between BED and City and was an early advocate for vetting and then selecting Oracle NetSuite.
 - DPW is a highly engaged department in the various work groups to ensure a smooth implementation.
- **Objective 1C: Implement tiering further across department to incentive employees to grow their skills**
 - Achieved City Council approval for tiering the fourth job description (Parking Services Agents) on 3-23-26. The first three tiered job descriptions were approved in FY'25.
 - Currently advancing tiering for two additional job descriptions (one in Traffic and one in Water Resources).
 - Developed a proposal for formalizing tiering that was presented to the American Federation of Federal, State, County and Municipal Employees (AFSCME) in March 2026.
- **Objective 1D: Achieve DPW-oriented policy improvements in AFSCME CBA**
 - Actively worked with the Administration and fellow departments to develop 6 substantive collective bargaining proposals to improve and clarify municipal operations. All proposals have been presented to the union as of April 9, 2026.
- **Objective 1E: Implement employee directory page on intranet, intranet page with policies**
 - DPW Intranet page is up with DPW policies and departmental directives.
 - DPW's Public Information Manager has set up employee directory, but we now need to add photos to help co-workers get to know each other's names.
- **Objective 1F: Advance Charter changes that improve general City operations**
 - Have engaged in the City Attorney's charter change process and provided detailed suggestions for improvements (including raising the annual borrowing thresholds for GF capital bonding).
- **Objective 1G: Resolve outstanding PILOT and franchise fee policy issues for Water Resources**
 - Worked with the Assistant City Attorney on completing a consultant report on restructuring payment-in-lieu-of-taxes (PILOT) and franchise fees.
 - Followed up with the Administration on report's recommendations and we are mapping out a path towards adjusting Water Resources' PILOT and franchise fee payments in a way that simultaneously 1) incentivizes capital reinvestment for Water Resources while 2) maintaining a stable revenue stream for the City's General Fund.
- **Metrics: Recruitment and demographics data, demonstrable improvements to CBA, ERP**
 - *Progress outlined in the bullets above. CBA proposals have been put on table. ERP process is well resourced with project management consultants.*

Goal 2: Build infrastructure that unleashes housing development, bolsters community vitality and strengthens our climate resilience

- **Objective 2A: Design and secure funding for South End force main development to support SECORD and other South End development**
 - Currently completing large hydraulic model for the South End collection system to better understand constraints and to enable us to develop impactful capital projects that will enable more South End development.
 - Collaborated with other City departments and external stakeholders to develop a conceptual development plan for the South End Coordinated Development (SECORD).

- Worked successfully with Ride Your Bike developers to provide capacity to serve letters that required an interim wastewater storage tank solution that allowed them to get a DRB permit for Phase 1 (200+ housing units).
- **Objective 2B: Successfully complete Champlain Parkway on-time and on-budget in 2026**
 - Champlain Parkway continues to be on-budget and on-time. The contractor has restarted work this month. The Parkway is projected to open in June or July 2026. Remaining work includes energizing signals, paving, line striping, sign installation.
 - We are starting to explore what the opening event / public activity to open the facility will be.
 - This project has been a five-decade long effort and achieving a successful completion will be a notable moment in the City's history and will allow the City to finally focus more energy on other transportation priorities.
- **Objective 2C: Successfully complete GS Main Street on-time and on-budget in 2026**
 - Main Street is expected to be completed on-time and within the overall project budget. It is expected to be completed in July 2026. Remaining work includes sign, art and amenity installation, tree planting, paving, line striping.
 - We are planning a Main Street celebration for July 2026. More information coming soon.
- **Objective 2D: Skillfully manage WWTP upgrades (CMAR evaluation, secure grants, coordinate with GS Cherry, etc.)**
 - Successfully secured voter support for \$152M bond authorization in 2025 and have continued to advance design plans.
 - Have Phase 0 (headworks upgrade) underway at our wastewater plants.
 - Exploring construction manager at risk (CMAR) model with VT DEC and the City Council for constructing Phase 1.
 - Designs for Cherry Street have incorporated the sewer upsizing for turning East Plant into a pump station.
 - Worked with the Grants Team to apply for federal funding for the Cherry St sewer upsizing.
 - Expect Phase 1 upgrades to get underway in late 2027 or 2028.
- **Objective 2E: Advance transit, bike/pedestrian, TDM projects for a multi-modal, climate-forward future**
 - Implemented a suite of bikeway improvements early in FY'26 (Phase 1 of North Champlain St bikeway, Home Avenue bike lanes, Manhattan Drive bike lanes).
 - Coordinating transit / pedestrian improvements with BSD at North Ave / Institute Rd for new BHS
 - Necked down Park St / Manhattan intersection.
 - Included traffic calming into Archibald St repaving and completed EA Parkway traffic calming
 - Worked with the Council's Transportation, Energy & Utilities Committee to advocate for a more sustainable funding model for GMT.
- **Objective 2F: Near completion of updated citywide transportation plan**
 - planBTV 2050 is underway and DPW is actively working to support the mobility component.
 - Upcoming community open house on April 30 at 1 Main Street.
- **Metrics: Demonstrable progress/success on all the capital projects listed above**
 - Capital projects above are generally progressing on-time and on-budget, with substantial progress on other capital projects not explicitly listed in the Director's FY26 goals. See below.
 - Final plans for Reconnecting Bank & Cherry Streets are currently being completed. This \$40M+ public ROW investment around CityPlace will reconnect Burlington's downtown streetgrid, upgrade utilities to accommodate more housing, and develop a welcoming streetscape for all users. We have successfully secured two large federal grants and TIF funding so that the financial impact on local property tax payers is minimal.
 - Burlington is successfully working with Winooski, VTTrans and FHWA to advance a multi-modal design for the Winooski Bridge and Colchester/Barrett/Riverside intersection. The Winooski Bridge project is current moving through its right-of-way phase. Construction is expected to start in 2027 or 2028. It is a major \$70M reinvestment into this critical regional connection and due to grant writing and partnerships, Burlington's all-in share is projected to only be \$3.7M.

Goal 3: Bolster base DPW operations and maintenance to deliver affordable, dependable services

- Objective 3A: Advance an FY'27 operations budget that has a greater Fix It First focus
 - Submitted FY'27 budget to the Administration that creatively improves DPW's net budget without a significant level of service reductions.
 - DPW is scheduled to present our FY'27 budget to City Council on May 4, 2026.
 - Tackling the long simmering issue of unaccepted streets by initiating a concerted organizational effort to clarify ownership of unaccepted and private streets so that maintenance responsibilities can be clearly understood by public and private parties.
 - Successfully achieved voter approval on the 2025 \$20M general obligation bond that is enhancing the paving and sidewalk reconstruction budgets in FY'27. We have developed and funded a workplan to replace over 3 miles of sidewalk (exceeding our 3 miles/yr annual goal) and pave over 3 miles of roadway (a bit shy of our 4 miles/yr annual goal) but well over previous production levels. We secured a \$200,000 Town Highway Grant to extend our paving production another 0.3 miles.
- Objective 3B: Implement expanded Water Resources affordability program
 - We significantly increased affordability program participants by working with BED to auto-enroll their participants.
 - DPW WR is actively evaluating affordability program enhancements as part of our FY'27 budget proposal.
- Objective 3C: Decide on 3-5 year interim recycling operation so we can fully staff Street Maintenance to at least previous levels to meet workplan goals and revenue targets
 - Received Council support in March 2026 to transition municipal residential recycling collection to a contract operation starting 1/1/27.
 - DPW about to start a conversation with the TEUC and the DPW Commission on who pays the Solid Waste Generation Tax and whether there should be a two tiered tax for those households receiving municipal recycling collection and those who aren't.
 - DPW will prepare to launch a feasibility study for a full consolidated collection system for trash, recycling and compost starting in FY'28.
- Objective 3D: Work with Fleet Committee to develop plan to sustainably fund fleet replacements and Equipment Maintenance operations
 - Fleet committee has a draft FY'27 fleet replacement proposal and we currently have budgeted a modest amount for fleet replacements in the draft FY'27 budget.
- Objective 3E: Design and construct modern and safe soil management facility at 201 Flynn Avenue
 - Successfully purchased 201 Flynn Avenue from CSWD in FY'25 and have done minor repairs to the garage to retain the tenants and be able to use the building for storage of municipal assets.
 - The design work for the new soil management facility is moving slowly given other more urgent priorities. We expect to have an RFP out soon for an engineering consultant to design the soil management facility – mainly the dewatering area.
- Objective 3F: Expand the Drop Off Center at 339 Pine St in partnership with CSWD and transfer 339 Pine building maintenance responsibilities to long term tenants
 - Successfully handed off Resource lease management to CEDO and convinced other City departments to relocate BCA storage so Resource could lease (and thus better maintain) more of the 339 Pine St building.
 - DPW signed agreement with BCA to store their event-related items at 201 Flynn Ave.
 - CSWD cannot expand until DPW relocates soil management to 201 Flynn which is moving slowly due to other priorities.
- Objective 3G: Use license plate reader (LPR) technology for efficient operations, expanded products
 - Recently secured Council approval for Parking Services Agent tiering which was a prerequisite for LPR implementation.
 - Developed a privacy policy to protect data collected through LPR operations.
 - Plan to implement vehicle mounted LPR on one Parking Services vehicle in early summer 2026.

- Objective 3H: Explore launching a new Parking Services venture to operate private parking lots at City rates to provide more affordable, predictable parking for downtown visitors – while increasing parking revenue for the City
 - We have put this on pause for now.
 - Courthouse Plaza turned down our proposal last fall to manage Courthouse Plaza garage, but will revisit the discussion with CEDO and the Mayor in the next couple of months.
- Objective 3I: Grow downtown parking revenue to pay down at least \$300k in debt in FY26 and fund parking and transportation innovations (in longer term)
 - Both Traffic Fund and the Parking Facilities Fund are expected to beat FY26 budget – revenues are trending near budget, but expenses are trending significantly under budget.
 - The \$300K buy-down of long-term debt in FY'26 is looking likely.
- *Metrics: % of service requests filled within SLA, % of recycling positions filled, Parking Facilities Fund financial performance, Water Resources affordability program implemented*
 - Parking Facilities Fund performance is on target despite soft downtown office market and slow recovery.
 - 2 of 4 recycling positions filled with a transition plan to support the employees in securing other positions in the City.
 - Will provide metrics on service level responsiveness in the coming weeks.
 - Water Resources affordability expansion under review as part of FY'27 budget proposal.

Goal 4: Enhance DPW Director's leadership skills

- Objective 4A: Engage an executive coach to strengthen leadership skills
 - No progress made on this objective to date. Other priorities have taken precedence.
- *Metrics: Coach engaged and Director receives positive performance review*
 - Annual performance review for DPW Director underway.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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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: April 15, 2026

DPW DIRECTOR MID-YEAR PROGRESS REPORT

Each year the Commission is asked by the Mayor to provide feedback on the performance of the DPW Director. In order to do this, the Chair and I have put two agenda items on this month's agenda – one public agenda item to go over my mid-year performance report and an executive session item for the Commission to deliberate on the review in private. My mid-year performance report is attached. More info: Chapin Spencer, cspencer@burlingtonvt.gov.

CONSTRUCTION SEASON FULLY UNDERWAY

- **Successfully completing major capital projects:** Work on Great Streets Main Street and the Champlain Parkway has restarted. The work on Main Street includes underground electrical vaults, sidewalk construction, amenity and sign installation, tree planting, final paving and line striping. Work on the Champlain Parkway includes signal controller adjustments, testing signals, sign installation, final paving, line striping, etc. Both projects are on track for June/July completions if weather cooperates. The final work this year is less impactful than past years.
- **Pre-paving water work:** In advance of upcoming paving work DPW Water Distribution will be performing work on the water distribution system in the vicinity of 40, 56 and 66 Colchester Ave during mid-April. Additional valve work east of Fletcher Pl will also be required. This work is expected to last 1-2 weeks. Due to the location of the water main near the middle of the road, westbound traffic (traveling west from East Ave) will not be permitted (except local/emergency traffic only). We ask the public to follow posted detours or plan an alternate route. Please also allow extra time for your travels.
- **Water Resources work:** Water main rehabilitation will occur on Bennington Ct, Summit St (Maple to Main), and Pine St (Home to South Crest). In addition, a significant construction project will begin proximate to Manhattan Ave to stabilize 3 stormwater outfalls at risk of failure. Prior to this work, the public will notice some tree removal which we are coordinating with BPRW.
- **Paving:** Anticipated to begin in early May on Colchester Avenue. More details to come. Remaining work from last year's contract will include sections of Pearl St and College St.
- **Sidewalks:** Contract authorization for the CY26 reconstruction work is coming to the Board of Finance on 4/13 and the Council on 4/27. Our in-house Street Maintenance team started their sidewalk season on Manhattan Drive as of 4/8.
- **More info:** www.burlingtonvt.gov/construction; Rob Goulding, rgoulding@burlingtonvt.gov.

PLANBTV 2050 COMMUNITY OPEN HOUSE

Join us as our team in collaboration with City partners introduces PlanBTV 2050 to the community in an informal open house. We hope to see you there.

Thursday April 30, 3:30-8PM

1 Main Street, Burlington

Contact: Phillip Peterson, PPeterson@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. After being rescheduled, DPW staff is now scheduled to go to the April 13, 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.

WINTER MAINTENANCE:

DPW staff have been asked by the Council President to share an update on winter maintenance at the April 13, 2026 City Council meeting. We will share a presentation (see attached) similar to the Winter Ice & Snow Control Plan overview we shared with the Commission last year. More info: Lee Perry, lperry@burlingtonvt.gov.

BURLINGTON HIGH SCHOOL COORDINATION

DPW continues to work 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.

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



WINTER MAINTENANCE

CHAPIN SPENCER, DIRECTOR

RICH THIBAUT, STREET MAINTENANCE WORKING FOREMAN

ROBERT GOULDING, PUBLIC INFORMATION MANAGER

LEE PERRY, DIVISION DIRECTOR - MAINTENANCE



2025/26 WINTER

This winter combined extreme cold and a regional salt shortage. Crews maintained safety while reducing costs and environmental impact.

- 33 early call-ins to plow snow
- 10 early starts (~2am) to remove snow
- 3 overnight parking bans
- ~2,000 tons of salt used

SNOW + FRIGID CONDITIONS

REGIONAL SALT SHORTAGE

BALANCING ECOLOGICAL HEALTH

Burlington's Coldest Winter in 17 Years: What the Numbers Show

Vermont Public
Vermont Public
The Daily
NEXT UP: 8

Vermont towns face salt shortage ahead of winter storm

Vermont Public | By Abagael Giles
Published January 23, 2026 at 3:58 PM EST

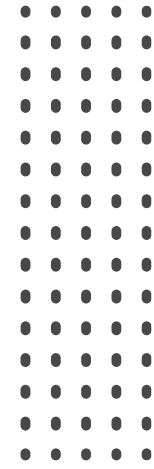


nytimes.com
Snow and Ice Are Coming. Where Is the Salt? - The New York Times
Upper Midwest's Powerful Storm Tracking Cold in the U.S. Tracking Cold Globally How Much Snow Will

Snow and Ice Are Coming. Where Is the Salt?

Heavy snow, ice and bitter cold are threatening much of the country, but some places are short on a key resource: road salt.

- **SNOW & ICE CONTROL PLAN**
- **BUDGET**
- **2026 WINTER CHALLENGES & A MODIFIED APPROACH**
- **SALT SHORTAGE**
- **COMMUNICATIONS**



24/7 operation, as needed.
Picture of Mayor & DPW on Xmas
Day

SNOW & ICE CONTROL PLAN

Full plan: burlingtonvt.gov/610/Snowfighting-Program

- Truck and tractor routes are pre-assigned
- For storms, crews are “on call,” effectively on standby to mobilize and head out on their route. This includes fleet technicians.
- **11 Plow Trucks** (includes 1 small for dead-ends, 1 spare)
 - Time to complete route: 5–7 hours
- **11 Sidewalk Tractors** (includes 2 spares)
 - Time to complete route: 6–7 hours; >8 hours if salting, >16 hours if snow blowing
- **Priority Zones:** Downtown, ONE, Schools

SNOW & ICE CONTROL PLAN

Full Team Effort:

- Street Maintenance
- Equipment Maintenance
- Traffic
- Water Resources
- Parks, Recreation & Waterfront

Winter rules in AFSCME CBA guide staffing between November 1 to April 15

FY'26 STREET MAINT. BUDGET

Budget for street/sidewalk/bike lane plowing is embedded in the general Street Maintenance budget (101-19-152-481)

\$2.9M Expenses (\$2.5M in program budget, \$2.9M once benefits incl.)

\$1.7M Revenues (60% cost recovery)

- Billable Revenues: ~\$1.4M (Sidewalk construction, WR work, etc.)
- Grant Revenues: ~\$300K (Annual VT Town Highway grant)

-\$1.2M Net w/ benefits included

Plowing is majority of the \$1.2M unbillable work. Estimated costs:

- \$494K for street plowing and salting of 95 miles of roads
- \$529K for sidewalk plowing and salting of 130 miles of sidewalk

These numbers don't include some indirect costs such as rent for space in 645 Pine Street, a pro-rata share of Customer Service support, etc.

SALT SUPPLY

- Road salt budget has not changed in nearly a decade – \$285K. Council approves salt line in overall budget.
- Prices have continued to climb – 13% this year alone (\$88/ton in 2025 to \$99.50/ton in 2026).
- DPW / Admin / Council established a \$250,000 reserve fund in ~2017 for unforeseen spikes in salt, labor, fuel. Have not had to tap this yet.
- Due to more sophisticated salt application, we've reduced annual use from 4,000 tons to <3,000 tons. This is good for the lake and for the budget.
- We ordered enough. Suppliers did not have enough salt on-hand for a stretch of winter.
- On site storage is limited.



btv_dpw

btv_dpw Currently, there is a region-wide shortage of road salt – impacting state and municipalities' ability to clear snow. This is now impacting Burlington. Along with the amount of snow and very cold temperatures – where salt is less effective – our response has been somewhat modified.

Current approach:

- Lightly salted during this recent storm knowing future supplies are uncertain.
- With today's (1/26) sun helping, we are back out today doing additional salting
- Majority of salt usage will typically be on main roads and hills.
- Considering sand as a supplement. Sand does pose challenges for infrastructure and is not effective for melting snow/ice. Further, we remain cautious about keeping too much sand on hand as that would then limit salt storage if we secure more supply. Sand supply has also been constrained due to the salt shortage.

Ongoing work and next steps:

- Staying in touch with regional suppliers and distributors to find additional supply.

View insights [Boost post](#)

♥ 🗨 📌

👤 Liked by btvparks and 39 others
January 28

😊 Add a comment... [Post](#)

State of Vermont
 Department of Motor Vehicles
 Enforcement & Safety Division
 120 State Street
 Montpelier, VT 05603-0001
 DMV-Enforcement@vermont.gov

[phone] 002-020-2007/
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 [ttd] 800-253-0191

Agency of Transportation
 vtrans.vermont.gov
 dmv.vermont.gov

January 13, 2026

2026-1

Declaration of Emergency Notice

Relief from Title 49 CFR 395.3 for Motor Carriers providing delivery of highway salt to Vermont.

A COLD WINTER

- This was a frigid winter. While snow totals are in line with expected averages, the cold conditions present other challenges.
- Per WCAX, “From December 1 through February 11, the Burlington area experienced its coldest winter in 17 years, with an average temperature of 20.1 degrees.”
- Salt is much less effective below 20 degrees. In extended sub>20°F conditions, no amount of salt produces bare pavement.
- Jan 25–26 storm: Snowed for a long time, snowed a lot and salting was less effective
- While lake health is a priority, and we were mindful of salt supply, temps drove the temporary post-storm road conditions



WINTER PARKING BAN NIGHT 2 BEGINS 10PM (1/26)

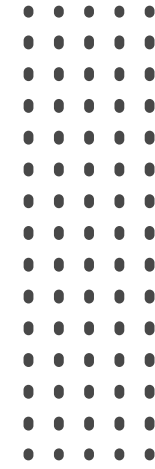
FREE PARKING UNTIL
TUESDAY 9AM:

- ✓ Marketplace Garage
- ✓ Downtown Garage



BURLINGTONVT.GOV/DPW

MODIFIED APPROACH*



DURING LONGER STORMS, FEWER PLOW TRUCKS ON ROAD DURING SECOND SHIFT

SIDEWALK CREWS COMING IN LATER DURING OVERNIGHTS (4AM INSTEAD OF 2AM)

CONTINUING SALT MODIFICATIONS: EQUIPMENT CALIBRATION AND DE-ICING

These efforts have made our Winter OT more sustainable, \$203K YTD within \$269K budget (versus actuals of \$319K in FY 2025)

Salt budget, as mentioned, remains unchanged after nearly a decade despite rise in material costs

***Still storm-dependent. Public safety remains the priority**

COMMUNICATIONS

- SNOW BANS:
VT-ALERT, WEBSITE, MEDIA, SOCIAL MEDIA, LIGHTS
- ROAD CONDITIONS & STORM CLEANUP:
FPF & SOCIAL MEDIA
- INQUIRIES:
SCF & CUSTOMER SERVICE

QUESTIONS?

Chapin Spencer, Director, cspencer@burlingtonvt.gov

Lee Perry, Division Director – Maintenance, lperry@burlingtonvt.gov

Rob Goulding, Public Information Manager, rgoulding@burlingtonvt.gov

