# DPW COMMISSION MEETING AGENDA

**July 21, 2021**

**6:30 – 9:00 p.m.**

**To attend the meeting in person:**
DPW Front Conference Room, 645 Pine St, Burlington, VT 05401

**To join or watch the meeting remotely, including to submit public comment:**
Join via Zoom, [https://us02web.zoom.us/j/83495330508](https://us02web.zoom.us/j/83495330508)

**To call into the meeting, including to speak during public comment:**
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.

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9  10 Min  Director’s Report

10  10 Min  Commissioner Communications

11  Adjournment & Next Meeting Date – September 15, 2021
Memo

Date: July 15, 2021

To: Public Works Commission

From: Phillip Peterson E.I., Associate Public Works Engineer

CC: Norm Baldwin P.E., City Engineer

Subject: No Parking Zone on Lakeside Avenue

Recommendations to the DPW Commission:

7 No-parking area.

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

- On the south side of Lakeside Avenue Street beginning at Conger Avenue and extending east to the driveway for 115 Lakeside Avenue.
- On the north side of Lakeside Avenue Street beginning at the driveway for 128 Lakeside Avenue and extending west to the driveway for 50 Lakeside Avenue.
- On the north side of Lakeside Avenue Street beginning at the crosswalk at the intersection of Conger Avenue and the driveway for 50 Lakeside Avenue and extending west for 30 feet.

Purpose & Need:
The purpose of these recommended traffic regulation amendments is to be in compliance with the Vermont Agency of Transportation (VTrans) guidelines. The parking prohibition adjacent to crosswalks is based on the VTrans “Guidelines for Pedestrian Crossing Treatments.” This need will improve sight lines between pedestrians and motorists, increasing safety for those using the crosswalk. The recommended parking prohibition under the bridge will meet effective travel width for emergency service’s needs, and ensure appropriate sight lines.

Project Checklist:

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<td>Vermont Agency of Transportation “Guidelines for Pedestrian Crossing Treatments”</td>
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<td>Aligns with City plans?</td>
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<td>PlanBTV Walk Bike</td>
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Summary and Conclusion:
The issue of curb parking restrictions concerning pedestrian and vehicle safety is related to the level of congestion within an urban area, the type of roadway, and the land use. Low volume areas are usually not considered due to the low number of parked cars and the low number of pedestrians present in such areas. The increased volume of vehicles and traffic on Lakeside Avenue has increased the need for parking; especially in proximity of the new Hula Building at 50 Lakeside Avenue. Given this increased parking need, some vehicles have been parking on Lakeside Avenue adjacent to the rail bridge; however this cross-section of the street was not designed to allow for parking. Due to the limited space DPW Staff is recommending the Public Works Commission approve a parking restriction underneath the rail bridge on Lakeside Avenue. Additionally, to facilitate safe crossing and meet required standards, parking must be removed adjacent to the crosswalk at the Conger Avenue and the Hula parking lot driveway. This would increase sight distance and improve safety at the crosswalk, (see Attachment-1).

Public Engagement:
In preparation for the 7/21/21 DPW Commission Meeting, Staff placed flyers at each property along the block adjacent to the proposed parking restrictions. Staff received one (1) email and one (1) phone call in regards to this matter, both the email and phone call support the proposed no-parking zones along Lakeside Avenue, (see Attachment-2).

Attachments:
1. Site map.
2. Public Correspondence.
Attachment 2
Public input correspondence emails

Thu 7/8/2021

Thank you for reaching out to hear our thoughts! We would also like to thank you all for the great job you do for us, we know it's not easy.

Although the ideas presented are great and should be enacted, my family and I think they are of the lowest priority. Speed bumps, children at play signs, and speed limit signs to curb the onslaught of cars doing 30-40 mph (often more) on Lakeside is imperative before someone gets injured or killed. The encroachment of driveways is also a common refrain and source of stress and anger among my neighbors and me. It is especially egregious in front of 51-53 Lakeside where people think they can park 2 vehicles in a space that only accommodates one. Lines designating all parking spaces on Lakeside are needed! Actual crosswalks with designations and flashing lights are desperately needed at Lakeside and Conger as well as Lakeside and Central.

The Act250 board decided that none of this was needed at a few meetings regarding parking for HULA, claiming they have enough spaces for everyone. Unfortunately, that really doesn't matter as most people feel the need to park as close as possible and that means cramming their cars into any space near the front door, AKA Lakeside Ave.

Lakeside Avenue has been turned into a one-way street for the most part. Taking care of people not parking by the bridge seems like a no-brainer. However, I have very rarely ever seen anyone park in the areas of question. The real, consistent problem is speed, lack of signage, and the street is too narrow to accommodate people parking on both sides. This is exacerbated by the sometimes large gatherings at the St. John's Club.

Why not stop ALL parking on the south side? What would you be losing, 5 maybe 6 spaces? Please consider doing the job that the ACT250 board decided wasn't more important than saying no to big money across the street at Hula.

Thanks for your time and consideration!
The Wallace family

Public input correspondence phone calls

Wed 7/14/2021
Associate engineer Phillip Peterson received a phone call from a local resident in support of the DPW Staff recommendation.
Memo

Date: July 21, 2021

To: Public Works Commission

From: Laura Wheelock, P.E., Senior Public Works Engineer
Olivia Darisse, P.E., Public Works Engineer

CC: Chapin Spencer, Director of Public Works
Norm Baldwin, P.E., City Engineer/Asst. Director – Technical Services

Subject: Shelburne Street Roundabout Temporary Ordinance Changes

Recommendations:
Staff requests DPW Commission approval to give the Shelburne Street Roundabout project manager authorization to effect temporary ordinance changes related to parking restrictions, traffic regulations, and designated truck routes within the project area during construction.

Purpose & Need:
Construction activities for the Shelburne Street Roundabout project are expected to begin in late July. These activities will interrupt access to driveways and on-street parking facilities on residential streets, as well as designated truck routes within the project area. The contractor may also need to establish temporary stop conditions as part of the project’s traffic control plan. The purpose of staff’s request to authorize temporary ordinance changes is to:

- Accommodate residents who lose access to driveways and on-street parking during construction by temporarily authorizing the use of parking on nearby resident-only streets.
- Designate alternate trucking routes around the project area, as necessary during certain traffic control phases.
- Authorize the establishment of temporary three-way stop conditions as necessary per the contractor’s proposed traffic control plan.

Summary and Conclusion:
Access to driveways and on-street parking facilities will be impacted on South Willard Street, St. Paul Street, Ledge Road, Gove Court, Locust Street, Adams Court, and Shelburne Street. Throughout various phases of the project, the existing truck routes on Shelburne Street and St. Paul Street may be detoured or limited to one-way travel. Staff requests authorization from DPW
Commission to implement the following temporary ordinance changes as needed throughout the duration of project construction:

- Authorize residents who lose access to driveways and on-street parking facilities within the project area as a result of construction activities to utilize any of the resident-only on-street parking facilities on Gove Court, Adams Court, as well as time-restricted parking on Locust Street. Unrestricted on-street parking is also available on Caroline Street, Charlotte Street, Marion Street, and the south side of Locust Street from Shelburne Street to Callahan Park.
- Designate Locust Street and Howard Street as temporary truck routes as necessitated by detours implemented as part of the contractor’s proposed traffic control plan.
- Authorize the contractor to establish a three-way stop condition at Howard Street and South Willard Street, per the contractor’s proposed traffic control plan.

**Attachments:**
1. Site Map
Charlotte Street, Caroline Street, Marion Street:
- No existing parking restrictions
- Parking is available to residents of nearby streets who lose driveway and on-street parking due to construction activities

North Side of Locust, Shelburne Street to Caroline Street:
- Existing Time Restricted Parking; 7:30a-4:30p
- Parking may be made available to residents of neighboring streets who are impacted by construction

Gove Court:
- Existing Resident-Only Parking, both sides of road.
- Parking may be made available to residents of nearby streets who lose driveway and on-street parking due to construction activities

Howard Street and South Willard Street intersection: Implementation of temporary three-way stop condition, per contractor’s proposed traffic control plan.

Howard Street: May be utilized as a truck route as detours around project site are implemented

Locust Street: May be utilized as a truck route as detours around project site are implemented

Ledge Road:
- No parking, either side of road.
- Parking may be made available to residents of nearby streets who lose driveway and on-street parking due to construction activities

Adams Court:
- Existing resident-only parking, south side of road.
- Parking may be made available to residents of nearby streets who lose driveway and on-street parking due to construction activities
Continuing the City of Burlington’s Capital Infrastructure Plan

What have we accomplished?
What have we learned?
What are our next steps?
What have we accomplished?

- Created a Capital Committee with policies, and procedures to aid in prioritization of projects
- Set up and implemented a Fleet Maintenance Policy, committee and strategy for long term sustainability
- Improved over 14 miles of sidewalks
- Doubled our street reinvestment
- Created an Asset Management Committee, implementing a software platform to better manage our assets
- Implemented electronic door systems, improving security in city buildings
- Replaced the old city video security systems with a new single system tied to the city dispatch team
- Improved our IT infrastructure and services
- Created a new Parks Facilities maintenance building
- Improved our plan to include more infrastructure for Public Safety
- Rehabilitated 90% of the bike path
- Major renovations to 645 Pine Street and City Hall
- Improved multiple city building envelopes with insulation, new roofs, and new HVAC systems
CS1  Great summary. Can we follow it with a slide with a bunch of pictures of the improvements? People want to see pictures.
Chapin Spencer, 7/15/2021

CS2  I think it is clearer to list total miles of sidewalk reconstructed (I believe 14 or 15 miles). 'Additional' is confusing as people don't know the baseline.
Chapin Spencer, 7/15/2021

CS8  Rob may have some compelling charts on the Sustainable Infrastructure Plan's success. Charts tell a compelling story.
Chapin Spencer, 7/15/2021
Fleet
What have we learned?

- The Capital needs are evolving with the City
- Our initial understanding of our assets was not complete
- We have decades of deferred maintenance to catch up on
- Having an overall understanding of all the competing needs helps to prioritize and create better strategies
- The FY22 Budget survey showed strong support of our infrastructure

Capital Planning is like owning a car

**Preventive Maintenance**: Changing the oil, rotating tires, checking fluids, changing brake pads

**Long term maintenance**: fixing dents, changing the rotors, complete brake jobs

**Capital planning**: saving to replace the car, knowing when it will need replacement and being prepared
I like the evolving in the first bullet and instead of growing, should we say something about -- needing decades to catch up on years of deferred reinvestment?

Chapin Spencer, 7/15/2021

Another item we learned was a very strong support of infrastructure from the Mayor’s FY'22 Budget survey. You may want to reference that for background support.

Chapin Spencer, 7/15/2021
What are our next steps?

- Present the next five year Capital Plan (FY’22 - FY’26)
- Prioritize our needs
- Strategize to utilize all funding opportunities as they come available
  - ARPA funds
  - State Infrastructure Funds
  - State Climate Change Funds
  - Federal Infrastructure Bill
- Work to build an understanding of what a sustainable Capital Plan is and what it will entail to maintain
Continuing our Infrastructure Plan
- Funding needs over 3 years

Annual Investment:
- Sidewalk reinvestment - $1,700,000
- Streets reinvestment - $700,000
  - This is above & beyond the Street Capital annual tax allotment
- IT infrastructure - $300,000
- Transportation Planning - $460,000
- Capital Project mgmt. - $800,000
- Facilities
- Parks Projects -
- Fleet -
- Public Safety -
- Total annual need - $3,960,000

Three year Need:
- $5,100,000
- $2,100,000
  - Street Capital funds $1.6M/year for an overall investment of $6M +
- $900,000
- $1,480,000
- $2,400,000
- $4,500,000
- $3,000,000
- $5,250,000
- $5,700,000
- Three Year Need: $30,330,000
Total ANNUAL need? Continuing need sounds ill defined and confusing.

Chapin Spencer, 7/15/2021
Other Capital Needs

- We have numerous large grant projects requiring a local match
  - Railyard Enterprise
  - Champlain Parkway
  - Shelburne Street Roundabout
  - Rail re-alignment

- Masterplans to implement
  - Bike Ped Master plan
  - Parks Master plan

- There are large revisioning projects to consider:
  - Fletcher Free Library
  - Fire Station Consolidation
  - Memorial Auditorium
  - Consolidated Collection
Considerations

- Debt Policy cap
- Other Funding opportunities
- Request a new General Obligation Bond in November to voters
- Strategy to create a sustainable plan to maintain a vibrant downtown
- The longer we defer our repairs, the more it will cost
CS5  Need a slide that details out the specific steps through November vote. Need to show special Aug 18 DPW Commission meeting. Sept Council meeting, etc.
Chapin Spencer, 7/15/2021

CS9  At the end of the timeline, we need to show Water bonds coming to the 2022 Town Meeting Day ballot. Need to make clear that this is for GF, but Water is preparing for March.
Chapin Spencer, 7/15/2021

CS7  Another consideration is the longer we delay reinvestment into failing systems, the more expensive the fix becomes. It is a necessary, though tough, issue to work through.
Chapin Spencer, 7/15/2021
Schedule

- July 21 - DPW commission - introduction
- July 21 - Library commission
- July 27 - Police Commission
- July 28 Ward 4 & 7
- August 1 - Parks commission
- August 5 - Ward 6
- Board of Finance - August 9th
- August 11 - Ward 1 & 8
- August 12 - Ward 2 & 3
- August 18 - Church St. Marketplace
  - Fire Commission
  - DPW commission
- August 19 - Ward 5
- September 13 - Council approval to go to voters
- November 9th - special election
Questions?
DEPARTMENT OF PUBLIC WORKS  
645 PINE STREET  
BURLINGTON, VERMONT 05401  
COMMISSION MEETING JUNE 16, 2021

Commissions Present: Commissioner Archambeau, Commissioner Barr, Commissioner Bose, Commissioner Hogan (Chair), Commissioner O’Neill-Vivanco (Vice-Chair), Commissioner Overby.

Commissioner Absent: Commissioner Gillman

ITEM 1 – CALL TO ORDER

Commissioner Hogan called meeting to order at 6:32 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to approve agenda  
Commissioner Bose seconded  
Unanimous approval

ITEM 3  PUBLIC FORUM

Zoe Kennedy: Ms. Kennedy stated that she is a new commissioner and will be starting at the July meeting. She spoke in support of protected bike lanes that were presented as part of the Colchester Avenue study, and circulated a petition for support of the redesign.

Isabella Dekuyver spoke in support of the separated bike lane especially in the narrow spaces where it is not safe to travel in road. A separated and raised bike lane is needed.

Tony Redington stated that we need to improve pedestrian and bicycle travel and spoke in support of roundabouts, including the option presented in the Colchester Ave study.

Monica of Ward 2 is an advocate for the raised bike lanes. She is happy to see more bike lanes but cars still park in the bike lanes. She spoke for the need to change our culture for more biking and make it more accessible. She urged the City to invest in raised bike lanes.

Martin Wolf lives on Colchester Avenue and is in support of the bike lanes. With a raised bike lane going over the edge creates a hazard. Would like to see the bike lanes with pylons like what is on North Union Street.
Jason Stuffle is an advocate for bike transportation and would like to see a dedicated bike lane separated from the road. Burlington can be a real showcase for what can be done. And as far as youths on board is in full support feeling that a younger member’s viewpoint would be good for the Commission.

David Sidel is in full support for Colchester Avenue changes. The transportation sector is trapped in single occupancy cars. He feels that a raised and separated bike lane is a good option.

Gail Rose is pleased with all the bike lane lanes and uses her bike more. She rides on the sidewalks on Colchester Avenue as she feels it is not safe for bicyclists to be on the roadway. People will use the bike lanes when they are in place.

ITEM 4 – CONSENT AGENDA

A – Remove ADA space at 54 Pitkin Street
B – Proposed ADA space at 181 South Union Street

Commissioner Barr made a motion to accept the Consent Agenda
Commissioner Bose seconded
Unanimous approval

ITEM 5 – COLCHESTER AVENUE/EAST AVENUE SCOPING

DPW Senior Planner Losch presented along with Jason Charest from the Chittenden County Regional Planning Commission. The goal of this study was to identify transformational, long-term improvements along the Colchester Avenue corridor and at the intersection of Colchester Avenue and East Avenue that the re-envision the multimodal gateway corridor following years of incremental change outline in previous planning and design efforts. The study focused on consistent, multimodal improvements for the one-mile long corridor from the connection with Pearl Street at the intersection of North and South Prospect Streets, east to the Green Mountain Cemetery, then north to Barrett Street and the Winooski River crossing. In addition, the study pursued safety improvements for the intersection of Colchester Avenue and East Avenue.

The purpose of the study was to identify and prioritize improvements along the corridor, which will enhance bicycle mobility and improve parking management while supporting local businesses and at the intersection of East Avenue, which will improve safety for all modes of transportation.

The corridor is a major corridor for transit in the city. VTrans have identified this corridor as a priority for safety improvement with three high crash locations and one HCL segment. A highway safety improvement program location review conducted at
Colchester Avenue and East Avenue intersection included recommendation to realign East Avenue and update signal equipment to improve safety.

Public outreach revealed some the desire for consistent and protected pedestrian and bicycle accommodations, improved accommodations at intersections for pedestrians and bicyclists, curbside access to transit and neighborhood based solutions to on street parking while supporting the high turnover parking needs of businesses.

There were plans developed to reflect the preferred corridor concepts and intersection alternative which consisted of a combination of raised and separated bike lanes along the corridor segments with targeted on street short term parking and pull outs for transit stops, delivery vehicles or other short term uses as well as new equipment, striping, a crossing on a western leg of the intersection and a dedicated bike signal for the intersection with East Avenue.

Commissioner Archambeau stated that in summery the sentiment of the community is that they are in support of the raised bike lanes on Colchester Avenue.

Jason Charest stated the we need to find the path of least resistance or design. When looking at the cost analysis there is the safety benefits with the roundabout. Roundabout do cot more than a signalized intersection. There is less maintenance with the roundabout and there is traffic calming 24/7 as vehicles cannot fly through roundabouts.

Senior Planner Losch stated that this is the better design, there was a community process to take into consideration, the cost and safety factors. Both concepts are sound and viable at this location.

Commissioner Archambeau stated that this is on us as a community and you have done a thorough work as possible. Asked if we have data around crashes in this whole corridor.

Nicole Losch stated that VTrans has all the information on crashes but we can get this information for you.

Commissioner Barr stated he believes roundabouts are safe but that it may not be right in this intersection for cyclists. Referenced that Jeff Speck, renowned urban planner, recently spoke in Burlington, believes that modern roundabouts are not right for areas where pedestrian/cyclist vitality is desired.

Commissioner Bose stated he is in favor of the raised bike lanes. Wants broader sense of what the local residents think about this. Need more surveys from the local residents and get more data on what people think about roundabouts.
Vice Chair O’Neill-Vivanco stated that finding ways to increase engagement is always a challenge. Why are emergency vehicles, ambulances not in favor of a roundabout?

Jason Charest stated the concern with the ambulance drivers is the amount of jostling through the signalized intersection necessary rather than going straight through.

Commissioner Overby is also in support of the raised bike lanes. She is a proponent of roundabouts. She feels people are not well educated on roundabouts and that people will learn to want different things. Not a well educated public on roundabouts and safety. Does not feel Advisory Committee had all the right information to make informed decision. Feels like financial figures are not accurate and that we don’t have enough information to make the roundabout option clear enough as a better option. The information presented needs to be accurate and complete, rather than dealing with generalities. Commissioner Overby stated that a roundabout should be considered for this location; also supports separated bike lane.

Commissioner Bose asked for an answer to the cost benefit question. Senior Planner Losch stated that this was developed by VTrans as they have projects that they compare with. The annual cost and benefits are developed by VTrans. Senior Planner Losch also stated that the signalized cost estimate is by our staff, $6,000 in capital costs per year which includes replacing the equipment down the road.

Jason Charest confirmed the preliminary costs are annualized construction costs.

Commissioner Overby stated it would helpful to more specifically label the data it would be clarifying.

Commissioner Hogan asked about the left turn procedure of a person on a bike pull over or push pedestrian signal, if this was installed whether or not the bike would have to push the button to get across. Commissioner Hogan also asked about consideration for protection at the East Avenue intersection. Senior Planner Losch stated there is not enough space for a protected/dedication bike signal. Commissioner Hogan asked about implementation of a time frame. Losch stated they were not sure yet it has to be added onto the Capital Plan, general community priorities, funding is still a challenge. Commissioner Hogan stated that if we could get more input from operators of emergency vehicles would be more helpful.

Tony Redington stated that Jason promised for second of delay during driving travel times; that data was not available online. Spoke about queues at roundabouts are far less. Recommends using stop-delay to measure fuel consumption. Conducted before/after survey for Montpelier residents who live near roundabout and 85% were favorable/neutral.
Sharon Bushor stated that she does not favor roundabouts but hear people saying they want to keep exploring this. One area to focus on is ambulance driver concerns, impacts to patient and to the hospital. On East Ave – off of University - BED has a substation with massive trucks that turn on. Not sure how roundabouts handle oversized vehicles and if anyone spoke with BED about this. Next point is that even though there were public meetings, the bike community is very well organized and out in force. Drivers are losing parking, it is very congested and not enough room for parking. Rental properties will be forced to park in backyards, taking up grass area and which creates more storm water runoff problem. Not an inclusive city for older people, renters or those with cars.

Councilor Jack Hanson stated he thinks this is a big step forward. This can be a game changer. As for the roundabout, it disrupts the level of comfort and security for cyclists to need.

Zoe Kennedy conducted public outreach about this project and there was public support from people on this corridor and they were aware of this. We have promoted petitions in the area and they are in support of the project. We want bike lanes and improvements to the intersection. Does not agree with roundabout in that intersection.

Dave Cawley stated he sent a memo out for parking management. Cemetery and East Avenue, Thibault Parkway there is room on the street for parking, I have only seen 14-16 cars on Colchester Avenue, solutions parking in neighborhoods but there is also a corner from the neighbors about parking on the streets in their neighborhood.

Jason Stuffle stated that the conversation comes down to money versus safety. Can’t put a price on safety, which should be main focus. Studies show that roundabouts are safer, slow traffic down, change people’s perception of the road. Also supports raised bike lanes study around the intersection. Does not agree with intersection being signalized.

Commissioner Barr made a motion to accept staff’s recommencement with more discussion of the East Avenue and Colchester Avenue intersection.

Commissioner Bose seconded. Shared that this is a model for something we want to see across the City, but most of tonight’s comments were focused narrowly on the roundabout.

Commissioner Archambeau is concerned with the language in the motion as it leaves an impression that things will be paused to focus on the intersection.

Commissioner Barr rephrased his motion to make a favorable recommendation to move the project forward. Recognizes debate will continue at TEUC, Council, etc.
Commissioner Bose seconded amended motion

Commissioner Overby stated she would like to have a separate motion on raised bike lanes from the intersection. Supports protected bike lanes, but not motion as worded. Wants Commission to be clear whether to move forward with a signalized intersection or roundabout.

Commissioner Archambeau – Yeah  
Commissioner Barr – Yeah  
Commissioner Bose – Yeah  
Vice Chair O’Neill Vivanco – Yeah  
Commissioner Overby stated no for reasons specified.  
Commissioner Hogan – Yeah  
Motion passes 5 to 1.

ITEM 6 – CONSOLIDATED COLLECTION STUDY UPDATE

Current collection of residential trash, recycling and compost in the City of Burlington is fragmented, inefficient and costly. A fully consolidated collection system will improve convenience, reduce environmental and community impacts, and save residents money. We suggest the Public Works Commission move to recommend the City Council approve a resolution that:

   Advances implementation of a fully consolidated collection system for at leave 1 to 4 unit residential properties in Burlington;
   Proposes implementation of a hybrid consolidated collection model where the City continues to collect recycling and franchised private haulers collect trash and organics;
   Requests City staff initiate a resident engagement process to determine the specific service levels and options that will be initially offered and return to the City Council by March 2022 with the service level recommendations and an updated timeline.

Problems with the current system include:
   Confusing pick up schedules with households managing pick-ups of the various waste two or three different days a week;
   More truck traffic, emissions and road damage from multiple haulers servicing the same streets.
   More costly service due to multiple trash and compost haulers servicing the same streets.
   Current city recycling program is under resourced which has put burden on existing recycling staff and the overall street maintenance team.

Studies have identified significant consolidated collection benefits. Reduce costs to residents and haulers through more efficient collection routes.
Reduced environmental costs of excess truck traffic
Reduced infrastructure impacts and excess truck traffic
Reduced litter using wheeled carts by all residents
Reduced noise in neighborhoods
Better compliance with State and local mandates

There are four major consolidated collection options for consideration
Franchise Model
Franchise model with city bid
Municipal Operation Model
Hybrid Municipal/franchise model

Overall analysis:
Achieves goals of a fully consolidated collection system
Builds off the structure and capacity the City has already built for recycling
Does not expand city’s heavy commercial vehicle fleet, only increases staff
Creates additional union positions that can support city maintenance needs
Funds the addition recycling program positions
Does not appear to require Charter Changes or voter approval
Does not require customer service teams to establish and manage billing
Provides future flexibility to expand municipal operations of collections
Maintains role for the private haulers while improving the efficiency and cost
effectiveness of collection system for residents.

Director Spencer stated that the city supports the hybrid option.

Commissioner Barr supports the recommendation of DPW.

Commissioner Bose supports recommendation and appreciates the options.

Vice Chair O’Neill-Vivanco supports the hybrid option. She has a note from a resident of
Burlington who doesn’t want to lose her trash hauler and that people want a choice. We
need to communicate to the haulers what our needs are as a city – safety, choice, trash
bin placement.

Commissioner Archambeau is a fan of the municipal option, but sold on the hybrid after
hearing the explanation. He is a fan of consolidated collection. Had a question about
livable wage being paid in Burlington to the franchised haulers and Director Spencer
stated that yes it would be required by the city.

Commissioner Overby stated she fully supports consolidated collection but does not
support the hybrid model. She supports #3 and would like a resident engagement
process up front. She stated the start up cost not as comprehensive as franchise 1-4
unit residents. Hauler will still be doing trash for commercial businesses and larger apartment buildings. Asks for clarity how savings are achieved for the resident.

Director Spencer stated we will be aligning routes and hauler will allocate to districts there will be efficiency, speed, less time and the savings will be passed onto the resident. City has operated recycling for decades and it costs about $1.30 each week and that represents the power of consolidated collection.

Commissioner Overby said the chart showing costs to resident doesn’t really show savings to the public. It is also not clear what the schedule for pickups would be – weekly, every other week, all streams or not, etc. Also curious why the municipal option was not part of the original study.

Director Spencer referenced the prior CSWD study, which looked at municipal options. That study did not lead to implementation due to public views, hauler opposition. 2018 resolution did not specify which model(s) to study.

A discussion further ensued about the collection of the solid waste generation tax and how City costs add onto the report and numbers that GBB put together.

Commissioner Overby stated there was no discussion or mention of drop off at Flynn Avenue in the material?

Director Spencer stated that we would have to purchase the Flynn Avenue site and right now we own 339 Pine Street and it is under city control.

Commissioner Overby asked if the Railyard Enterprise Project would have impacts on the Pine St drop off center.

Director Spencer discussed old Champlain Parkway alignment, but that the preferred alternative for the REP has not been developed. Actual impact is not yet fully understood.

Commissioner Bose stated he appreciates the detail that Commissioner Overby has with her questions but we have people from the public who would like to speak. Asks if we can move forward due to level of detail which is drowning out other kind of discussion.

Commissioner Archambeau seconded that.

Commissioner Overby stated she had a document from Gene Bergman in which she would like to read as he was unable to come to the meeting tonight. Public Information Manager Goulding stated that he received it as well and was posted on the website.

Mr. Goulding read Mr. Bergman’s comments.
Michael Casella of Casella Waste stated here will be an increase in taxes — less fee at drop off and there is an emissions standpoint study on a lot of the same roads. You have to consider capital cost, we are no testing electric vehicles in some of our areas.

Jason Stuffle stated the city should have the motivation to reduce waste stream and to have the city take over control. Volume is where private haulers make their money.

Commissioner Archambeau made a motion to accept staff’s recommendation.

Commissioner Barr seconded

Commissioner Overby stated she wanted to separate the motion and stated Item #3 should go first, conducting the survey of what public wants.

Commissioner Hogan asked if there was any other discussion. There is a motion to accept staff’s recommendations.

Archambeau — Yeah
Barr — Yeah
Bose — Yeah
O’Neill-Vivanco — Yeah
Overby — No
Hogan — Yeah

ITEM 7 — YOUTH ON BOARDS

Director Spencer stated we will discuss this at next month’s commission meeting, given the hour. Please read the memo that is in the packet for an explanation.

ITEM 8 — APPROVAL OF DRAFT MINUTES 5-19-2021

Commissioner Overby submitted changes ahead of the meeting for consideration.

Commissioner Archambeau made a motion to accept minutes with changes
Commissioner Barr seconded
Unanimous approval

ITEM 9 - DIRECTOR’S REPORT

COVID 19 recovery and transition out of state of emergency is ongoing.
This is the last commissioner meeting for Commissioner Archambeau and Gillman. We want to thank them for their service, Commissioner Archambeau for 9 years of service and Commissioner Gillman for 6 years of service.

ITEM 10 - COMMISSIONER’S COMMUNICATIONS

Vice Chair O’Neill-Vivanco wanted to thank the Public Works staff for all the preparation on tonight’s topic as well as their attention to the details in the packet.

Commissioner Overby thanked Commissioner Archambeau for his time as a Commissioner.

Commissioner Barr would like to echo the thoughts of both Commissioner O’Neill-Vivanco and Commissioner Overby.

Commissioner Hogan was asked by a resident about water ponding on Park Street where the street was just paved. He also asked about the Battery Street detour. Director Spencer stated that was a Parks project in which we are helping. They are working on getting a company to do the line striping. I will check into this and let you know the status.

Commissioner Archambeau thanked everyone for their kind words and expressed his gratitude for being on the Commission and helping the citizens of Burlington.

ITEM 11 – ADJOURNMENT 7 NEXT MEETING JULY 21, 2021

Commissioner Archambeau made a motion to adjourn
Commissioner Barr seconded
Unanimous approval
Meeting adjourned at 10:00 p.m.