

Subject Fwd: City Council Transportation Energy and Utilities Committee Hearing regarding Rivers Edge Gate
From Norm Baldwin <nbaldwin@burlingtonvt.gov>
To soverby@burlingtontelecom.net <soverby@burlingtontelecom.net>
Date 30.10.2016 08:16



Solveig,

I am forwarding you the email I sent to both Joyce and Julie notifying of the TEUC in which this issue will be heard and hopefully resolved.

I have not completed my work to prepare my cover memo to the TEUC. My memo will include, my recommendation to study or not study the concept of opening the gate.

Sent from my iPhone

Begin forwarded message:

From: Norm Baldwin <nbaldwin@burlingtonvt.gov>
Date: October 28, 2016 at 12:11:29 PM EDT
To: Joyce Walsleben <jwalsleben@aol.com>, Julie Hill <julieahill@gmail.com>
Cc: Martin Lee <mlee@burlingtonvt.gov>, David Hartnett <dhartnett@burlingtonvt.gov>, Kurt Wright <kwright@burlingtonvt.gov>, "Jeffpadgett10@gmail.com" <jeffpadgett10@gmail.com>, Brian Lowe <brian@burlingtonvt.gov>, "Ayres, Tom" <tayres@burlingtonvt.gov>, Chapin Spencer <cspencer@burlingtonvt.gov>, Jordan Redell <jredell@burlingtonvt.gov>
Subject: City Council Transportation Energy and Utilities Committee Hearing regarding Rivers Edge Gate

Ladies,

I have scheduled your item to be heard by the City Council Transportation, Energy and Utilities Committee (TEUC).

The Hearing is scheduled for December 7, 2016, 5 p.m. in the Front Conference Room at the Central Maintenance Facility located at 645 Pine Street.

At the meeting you both will have an opportunity to speak and present your best case why or why not the department should study the concept of opening the gate to Rivers Edge.

As staff I will provide my recommendation as well, I am currently examining all of the facts in the matter and I will shortly be providing you both with my recommendation in advance of the meeting.

I believe the final determination to advance or not advance this study request will rest with the Transportation, Energy and Utilities Committee. I will leave this decision to members so the TEUC.

Thank you both for your hard work and dedication to seeing this through to final resolution.

Norman J. Baldwin, P.E.
City Engineer/Ass't Director
Burlington Public Works Department
645 Pine Street
Burlington, Vermont 05401

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F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

From: "Pete Diederich" <pdiederich@gmail.com>
Subject: Re: South Prospect Street
Date: Wed, November 16, 2016 8:44 am
To: "Tiki Archambeau" <tikiskis@yahoo.com>,ralberry@comcast.net,"Chris Gillman" <cgillman@gmail.com>,justinessears@yahoo.com,soverby@sover.net,"Jeff Padgett" <jeffpadgett10@gmail.com>,"Jim Barr" <JLBarr@aol.com>

Board Members,

I had planned to attend the meeting tonight to discuss this matter further but sick children require my presence at home.

I'd like to point out a number of things and offer what I consider to be a fair and balanced resolution. I'd also like to ensure that this is discussed at the meeting.

1. The document applying for resident only parking is riddled with inconsistencies. It reads that 4 hour non resident parking will be the norm, but only a small number of spots are available. The neighborhood signed a petition stating that they would like resident parking overnight. They have that. Legally, I don't know what is right and based on the document I have been provided. My first motion is to get a correct petition signed, which will give me a chance to plead my case to the residents.
2. You state in the document that it is four hour parking once a day, however the signage does not indicate this. The map states six spaces are for non resident parking. In fact, there are only four spaces available. Two of these spaces are occupied by cars that have not been moved in weeks if not months. I motion that they be ticketed as abandoned and towed if they are not moved. Your compromise of six spots for dozens of people who use the street is effectively two spots.
3. 50% of the street is UVM property. This is not North Prospect Street, Buell Street, or Loomis Street, which are fully residential streets doing battle with commuters and student housing for parking. This is not a fully residential street yet the residents have 100% say in who parks there. You mention wanting to strike a balance between the residents and need. If that is the case, try again. If I get 50% of my coworkers to sign a petition banning the residents from using Redstone Green will you enact that? After all my building abuts the Green. I hope that sounds illogical to you as well.
4. I'd like to see a survey of the parking spaces after 4PM on weekends and when school is not in session. I bet it would show their is ample parking for all. What is the goal of this new enactment? That residents want to park in the street sometime or that they want to keep out the riff raff?
5. No notification was given enabling those people who rely on parking in this area to voice their opinion. It is a public street and therefore their should be public discourse where more than one side of the story is heard. Your policies and procedures have effectively eliminated any possibility of this being reversed or enacted in a fair matter that balances the needs of all parties. Once you have paid the DPW workers to put in the signs and conduct the surveys the likelihood of spending more money to amend the decision is slim.
6. I would like to propose that it is open parking from Cliff Street to the exit of Redstone Green and four hour parking for nonresidents for the rest of South Prospect Street, and resident parking overnight. If the goal is street turn over, this will accomplish the goal. At the moment you have made somewhere between 30-40 spots for resident only parking for 9 residences, about 4 spots per residence plus their driveway parking. This does not count the resident only parking on Henderson Terrace, Cliff Street, and farther down South Prospect Street. This change would ensure turnover while still providing access to the University Students, Faculty, and Staff who use this space.

I look forward to receiving a copy of the minutes and watching this discussion online. My apologies for not being able to attend the meeting. Unlike Mr. Laraque, I can not walk to work in town and can not afford a home in town for my family that enables me to walk to work. This evening I

am unable to drive back and forth from Richmond and take care of my family to argue my case. It galls me to no end that I am now forced to spend .048% of my paycheck a year so that the residents can have the privilege of living next to the University, and reap the benefits of it's property, while at the same time, declaring that they don't want to be exposed to the inconvenience of public parking. Again, 50% of the street is UVM property, shouldn't they get 50% of the vote?

Sincerely,

Peter Diederich

On Wed, Nov 9, 2016 at 4:36 PM, Pete Diederich <pdiederich@gmail.com> wrote:

> According to the minutes of the Public Works Department, you recently
> passed a motion based on a neighborhood petition to turn South Prospect
> Street from Cliff St. to Henderson Terrace to resident only parking and a
> four-hour limit for nonresidents. You state that 85% of residents signed
> the petition. Does this include the students who live on campus who abut
> this strip? All of them have South Prospect Street Addresses.
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> This petition was submitted by the owners of 308 South Prospect street and
> one of the main reasons for passing this regulation was because "Delivery
> vehicles have a hard time making deliveries due to the parking being taken
> up". Each and every house affected by this ordinance is on the west side of
> the street, the parking is on the east. The exception is the residents of
> 308 South Prospect Street, who's driveway is on Henderson Terrace. Who, by
> the way, also has access to Resident Only parking on that street.
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> A motion was passed for a four-hour parking limit for nonresidents. Is
> this to encourage student turnover throughout the day? I imagine many
> students have ample time to park, go to class, and retrieve their vehicle
> before the spotty enforcement (based on rarely, if ever, ticketing for
> parking on the street overnight) catches them violating that time limit.
> Demand for parking certainly decreases when the university is out of
> session.
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> As one resident said "people are up in the area early and the parking in
> the streets is filled fairly quickly". This is because many of these people
> are working employees, community members, and tax payers who arrive to work
> before 8AM. Many of these people, like myself, will now have to start
> paying .48% of our paycheck to the universities parking and transportation
> department. I pay taxes. I volunteer in the community. I work in a building
> that abuts this property. Why don't I have a right to say who parks there?
> Why don't I have a right to a *notification* of a change in policy? So
> when I show up to work in the morning I don't have to fear getting a \$75
> ticket.
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> The demand for parking in Burlington is high, and this is implied in the
> minutes. I see no way that your changes will improve the parking for the
> residents on South Prospect Street. I see this only as a tax on hard
> working Vermonters trying to save money.
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>
> Thank you for the privilege of explaining to my wife that we will now be
> paying \$312 a year so that someone can get their UPS packages.
>
>
>
> Peter Diederich
>

> PO Box 916
>
> Richmond, VT 05477
>

[Download this as a file](#)

Burlington Public Works Department and Public Works Commission

*Document created for Ward 2/3 NPA by Solveig Overby, individually , not by the Public Works Department

1. Department of Public Works (DPW) Functions and Services:

(Website: <http://www.burlingtonvt.gov/DPW>); Customer Service: 802-863-9094, Option 3)

Technical Engineering	Construction Permits
Equipment Maintenance	Transportation
Streets	Sidewalks
Water – Wastewater -- Stormwater	Recycling
Traffic Signals, Signs, Roadway Markings, Parking	School Crossing Guards

How do we pay for these services?

1. Burlington City General Fund: annual amounts are allocated from property tax dollars for Public Works Department. Eg. snow plowing, street sweeping, engineering services.
2. Enterprise Funds: funds generated by delivery of particular services. Examples: water and wastewater, recycling.
3. Traffic Fund: funds generated from parking meters, city parking lots and garages. Pays for traffic signals, signs, roadway markings, parking and school crossing guards.
4. Debt: Burlington borrows money by selling general obligation bonds (repaid by taxes) and revenue bonds. Revenue bond debt incurred to fix the water and wastewater systems are repaid through increases in water and wastewater rates.

2. Public Works Commission (PWC) Functions and Services:

The Public Works Commission “represents the citizens of Burlington in determining and demanding appropriate Departmental performance.” Seven (7) Commissioners are appointed jointly by the Mayor and the City Council, to three-year terms.

The Commission meets once a month on the third Wednesday, 6:30pm, usually in the Public Works Main Conference Room, 645 Pine Street. Check agenda. Meetings are open to all.

Public Works Commission meetings are broadcast live on Channel 17, and recorded by CCTV,.They can be viewed online at:	http://www.cctv.org/watch-tv/series/burlington-public-works-commission
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Agendas and documents considered by the Commission at their meetings are posted at:

<http://www.burlingtonvt.gov/DPW/Commission/Agendas>

Public Works Commissioners:

ROBERT ALBERRY, TIKI ARCHAMBEAU (Vice Chair), JIM BARR, CHRIS GILLMAN, SOLVEIG OVERBY, JEFF PADGETT(**Chair**), JUSTINE SEARS

Commissioner contact information is at:

<http://www.burlingtonvt.gov/DPW/Commissioners>