



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

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Councilor Maxwell Tracy, Chair *WARD 2*
Councilor David Hartnett, *North District*
Councilor Joan Shannon, *South District*

Inquiries:
Martin Lee
802.540.0557
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Transportation, Energy and Utilities Committee of the City Council
Wednesday, December 7, 2016 at 5:00 PM

Burlington Department of Public Works – Front Conference Room
645 Pine Street – Burlington, VT

–AGENDA–

1. **Agenda**
 - a. DISCUSSION
 - b. ACTION
2. **Public Forum**
3. **Minutes of 09/15/2016**
 - a. DISCUSSION
 - b. ACTION
4. **Rivers Edge Gate Decision**
 - a. Norm Baldwin – To present request and staff recommendation (5 minute duration)
 - b. Julie Hill – Petitioner to keep gate Closed (5 minute duration)
 - c. Joyce Walsleben – Petitioner to Open Gate (5 minute duration)
 - d. Action: request to approve and recommend for City Council Approval.
5. **PlanBTV Walk Bike Update**
 - a. Nicole Losch presenting (15 minute duration)
 - b. Action: informative, no action needed.
6. **Great Streets Update – Main Street and City Hall Park Conceptual Plans, and City Standards Update**
 - a. Laura Wheelock presenting (45 minute duration)
 - b. Action: informative, endorsement requested.
7. **Councilors' Update**
8. **Adjourn**

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CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

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CHAPIN SPENCER
DIRECTOR OF PUBLIC WORKS

NORMAN J. BALDWIN, P.E.
ASSISTANT DIRECTOR OF PUBLIC WORKS

Date: December 1, 2016

To: City Council Transportation, Energy and Utilities Committee

C.C. Chapin Spencer, Director of Public Works
Jeff Padgett, Public Works Commission Chairperson

From: Norman J. Baldwin, P.E. *NJB*
City Engineer/Ass't Director of Public Works

Subject: PW Staff Recommendation to Advance/Not Advance City Effort to Study opening the Rivers Edge Gate

The Department of Public Works was first approached by Ms. Joyce Walsleben December 10, 2015 to begin the process of examining the possibility of opening the existing gate located at the western most limits of Rivers Edge Drive. This led to some preliminary research by both the City Attorney's Office and myself to determine if this was possible and what the City's best and most appropriate approach would be regarding this request.

Background

Rivers Edge Drive is located in the New North End and is a paved residential street that currently has traffic signalized access off Plattsburg Avenue. There are approximately 75 units within the development, which, when constructed, was a private development. In September of 1989, the right of way within the development was deeded to the City of Burlington as is, with a locked gated access to the western most segment of Rivers Edge Drive connecting to Northview Drive. Further research identified a City Resolution, dated February 2, 1999, which did not explicitly state but suggested the City's acceptance of the following streets: Northview, Borestone and Rivers Edge Drive; there were two listed exceptions to the dedication--that the horseshoe parking lot and all the catchbasins associated with this development remain private.

In my preliminary examination of the configuration, construction and condition of the roadway network within the Rivers Edge Development, I identified issues that will require further examination prior to any formal decision to open the gate because these issues raise serious concerns about the ability of the roadway network to safely service through traffic. These issues are:

- Northview, as a connecting street to Rivers Edge, has a narrow right of way;
- Rivers Edge, the primary route through west to east, is a 3 way intersection with through traffic maneuvering through the southern-most leg of the intersection with no stop control;
- The street is narrow for two way traffic, with parking on the north side of the street;
- The street has a striped bikelane on the south side of the street, further congesting it for multi-modal use;

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- Parking currently occurs on the north side of the street, with no cars parking on the south side of the street;
- There is an absence of any marked and adopted parking restrictions or regulations;
- Without a Traffic Circulation Study, it is not readily apparent to me how opening this access would change traffic patterns and what the consequences of that decision, positive and negative, would be;
- The existing curbing is not the City's standard curbing. It is a low slung asphalt cape cod curbing that will not limit or contain traffic in the roadway in the same way as the city standard concrete curb with 7" reveal does;
- We do not know how the roadway sub-base was developed and if it can support the additional traffic. It is generally understood that the native soil condition in this development is sandy soil, that is less susceptible to frost and heaving.

As a result, I believe that to properly assess the condition of the street and determine the costs to make it safe the city would need to commission an engineering study. I estimate the cost of the study to be \$15,000-\$20,000. Prior to committing the money and resources for a study, I believe that it is important to properly inform and engage the community in a conversation about the proposal to determine whether not there is support for it and to ensure the people directly affected by this decision are aware of the request to open the gate.

As a result of my recommendation, the Mayor sent a memo, dated April 26, 2016, to Joyce providing her with guidance as to how best to proceed. The memo called on her to petition residents of Rivers Edge Drive, Borestone Lane, Forest Street and Northview Drive and obtain and files signatures from at least 30% of residents of those streets in order for the City to move ahead with an engineering study to examine the concept of opening the gate.

Since April, Ms. Walsleben has been to numerous Public Works Commission meetings, met with the Mayor at the Bag Café, Councilors of the ward, and sought signatures from members of the public, both Rivers Edge residents and other residents of the New North End. As a result of her efforts, residents of the affected streets have been alerted to the request. As a further result, there are a substantial number of Rivers Edge residents that have organized a petition drive to keep the gate closed. I have attached for your consideration the two petitions I have received from the groups for and against opening the gate.

Ms. Walsleben's petition did not met the threshold of support outlined in the Mayor's Letter, which required that 30% of the residents of the affected offering support the opening of the street to through traffic. Her petition received one signature from one resident of Rivers Edge Drive. Her petition did receive support from 226 household of properties west of North Avenue. The opposing petition prepared by Ms. Julie Hill and other residents of Rivers Edge Drive, seeks to keep the gate closed. It received signatures of nearly all of the 109 properties identified by staff as directly affected by this decision.

Recommendation:

Based on the above discussion, I recommend that the City Council deny the request to study the concept of opening the gate and deny the opening of the gate. **To effectuate this recommendation, I recommend that:**

- **the City Council Transportation Energy and Utilities Committee (TEUC) approve the following motion: To recommend that the City Council deny the request to study the concept of opening of Rivers Edge Drive Gate and deny the request to open the gate.**
- I further recommend that the TEUC sponsor and support the following City Council motion: **To deny the request to study the concept of opening of Rivers Edge Drive Gate and deny the request to open the gate.**

Attachments:

- Mayor's Letter regarding Public Process –April 26, 2016
- Inventory of Addresses to Petition
- Joyce Walsleben Petition
- Rivers Edge Condominium Association Petition
- Correspondence from Rivers Edge Condominium Association
- Rivers Edge Deed
- City Council Resolution dated February 1, 1999
- Email Correspondence regarding the proposal to open gate



Office of Mayor Miro Weinberger

April 26, 2016

Joyce Walsleben
61 Northshore Drive
Burlington, VT 05408

Dear Joyce,

Thank you for your commitment and dedication, and for bringing the Rivers Edge Drive gate issue to our attention. For the past number of months, my office has reviewed the permit and deed documents with the City Attorney's Office and the Department of Public Works to understand the history and permitting issues involved with the project. Rivers Edge Drive was developed as a private road, and the gate was originally permitted for that reason. When the street was accepted by the City ten years later, the gate was left in place, apparently at least in part because the road did not fully meet City standards.

Generally, before considering a major traffic change and related costs in a specific neighborhood, the City would like to have a sense of the public support for the action. Therefore, as we have done in similar situations, we would suggest that if you wish to have the gate removed, you collect signatures on a petition from the affected neighbors asking the City to consider opening the gate. Generally, the City would want to see signatures from at least 30% of the properties directly impacted and an equal share of those not directly impacted that want the street examined to be opened. The directly impacted streets include: Rivers Edge Drive, Borestone Lane, Forest Street, and Northview Drive.

If such a petition is submitted to the Department of Public Works, the Department will then consider whether or not to conduct a traffic or other study and whether other improvements or alterations would be required to carry out the requested change. Any recommendations would then be submitted to the Public Works Commission (if they involve traffic matters) and/or the City Council (if they involve other streets issues), and public input would be taken at that time.

If you have questions about the process, please do not hesitate to contact my office or Norm Baldwin at the Department of Public Works. Thank you.

Sincerely,

Miro Weinberger
Mayor

Count	St #	St Name	Unit #	City	State	Zip	
	1	0 RIVERS EDGE DR	15	Burlington	VT	05408	1
	2	0 RIVERS EDGE DR	16	Burlington	VT	05408	2
	3	0 RIVERS EDGE DR	31-32	Burlington	VT	05408	3
	4	0 RIVERS EDGE DR	41-44	Burlington	VT	05408	4
	5	0 RIVERS EDGE DR	6	Burlington	VT	05408	5
	6	0 RIVERS EDGE DR	7	Burlington	VT	05408	6
	7	13 RIVERS EDGE DR		Burlington	VT	05408	7
	8	17 RIVERS EDGE DR		Burlington	VT	05408	8
	9	100 RIVERS EDGE DR		Burlington	VT	05408	9
	10	101 RIVERS EDGE DR	28	Burlington	VT	05408	10
	11	103 RIVERS EDGE DR	27	Burlington	VT	05408	11
	12	104 RIVERS EDGE DR		Burlington	VT	05408	12
	13	105 RIVERS EDGE DR	26	Burlington	VT	05408	13
	14	107 RIVERS EDGE DR	25	Burlington	VT	05408	14
	15	108 RIVERS EDGE DR		Burlington	VT	05408	15
	16	111 RIVERS EDGE DR	24	Burlington	VT	05408	16
	17	112 RIVERS EDGE DR		Burlington	VT	05408	17
	18	113 RIVERS EDGE DR	23	Burlington	VT	05408	18
	19	115 RIVERS EDGE DR	22	Burlington	VT	05408	19
	20	117 RIVERS EDGE DR	21	Burlington	VT	05408	20
	21	121 RIVERS EDGE DR	20	Burlington	VT	05408	21
	22	123 RIVERS EDGE DR	19	Burlington	VT	05408	22
	23	125 RIVERS EDGE DR	18	Burlington	VT	05408	23
	24	127 RIVERS EDGE DR	17	Burlington	VT	05408	24
	25	151 RIVERS EDGE DR	53	Burlington	VT	05408	25
	26	153 RIVERS EDGE DR	54	Burlington	VT	05408	26
	27	155 RIVERS EDGE DR	55	Burlington	VT	05408	27
	28	157 RIVERS EDGE DR	56	Burlington	VT	05408	28
	29	161 RIVERS EDGE DR	57	Burlington	VT	05408	29
	30	163 RIVERS EDGE DR	58	Burlington	VT	05408	30
	31	165 RIVERS EDGE DR	59	Burlington	VT	05408	31
	32	167 RIVERS EDGE DR	60	Burlington	VT	05408	32
	33	1 BORESTONE LN	1	Burlington	VT	05408	1
	34	3 BORESTONE LN	2	Burlington	VT	05408	2
	35	5 BORESTONE LN	3	Burlington	VT	05408	3
	36	7 BORESTONE LN	4	Burlington	VT	05408	4
	37	9 BORESTONE LN	5	Burlington	VT	05408	5
	38	11 BORESTONE LN	6	Burlington	VT	05408	6
	39	13 BORESTONE LN	7	Burlington	VT	05408	7
	40	15 BORESTONE LN	8	Burlington	VT	05408	8
	41	16 BORESTONE LN	29	Burlington	VT	05408	9
	42	18 BORESTONE LN	30	Burlington	VT	05408	10
	43	20 BORESTONE LN	31	Burlington	VT	05408	11
	44	22 BORESTONE LN	32	Burlington	VT	05408	12
	45	24 BORESTONE LN	33	Burlington	VT	05408	13
	46	26 BORESTONE LN	34	Burlington	VT	05408	14

47	35 BORESTONE LN	Burlington VT	05408	15	
48	40 BORESTONE LN	35 Burlington VT	05408	16	
49	42 BORESTONE LN	36 Burlington VT	05408	17	
50	44 BORESTONE LN	37 Burlington VT	05408	18	
51	45 BORESTONE LN	Burlington VT	05408	19	
52	46 BORESTONE LN	38 Burlington VT	05408	20	
53	48 BORESTONE LN	39 Burlington VT	05408	21	
54	49 BORESTONE LN	Burlington VT	05408	22	
55	50 BORESTONE LN	40 Burlington VT	05408	23	
56	52 BORESTONE LN	41 Burlington VT	05408	24	
57	54 BORESTONE LN	42 Burlington VT	05408	25	
58	56 BORESTONE LN	Burlington VT	05408	26	
59	58 BORESTONE LN	44 Burlington VT	05408	27	
60	61 BORESTONE LN	9 Burlington VT	05408	28	
61	63 BORESTONE LN	10 Burlington VT	05408	29	
62	65 BORESTONE LN	11 Burlington VT	05408	30	
63	67 BORESTONE LN	12 Burlington VT	05408	31	
64	72 BORESTONE LN	45 Burlington VT	05408	32	
65	74 BORESTONE LN	46 Burlington VT	05408	33	
66	76 BORESTONE LN	47 Burlington VT	05408	34	
67	78 BORESTONE LN	48 Burlington VT	05408	35	
68	80 BORESTONE LN	Burlington VT	05408	36	
69	82 BORESTONE LN	Burlington VT	05408	37	
70	83 BORESTONE LN	13 Burlington VT	05408	38	
71	84 BORESTONE LN	Burlington VT	05408	39	
72	85 BORESTONE LN	14 Burlington VT	05408	40	
73	86 BORESTONE LN	Burlington VT	05408	41	
74	87 BORESTONE LN	15 Burlington VT	05408	42	
75	89 BORESTONE LN	16 Burlington VT	05408	43	12.9
76	17 FOREST ST	Burlington VT	05408	1	
77	18 FOREST ST	Burlington VT	05408	2	
78	25 FOREST ST	Burlington VT	05408	3	
79	26 FOREST ST	Burlington VT	05408	4	
80	31 FOREST ST	Burlington VT	05408	5	
81	32 FOREST ST	Burlington VT	05408	6	
82	39 FOREST ST	Burlington VT	05408	7	
83	40 FOREST ST	Burlington VT	05408	8	
84	47 FOREST ST	Burlington VT	05408	9	
85	48 FOREST ST	Burlington VT	05408	10	
86	53 FOREST ST	Burlington VT	05408	11	
87	56 FOREST ST	Burlington VT	05408	12	
88	59 FOREST ST	Burlington VT	05408	13	
89	66 FOREST ST	Burlington VT	05408	14	
90	67 FOREST ST	Burlington VT	05408	15	
91	73 FOREST ST	Burlington VT	05408	16	
92	79 FOREST ST	Burlington VT	05408	17	5.1
93	1910 NORTH AVE	Burlington VT	05408		

94	1922 NORTH AVE		Burlington VT	05408		
95	13 NORTHVIEW DR		Burlington VT	05408	1	
96	23 NORTHVIEW DR		Burlington VT	05408	2	
97	31 NORTHVIEW DR		Burlington VT	05408	3	
98	51 NORTHVIEW DR		Burlington VT	05408	4	
99	67 NORTHVIEW DR		Burlington VT	05408	5	
100	75 NORTHVIEW DR		Burlington VT	05408	6	
101	80 NORTHVIEW DR		Burlington VT	05408	7	
102	96 NORTHVIEW DR	WEST	Burlington VT	05408	8	
103	98 NORTHVIEW DR	1A	Burlington VT	05408	9	
104	102 NORTHVIEW DR		Burlington VT	05408	10	
105	103 NORTHVIEW DR		Burlington VT	05408	11	
106	108 NORTHVIEW DR		Burlington VT	05408	12	3.6
107	1984 NORTH AVE		Burlington VT	05408		
108	1984 NORTH AVE	REAR	Burlington VT	05408		
109	2000 NORTH AVE		Burlington VT	05408		

**Joyce A. Walsleben
61 Northshore Dr
Burlington, VT 05408
917.355.6261**

September 17, 2016

Mayor Miro Weinberger
City Hall - 149 Church St
Burlington, VT 05401

Dear Mayor Weinberger,

The attached petition and information is in response to your letter of April 26, 2016, (attached) regarding my request to open the interconnecting streets of Northview Dr. (connected also with Forest and Woods Streets) and Rivers Edge Drive in Burlington. I have included a copy of my letter of 3/2/16 which more fully outlines my request and activity from 12/3/16 until that time.

Methods: Residents were contacted at their homes or at public places such as the Marathon and the local food trucks. If they lived north of Barley Rd, the petition was explained using a map of the area as needed. Questions were answered. Efforts were made to assure that the residents saw the opening as important for safety not convenience. At least one adult living in the unit was asked to sign. Only units were counted, although in some cases, more than one resident asked to sign. Therefore, more signatures than units will be noted.

Results: At this point in time, residents of 238 units (north of Simms St) have been successfully contacted and those of 224 units have agreed to sign the petition. The overwhelming rate of acceptance is 94% for units on the west side of North Ave and 30% for those on the east. *The caveat being that only seven units were approached on the east and only residents of two units signed.* Those two residents had been approached prior to an effort by Rivers Edge Association to defeat any chance of success for the petition there.

Discussion: Unfortunately, someone roiled the residents on the east side of North Ave with information I had shared. Flyers against the petition were distributed. Residents of Rivers Edge were prepared in advance: Each repeated verbatim the same arguments against opening the gate. As a group they believe 'no emergency incidents have ever occurred and therefore none will occur in the future' which demand the gate to be opened. They evidently allow the children to play in the streets and are concerned about traffic. We sincerely sympathize with that. However, there was a complete refusal to discuss compromise. When we suggested an emergency situation such as a person with a heart attack at 4 AM needing an ambulance when North Ave is blocked by a fallen tree or wire, the answer was, "Well, I guess you would die!" Another suggested if we 'don't feel safe, we should move'. They do not believe the roads are fully connected and owned by the city.

Two of their older residents are sure the gate was meant to be permanent. On the other hand, information from older residents on the west side of North Ave disputes the permanency of the gate, relaying their expectation of removal when the building was done. Despite an informative discussion with a Rivers Edge board member, the level of animosity and the lack of any interest in compromise precluded my feeling safe enough to continue attempting a petition there.

Overall there appears to be a real need to address the definition of 'emergencies'. There have been five emergencies/incidents raised by residents during which no attempt to open the gate or divert traffic occurred.

1) A large fire at North Gate occurred during its construction and residents north of the fire were shunted up North Ave to the lake until it was brought under control. Those south of the fire couldn't move because of emergency traffic.

2) There had been a deadly crash where a car was split in half having hit a tree by North Gate. North Ave was closed. Residents were forced to walk their children past the scene on their way to Flynn school. Opening the gate would have allowed them to avoid the area.

3) More recently, there was a major car crash around Starr Farm road which shut down the intersection of North Ave and Plattsburgh Ave. Cars were backed up all around the intersection, down North Ave and up Plattsburgh Ave for almost two hours before being guided towards the lake and around the Flynn school yard. Two of my neighbors, each of whom had run to the drug store for a very ill spouse left at home, were caught in that. One was able to get to Turf and drive against the flow on the one way street, the other was told to sit in her car and wait.

4) There was a recent lockdown at the Flynn school which locked up the road for over an hour. Cars were not able to reach Barley Rd to leave the area.

5) Each year, during the marathon, when we have added thousands of people and are essentially locked in place for hours, the ambulances and emergency vehicles repeatedly make their way loudly up and down our section of North Ave, causing concern for runners and watchers while no attempt to at least temporarily open the gate and allow shorter, safer access is made.

Conclusion: How does the city justify locking an interconnecting roadway and effectively trapping residents of 770 housing units to use a one mile long roadway for ingress and egress? I am hopeful that you will take the petition into consideration to rectify this issue as promised.

Sincerely,



Joyce Walsleben



Office of Mayor Miro Weinberger

April 26, 2016

Joyce Walsleben
61 Northshore Drive
Burlington, VT 05408

Dear Joyce,

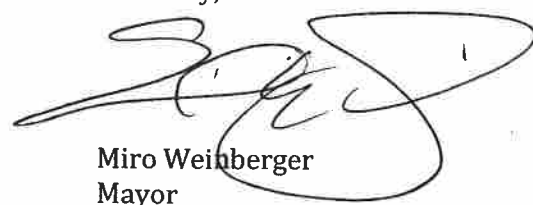
Thank you for your commitment and dedication, and for bringing the Rivers Edge Drive gate issue to our attention. For the past number of months, my office has reviewed the permit and deed documents with the City Attorney's Office and the Department of Public Works to understand the history and permitting issues involved with the project. Rivers Edge Drive was developed as a private road, and the gate was originally permitted for that reason. When the street was accepted by the City ten years later, the gate was left in place, apparently at least in part because the road did not fully meet City standards.

Generally, before considering a major traffic change and related costs in a specific neighborhood, the City would like to have a sense of the public support for the action. Therefore, as we have done in similar situations, we would suggest that if you wish to have the gate removed, you collect signatures on a petition from the affected neighbors asking the City to consider opening the gate. Generally, the City would want to see signatures from at least 30% of the properties directly impacted and an equal share of those not directly impacted that want the street examined to be opened. The directly impacted streets include: Rivers Edge Drive, Borestone Lane, Forest Street, and Northview Drive.

If such a petition is submitted to the Department of Public Works, the Department will then consider whether or not to conduct a traffic or other study and whether other improvements or alterations would be required to carry out the requested change. Any recommendations would then be submitted to the Public Works Commission (if they involve traffic matters) and/or the City Council (if they involve other streets issues), and public input would be taken at that time.

If you have questions about the process, please do not hesitate to contact my office or Norm Baldwin at the Department of Public Works. Thank you.

Sincerely,



Miro Weinberger
Mayor

Re: Walsleben letter to mayor Weinberger 9.18.16

ATTACHMENTS:

- 1) Map
- 2) Information sheet on roadway history and concerns
- 3) Letter to me from Mayor dated 4.26.2016
- 4) Petition - 15 pages
- 5) Letter to mayor dated 3.2.2016

PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

- To address the health, safety and welfare of the residents of the 770+ residential lots serviced by North Avenue north of Barley Road.
- To augment the ingress and egress capacity to said residents, by eliminating the locked gate on the public roadway designated as Northview Drive where it joins Rivers Edge Drive.
- To honor the original intent of the agreement with the City of Burlington to remove said gate when the roadway was accepted by the city.
- To bring the area closer to compliance with nationally accepted norms for interconnectivity for emergency services and evacuation.

We the undersigned request the City of Burlington to take the necessary steps to eliminate the locked gate at Northview Drive where it joins Rivers Edge Drive, and open the roadway to two-way neighborhood vehicle passage.

DATE	PRINT NAME	PRINT ADDRESS	Signature
4/27/16	JOHN SWANSON	128 NORTH SHIRE DR	[Signature]
4/27/16	Elizabeth Watson	132 NORTH Shore Dr.	[Signature]
4/27/16	ROG WATSON	132 NORTH SHIRE DR	[Signature]
4/27/16	Tom Swanson	118 Northshore Dr.	[Signature]
5/13/16	Betsy Catanzaro	10 Northshore Dr.	[Signature]
5/14/16	Linnear Taylor	7 Northshore Dr.	[Signature]
5/14/16	Ditcher Carlson	54 Northshore Dr.	[Signature]
5/14/16	Gary Corbin	54 Northshore Dr.	[Signature]
5/15/16	Jackie HAWKS	59 Northshore Dr.	[Signature]
5/15/16	Peter HAWKS	59 Northshore Dr.	[Signature]
5/15/16	Debra Dodge	57 Northshore Dr.	[Signature]
5/15/16	Catherine Conner	55 Northshore Dr.	[Signature]
5/15/16	Suzanne Althoff	42 Northshore Dr.	[Signature]
5/15/16	Olga Althoff	42 Northshore Dr.	[Signature]
5/15/16	ARRY LEVI	32 NORTHSHORE DR	[Signature]
5/15/16	ARRY LEVI	32 NORTHSHORE DR	[Signature]
5/15/16	W. W. W. W.	23 Northshore	[Signature]
5/15/16	Emily R. W.	18 Northshore Dr.	[Signature]
5/15/16	Pauline Cervoni	15 Northshore Dr.	[Signature]
5/15/16	JOANU CARSON	11 NORTHSHORE DR.	[Signature]
5/15/16	Jane Hughes	9 Northshore Dr.	[Signature]
5/15/16	David C. Thurt	8 Northshore Dr.	[Signature]
5/15/16	MAZU JIN DION	8 NORTHSHORE DR	[Signature]
5/15	Jean Jordan	3 Northshore	[Signature]
5/17/16	Faye Lawes	14 Hardy Ave	[Signature]
5/17/16	Wanda Davis	20 Hardy Ave	[Signature]
5/17/16	Elizabeth Dusablon	76 Hardy Ave.	[Signature]
5/17/16	JANU W. W.	28 Hardy Ave	[Signature]
5/17/16	Brianne Waller	84 Hardy Avenue	[Signature]

Units: 23
 Residents: 19

PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

- To address the health, safety and welfare of the residents of the 770+ residential lots serviced by North Avenue north of Barley Road.
- To augment the ingress and egress capacity to said residents, by eliminating the locked gate on the public roadway designated as Northview Drive where it joins Rivers Edge Drive.
- To honor the original intent of the agreement with the City of Burlington to remove said gate when the roadway was accepted by the city.
- To bring the area closer to compliance with nationally accepted norms for interconnectivity for emergency services and evacuation.

We the undersigned request the City of Burlington to take the necessary steps to eliminate the locked gate at Northview Drive where it joins Rivers Edge Drive, and open the roadway to two-way neighborhood vehicle passage.

DATE	PRINT NAME	PRINT ADDRESS	Signature
5/17/16	Shirley Willingham	123 Northshore Dr.	Shirley Willingham
5/17/16	Elisbeth Mado	120 "	Elisbeth Mado
5/17/16	GABRIELLA Karsch	124 Northshore Dr.	Gabriella Karsch
5/17/16	Margaret Gelinas	121 Northshore Dr.	Margaret Gelinas
5/18/16	GILDA BIGGS	103 NORTHSHORE	Gilda Biggs
5/18/16	Daniel Ziegler	103 North Shore Dr.	Daniel Ziegler
5/18/16	Alexander & Zehnska	119 North Shore Dr.	Alexander & Zehnska
5/18/16	Margu Zehnska	" "	Margu Zehnska
5/18/16	Steve Raymond	84 Northshore Dr.	Steve Raymond
5/21/16	Matt Sam	127 Claire Pointe Rd	Matt Sam
5/21/16	Lucas Mullally	115 Claire Pointe Rd	Lucas Mullally
5/21/16	Liza Smith-Vedder	111 Claire Pointe Rd	Liza Smith-Vedder
5/21/16	Nicole Gagnon	123 Claire Pointe Rd	Nicole Gagnon
5/21/16	Joe Gagnon	123 Claire Pointe Rd.	Joe Gagnon
5/21/16	Mike Paul	87 Claire Pt. Rd.	Mike Paul
5/23/16	Michael Mc Bee	6 Hardy Ave	Michael Mc Bee
5/23/16	David B...	34 Hardy	David B...
5/23/16	Helen F. Gossard	42 Hardy Ave	Helen F. Gossard
5/23/16	Durana Blon	43 Hardy Ave	Durana Blon
5/23/16	Dyanice Little	43 Hardy Ave	Dyanice Little
5/23/16	Francis Gault	10 Hardy Ave	Francis Gault
5/23/16	Jana Lafayette	98 Hardy Ave	Jana Lafayette
5/23/16	Libby Branch	93 Hardy Ave	Libby Branch
5/23/16	Janice H. Young	101 Hardy Ave	Janice H. Young
5/23/16	Thomas P. Gault	119 Hardy Ave	Thomas P. Gault
5/23/16	Lucie Blanchard	112 Hardy Ave	Lucie Blanchard
5/23/16	Larry Blanchard	112 HARDY AVE	Larry Blanchard
5/24/16	Joanna Cole	108 Rivers Edge Dr.	Joanna Cole
5/29/16	Robert LaPointe	2048 North Ave.	Robert LaPointe

u-17
Sign

u-15
5-18
*
u-2
u-2

Units
1 unit Rivers Edge

Pls sign only once!

PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

- To address the health, safety and welfare of the residents of the 770+ residential lots serviced by North Avenue north of Barley Road.
- To augment the ingress and egress capacity to said residents, by eliminating the locked gate on the public roadway designated as Northview Drive where it joins Rivers Edge Drive.
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We the undersigned request the City of Burlington to take the necessary steps to eliminate the locked gate at Northview Drive where it joins Rivers Edge Drive, and open the roadway to two-way neighborhood vehicle passage.

DATE	PRINT NAME	PRINT ADDRESS	Signature
5/18/16	LINDA GREER	79 Northshore Dr.	Linda Greer
5/18/16	LOYD LACASSE	74 Northshore Dr.	Lloyd Lacasse
"	JANICE CLEMENTS	63 NORTSHORE DR.	Janice Clements
"	FRANK WILLIS	86 NORTSHORE DR.	Frank Willis
"	Shirley Willis	86 NORTSHORE DR.	Shirley Willis
"	Sally Chasnick	29 Northshore Dr.	Sally Chasnick
5/11	Ron Ruffert	135 Northshore Dr.	Ron Ruffert
5/18/16	Glenn Fay, Jr	27 Northshore	Glenn Fay, Jr
5/18/16	Jack Bremer	96 Northshore	Jack Bremer
5/18/16	Lilly Li	96 Northshore	Lilly Li
5-18-16	Jean Rook	56 Northshore	Jean Rook
5/18/16	Howard Smith	101 Northshore	Howard Smith
5/18/16	PAT GUINLAD	130 NORTSHORE DR.	Pat Guinlad
5.18.16	VIRGINIA HOOD	25 Northshore Drive	Virginia Hood
5/18/16	ELIZABETH MILES	107 Northshore Drive	Elizabeth A. Miles
5/18/16	LARISA DEVOST	62 NORTSHORE AVE	Larisa Devost
5/18/16	W. Stephen Yaw	23 Northshore Dr.	W. Stephen Yaw
5/18/16	Natalie Swaney	13 Northshore Dr.	Natalie Swaney
5/18/16	John Michael Meyer JOHN MICHAEL MEYER	75 NORTSHORE DR.	John Michael Meyer
5/18/16	LISA PAIGE	87 Northshore Drive	Lisa Paige
5/18/16	HELEN WELTMAN	109 Northshore Dr.	Helen Weltman
5/29/16	CHELSEA OCLATIS	25 WESTWARD DR.	Chelsea Oclatis
5/29/16	Kyuan Fung	2044 North Ave.	Kyuan Fung
5/29/16	CARRIE MCCOY	2044 N. Ave.	Carrie McCoy
5/29/16	Kegan Reed	2056 North Ave.	Kegan Reed
5/29/16	NICOLE DUNSCOLL	2056 NORTH AVE.	Nicole Dunsoll
5/29/16	Heather Wick	2069 North Ave.	Heather Wick
5/29/16	Sara Yackovetsky	2069 North Ave.	Sara Yackovetsky
5-29-16	Margaret Gundersen	2089 North Ave.	Margaret Gundersen

#96

Unit 18
Sign 20

Unit 18
Sign 20

PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

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DATE	PRINT NAME	PRINT ADDRESS	Signature
5/12/16	ELIZABETH KNUDSEN	116 Northshore Dr	Elizabeth Knudsen
5/17/16	JENNIFER MARTIN	90 HARDY AVE	Jennifer Martin
5/17/16	Tim Roguile	90 HARDY AVE	Tim Roguile
5/17/16	JOE Baylon	106 HARDY AVE	Joe Baylon
5/17/16	George Carlet Dr.	35 Derling Dr	George Carlet
5/17/16	Robert Dixon	71 HARDY AV	Robert Dixon
5/17/16	John Day	35 Hardy Ave	John Day
5/17/16	Sarah John	35 Hardy Ave	Sarah John
5/17/16	Lisa Tulko	21 Hardy Ave	Lisa Tulko
5/17/16	Cassandra Montminy	5 Hardy Ave	Cassandra Montminy
5/17/16	Keith Cunningham	5 Hardy Ave	Keith Cunningham
5/17/16	Christopher Liddle	39 Westward Dr	Christopher Liddle
5/17/16	Hillary Liddle	39 Westward Dr	Hillary Liddle
5/18/16	Phyllis Whitcomb	26 North Shore Dr	Phyllis Whitcomb
5/29/16	Lucy B. Masters	35 Northshore Dr	Lucy B. Masters
5/29/16	Ashley Taylor	15 Northgate Rd	Ashley Taylor
5/29/16	Anita Bost	66 Northshore Dr	Anita Bost
5/29	DONDA - ECHA	36 Northgate Rd	DONDA
5/29	Jackie Dodge	18 Northgate	Jackie Dodge
5/29	Almira Kadric	6 Northgate Rd	Almira Kadric
5/29	ALMIRA BASIC	73 NORTHGATE RD.	Almira
5/29	Shawn Hathaway	74 Northgate	Shawn Hathaway
5/29	Michelle Benedict	72 Northgate Rd	Michelle Benedict
5/29	Linda Romeo	51 Northgate Rd	Linda Romeo
5/29	Theresa Smart	217 Northgate Rd	Theresa Smart
5/29	Amanda Moore	91 Northgate Rd	Amanda Moore
5/29	Laurie P. Koberle	81 Northgate Rd	Laurie P. Koberle
5/29	Daniel Toand	113 Northgate Rd	Daniel Toand
5/29	Samantha Old	302 Northgate Rd	Samantha Old

Sign 14
units 10

4-16
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13th 9
24 units

PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

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DATE	PRINT NAME	PRINT ADDRESS	Signature
5-21-16	G. Dotter	37 Claire Pointe	G. Dotter
	Louise Merman	43 Claire Pointe	Louise Merman
5/21/16	JOYCE W. ORR	47 Claire Pointe	Joyce W. Orr
5/21/16	Elizabeth Webb	45 Claire Pointe	Elizabeth Webb
	Bill DAVISON	55 Claire Pointe	Bill DAVISON
5/21/16	RAY STEAMMAN	59 Claire Pointe	RAY STEAMMAN
5/21/16	BROOKE LOCKWOOD-GLE	33 CLAIRE Pointe Rd, Burl	BROOKE LOCKWOOD-GLE
5/21/16	Touham Paul	87 Claire Pointe Rd	Touham Paul
5/29/16	Isaiah Keepin	19 Woods St	Isaiah Keepin
5/29/16	JARA Goldstein	1936 North Ave.	JARA Goldstein
5/29/16	Bobby Harkins	1936 N. AVE	Bobby Harkins
5/29/16	Melinda K. O'Leary	33 Northgate	Melinda K. O'Leary
5/29/16	Juwana Jaramila	301 Northgate R.D	Juwana Jaramila
5/29/16	Juan Jaramila	301 Northgate RD.	Juan Jaramila
5/29/16	Alvin Jaramila	301 Northgate RD.	Alvin Jaramila
5/29/16	ADIAN KARLAK	33 NORTHGATE	ADIAN KARLAK
5/29/16	MARIA IOANA	113 NORTHGATE RD	MARIA IOANA
5/29/16	Sandra Griffin	402 Northgate Rd	Sandra Griffin
5/29/16	Ken Gohy	1928 North Ave	Ken Gohy
5/29/16	Ellen Lascelle	88 Northshore	Ellen Lascelle
5/29/16	Bob Lascelle	88 North Shore Drive	Bob Lascelle
5-30-16	Jon ANDRUS	94 Northshore	Jon ANDRUS
5-30-16	Susan B. Leavitt	94 Northshore	Susan B. Leavitt
5-30-16	DANKE DEHNE	104 Northshore	DANKE DEHNE
5-30-16	Roland Dehne	104 Northshore	Roland Dehne
6/1/16	J. R. Nette	446 North Shore Dr	J. R. Nette
6/1/16	Dana Corey	319 Northgate Rd.	Dana Corey
6/1/16	Lecan Lund	3768 Spearhead Charlotte	Lecan Lund
6/1/16	Devon Mullen	351 Northgate Rd	Devon Mullen

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6-5-30

WORKS

VG

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PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

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DATE	PRINT NAME	PRINT ADDRESS	Signature
6/1/16	Jessica Bean	211 Northgate Rd	Jessica Bean
6/1/16	Merissa Swedro	240 Northgate Rd	Merissa Swedro
6/1/16	Nikki Eiro	250 Northgate Rd	Nikki Eiro
6/1/16	Jamie L Savoff	244 Northgate Rd	Jamie L Savoff
6/1/16	Brittany Robertson	129 Northgate Rd	Brittany Robertson
6/1/16	Crystal Sandlin	129 Northgate Rd	Crystal Sandlin
6-1-16	Anthony Soudiff	244 Northgate Rd	Anthony Soudiff
6/1/2016	Rodrigo Corey	42 Westhaven Dr	Rodrigo Corey
6/1/2016	Ksenia Ursu	241 NORTHGATE	Ksenia Ursu
6/1/2016	Mahmoud Mukunda	341 NORTHGATE	Mahmoud Mukunda
6-1-16	ASMA BOUNSAHA	255 NORTHGATE	ASMA BOUNSAHA
6-1-16	Sarah Buhl	247 Northgate Rd.	Sarah Buhl
6-1-16	Dawa Rimang	241 Northgate Rd	Dawa Rimang
6-1-16	Svetlana Ursu	222 Northgate Rd	Svetlana Ursu
6-1-16	Shannon Moniere	358 Northgate Rd	Shannon Moniere
6-1-16	Jadwiga Osmancevic	71 Northgate Rd	Jadwiga Osmancevic
6-1-16	DENUNIA OSMANCEVIC	210 Northgate Rd.	DENUNIA OSMANCEVIC
6-1-16	Rebekah Tucker	215 Northgate Rd.	Rebekah Tucker
6-1-16	Claire Brunell	214 Northgate Rd	Claire Brunell
6-1-16	LEWEE PIERRE	42 " "	LEWEE PIERRE
6-1-16	Robert Bernard	342 " "	Robert Bernard
6-1-16	Heather Newcomb	242 Northgate Rd.	Heather Newcomb
6/1/16	Michael Lot	104 Northgate Rd	Michael Lot
6/1/16	Tabillon Bravie	229 Northgate Rd.	Tabillon Bravie
6/1/16	Diane Ballou	225 FAIRBANK	Diane Ballou
6/3/16	Traci Barrett	30 Northshore	Traci Barrett
6.3.16	Steve Di Carolis	2 NORTHSHORE DR	Steve Di Carolis
6.3.16	Casen Lyon	23 Derway Dr	Casen Lyon
6.4.16	Kim Ward.	3065 North Ave	Kim Ward

utter
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PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

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DATE	PRINT NAME	PRINT ADDRESS	Signature
5/15/16	SUZANNE GREENE-R	70 NORTHSHORE DR	[Signature]
5/15/16	Georgia Cumming	73 Northshore Dr	[Signature]
5/15/16	JOANNE MUEHLBERGER	75 NORTHSHORE DR	[Signature]
5/15/16	HOWARD MUEHLBERGER	75 NORTHSHORE DR	[Signature]
5/15/16	ANTHONY PETTIT	73 Northshore	[Signature]
5/15/16	Jane Heins	78 Northshore Dr	[Signature]
5/15/16	MARY LaCasse	74 Northshore Dr.	[Signature]
5/26/16	Carol Mann	71 North Shore	[Signature]
5/26/16	John H. HANNAH	92 North Shore	[Signature]
5/26/16	Eleanor McCole	95 Northshore Dr	[Signature]
5/26/16	Morella DeVost	64 Northshore Dr Burlington	[Signature]
6/3/16	Dan McIntyre	131 Northshore Dr. BTV	[Signature]
8/29/16	SEAN McDONOUGH	14 DEWEY DRIVE, BURL	[Signature]
8/29/16	Mary Eutnam	25 Wing St	[Signature]
8/29/16	JEAN LEBLANC	10 WING ST	[Signature]
8/29/16	Matthew Perry	19 Simms St	[Signature]
8/29/16	WAYNE VAUGHAN	45 Simms St	[Signature]
8/29/16	Lawrence Clark	5 Edson St	[Signature]
8/29/16	Jordan Taylor	26 Edson St	[Signature]
8/29/16	Rebecca Porter	23 Edson St	[Signature]
8/29/16	RON MEUNIER	23 EDSON ST.	[Signature]
8/29/16	VIRGINIA KINGEY	36 EDSON ST	[Signature]
8/29/16	Kristopher Dandelin	36 Dewey Dr	[Signature]
8/29/16	Patti Racine	1877 North Ave.	[Signature]
8/29/16	Karin Fuglestad	1885 North Ave	[Signature]
9/15/16	Joyce Walsleben	61 Northshore Dr	[Signature]

Thanks

PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

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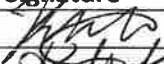
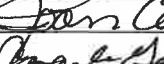
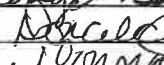
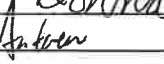
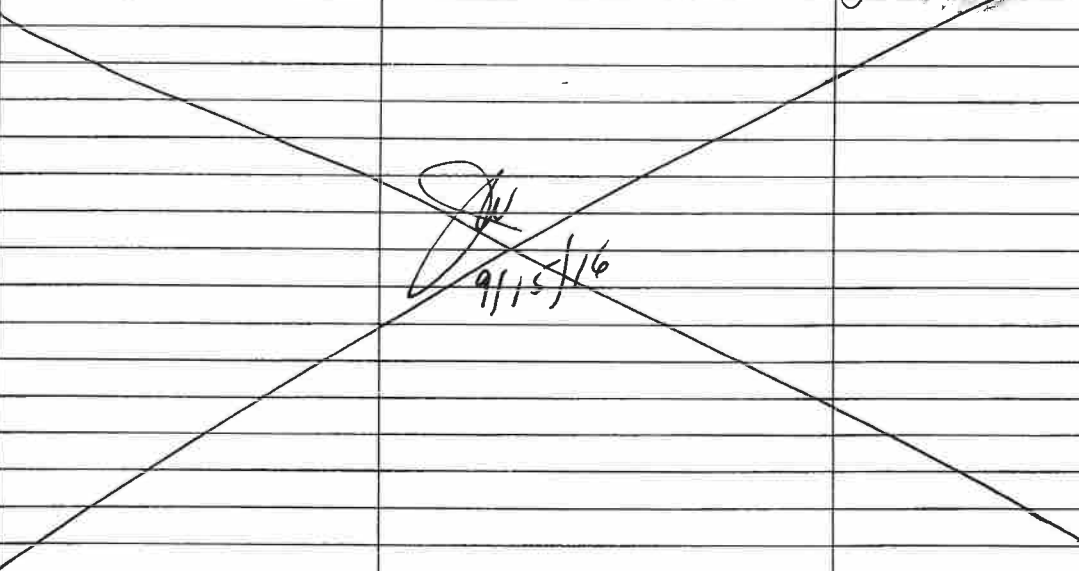
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DATE	PRINT NAME	PRINT ADDRESS	Signature
4/28/16	Kaye Alexander	112 Northshore Dr	Kaye Alexander
4/28/16	Edward Lalonde	112 NORTHSHORE	Edward Lalonde
4/28/16	Eric Corbman	67 Northshore	Eric Corbman
4/28/16	Bruce Nelson	12 Northshore	Bruce Nelson
4/28/16	Karen Corbman	67 Northshore	Karen Corbman
4/28/16	Meredith Anderson	6 Northshore Dr.	Meredith Anderson
4/28/16	Donna Sutton FAY	27 Northshore Dr	Donna Sutton FAY
4/28/16	PATRICIA Mae CUBBIN	38 NORTHSHORE DR	Patricia Mae CUBBIN
4/28/16	Michael Duval	13 Northshore	Michael Duval
5/13/16	Kevin Spaulding	60 Northshore	Kevin Spaulding
5/13/16	Benjamin Wright's	60 Northshore	Benjamin Wright's
5/13/16	Cecily Dwyer	4 Northshore	Cecily Dwyer
5/13/16	Michael Cooper	4 Northshore	Michael Cooper
5/14/16	Mary Romany	53 Northshore Dr.	Mary Romany
5/14/16	Frank E. Romany	53 Northshore Dr.	Frank E. Romany
5/14/16	Michael Gilman	48 Northshore Dr.	Michael Gilman
5/14/16	Kevin Gallagher	48 Northshore Dr.	Kevin Gallagher
5/14/16	FREDERICK B. BEYERLEIN	44 NORTHSHORE DR	FREDERICK B. BEYERLEIN
5/14/16	STEVE THUBANN	47 Northshore Dr	STEVE THUBANN
5/14/16	MIGUEL A. Bernard-Rivera	37 Northshore Dr.	Miguel A. Bernard-Rivera
5/14/16	Vivian	33 Northshore Dr.	Vivian
5/14/16	Diana Agnew	31 Northshore Dr.	Diana Agnew
5/14/16	Justin Johnson	28 Northshore Dr.	Justin Johnson
5/14/16	George Bradburn	23 Northshore Dr.	George Bradburn
5/14/16	Robert Bradburn	22 Northshore Dr.	Robert Bradburn
5/14/16	Leslie Turtell	20 Northshore Dr.	Leslie Turtell
5/14/16	Thommas Done	122 North Ave	Thommas Done
5/13/16	Al Williams	10 North Shore	Al Williams

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DATE	PRINT NAME	PRINT ADDRESS	Signature
5/21/16	Kyle Reardon	91 Claire Point Rd	
5/21/16	KATY KENT	89 " " "	
5-25-16	Donna Turnbaugh	74 Fairview Dr	
5-25-16	Joan Cocchetti	75 Northgate Rd	
5-25-16	Angela Gans	77 Northgate Rd	
5/21/16	DONALD CURTIS	116 Northgate Rd	
5/25/16	Donna Curtis	116 Northgate Rd	
5/25/16	Andrew Faircloth	69 Northgate Rd	
5/25/16	Myron Faircloth	69 Northgate Rd	
6/8/16	Aline Mills	1841 North Ave	
6-14-16	ANN TAYLOR	1847 NORTH AVE	
6/4/16	Neil Darling	1844 North Avenue	
10/4/2010	Barbara Dric	1800 North Avenue	
			

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PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

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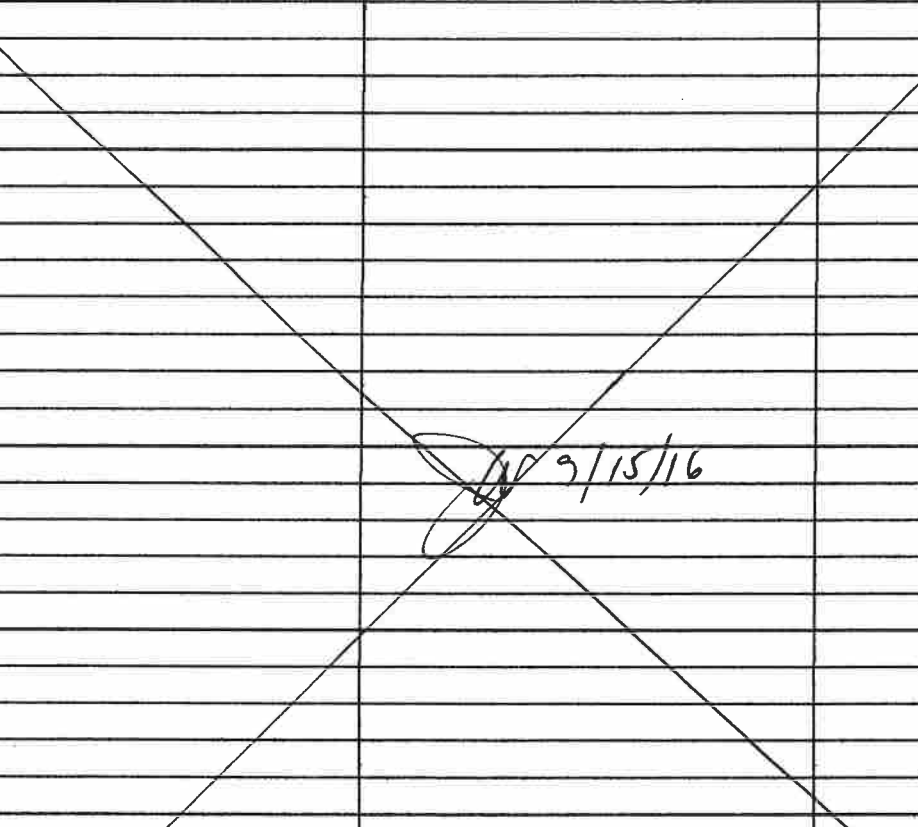
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DATE	PRINT NAME	PRINT ADDRESS	Signature
5/30/16	Morella Devost	64 Northshore Dr., Burlington	Morella Devost
6/5/16	Deborah Farley	65 Northshore Dr., Burlington	Deborah Farley
6/15/16	Gardner O'Neil	66 Northshore Dr., Burlington	Gardner O'Neil
9/15/16			

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DATE	PRINT NAME	PRINT ADDRESS	Signature
6/7/16	Linda Ritchie	400 Apple tree Pt Rd	L. Ritchie
 9/15/16			

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2016

DATE	PRINT NAME	PRINT ADDRESS	Signature
5/20	JEFF WINKLER	414 NORTHGATE ROAD	<i>Jeff Winkler</i>
5-20	steve Jaramillo	128 Northgate Road	<i>Steve Jaramillo</i>
5/25	Ryan Senna	405 Northgate Rd	<i>Ryan Senna</i>
5/31	Stephanie Barrons	333 Northgate Rd	<i>Stephanie Barrons</i>
5/31	Jaydon Lafontaine	428 Northgate Rd	<i>Jaydon</i>
6/2	Mindy Stewart	440 Northgate RD	<i>Mindy Stewart</i>
6/2	ANN DODDGE	90 Northgate Rd	<i>ANN DODDGE</i>
6/15	Hope Smith	457 Northgate Rd	<i>Hope Smith</i>
6/15	David Lacroix	226 Northgate Rd	<i>David Lacroix</i>
	Kevin Bean	111 N GATE	<i>Kevin Bean</i>
	Shannon Whitehouse	363 N. Gate Rd	<i>Shannon Whitehouse</i>
	Kristina Francis	266 Northgate rd	<i>Kristina Francis</i>
	Stan Lafontaine	213 Northgate Rd	<i>Stan Lafontaine</i>
6/15	Jordan Guerin	232 Northgate Rd	<i>Jordan Guerin</i>
6/15	Ashlie Tricou	232 Northgate Rd	<i>Ashlie Tricou</i>

9/15/15

Accounts

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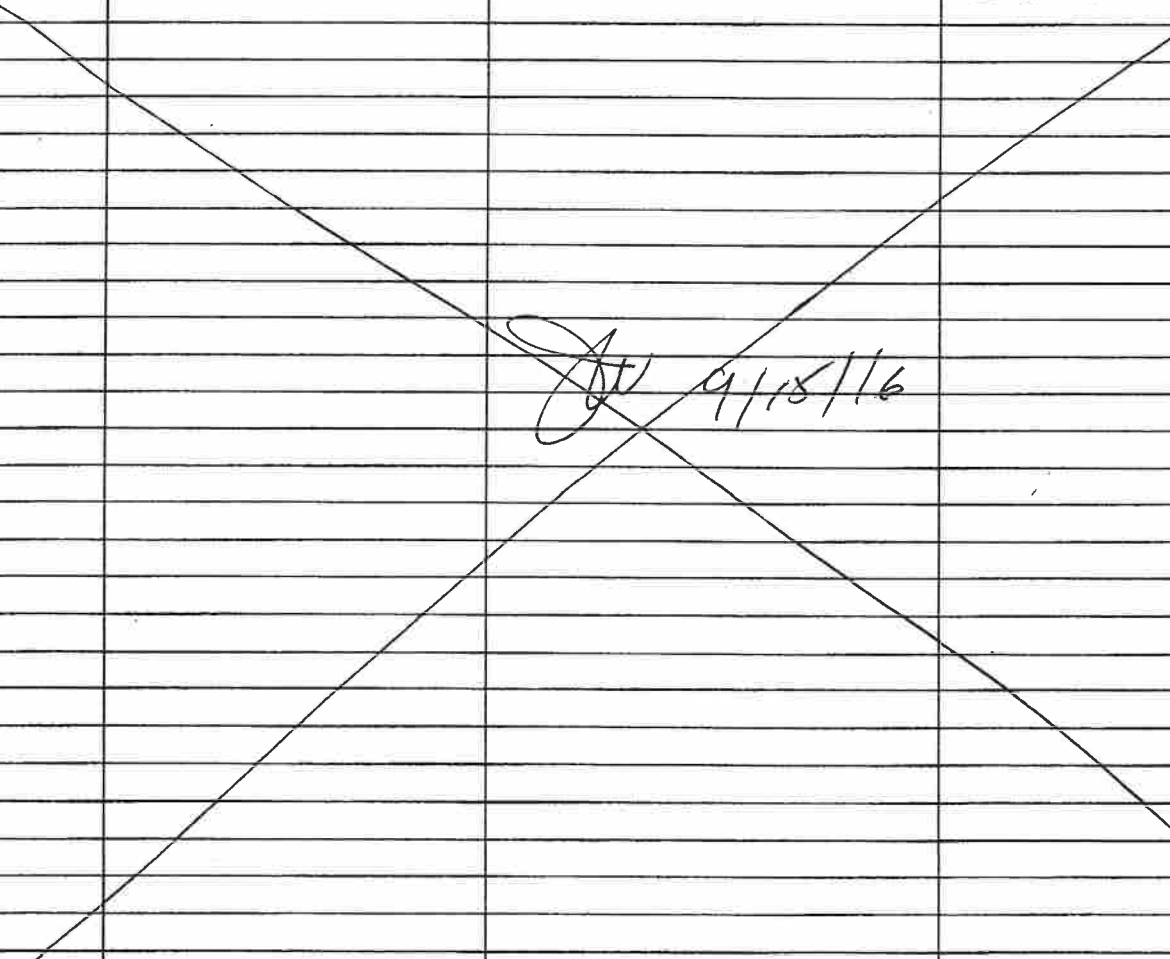
DATE	PRINT NAME	PRINT ADDRESS	Signature
5-12-16	Susan E Rittanhouse Clarence S Nutter	76/77 Northshore Dr. 9 Claire Pt Rd	<i>[Signature]</i>
5/21/16	Kellie L. Smith	15 Claire Pt. Rd	<i>[Signature]</i>
5/21/16	Mary Campbell	17 Claire Pt. Rd.	<i>[Signature]</i>
<i>[Large X across page]</i>			
<i>[Signature]</i> 9/15/16			

Quants

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- To honor the original intent of the agreement with the City of Burlington to remove said gate when the roadway was accepted by the city.
- To bring the area closer to compliance with nationally accepted norms for interconnectivity for emergency services and evacuation.

We the undersigned request the City of Burlington to take the necessary steps to eliminate the locked gate at Northview Drive where it joins Rivers Edge Drive, and open the roadway to two-way neighborhood vehicle passage.

DATE	PRINT NAME	PRINT ADDRESS	Signature
6/4/16	GARY DION	2061 NORTH AVE	Gary Dion
6/4/16	Tane Gunderson	37 Fairmont Pl	Tane Gunderson
			

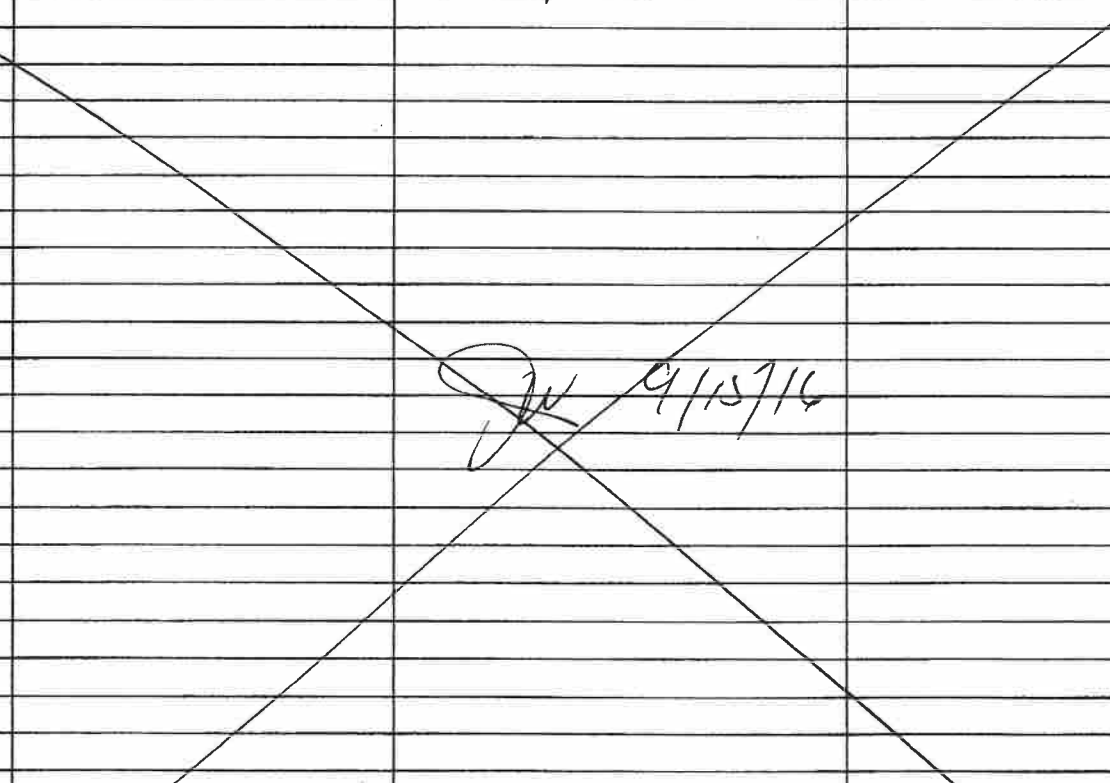
Hand stop 1

Zerbst

PETITION: to eliminate the locked gate on Northview Dr and Rivers Edge Dr.

- To address the health, safety and welfare of the residents of the 770+ residential lots serviced by North Avenue north of Barley Road.
- To augment the ingress and egress capacity to said residents, by eliminating the locked gate on the public roadway designated as Northview Drive where it joins Rivers Edge Drive.
- To honor the original intent of the agreement with the City of Burlington to remove said gate when the roadway was accepted by the city.
- To bring the area closer to compliance with nationally accepted norms for interconnectivity for emergency services and evacuation.

We the undersigned request the City of Burlington to take the necessary steps to eliminate the locked gate at Northview Drive where it joins Rivers Edge Drive, and open the roadway to two-way neighborhood vehicle passage.

DATE	PRINT NAME	PRINT ADDRESS	SIGNATURE
5-25-16	Arline Besette	2007 North Ave	<i>Arline Besette</i>
5-25-16	Michael Besette	2007 North Ave	<i>Michael Besette</i>
5-25-16	Lavenia Medeiros	43 Algird ST	<i>Lavenia Medeiros</i>
 9/15/16			

61 Northshore Drive
Burlington VT 05408
3/2/2016

Mayor Miro Weinberger
149 Church St
Burlington VT 05401

Dear Mayor Weinberger,

I would like to thank you and your staff for meeting with me on the following occasions regarding the opening of the locked gate on Northview Drive preventing interconnectivity into Rivers Edge Drive in the New North End.

12.3.2015	Meeting with Mayor Weinberger and Jordan Redell at the Bagel café
12.7.2015	Meeting with Jay Appleton for census
	Various meetings/conversations with councilor Tom Ayres
1.6.2016	Meeting with Mayor Weinberger and Jordan Redell
1.15.2016	Meeting with Norm Baldwin – DPW
1.20.2016	DPW presentation
2.11.2016	Meeting with Councilor Dave Hartnett
	Meeting with the Fire marshal
2.17.2016	DPW meeting – spoke with Norm Baldwin
2.24.2016	Meeting with Mayor Weinberger, Jordan Redell, Dave Hartnett, Tom Ayers (café)
	NPA meeting later than evening
3.1.2016	Meeting with North Gate condo management
3.2.2016	Meeting with Mayor Weinberger, Jordan Redell, and others at café

Let me reiterate that per ITE Neighborhood Street Design Guidelines, current 2010 edition, section 4.6.2:

It is recommended that dead end streets (only one outlet) be no longer than 1000' and serve no more than 30 dwelling units. Within an otherwise connected street network, the length of dead end streets should be restricted to no longer than 200'.

The referenced guideline is, in part, to ensure adequate emergency response; to avoid conditions where events in the roadway restrict first responders from reaching residential units. Interconnectivity of roadways ensures that multiple avenues of ingress and egress exist for first responders getting in and residents evacuating out. The existing condition has North Avenue above Barley Road as one large 'no outlet' condition.

Northview Drive can provide the necessary interconnectivity and therefore provide relief for the area. However, the roadway is gated and locked, eliminating it as an interconnection, thus jeopardizing the health, safety and welfare of the citizens residing in the affected area, not to mention any business or visitors in the area during a crisis.

It is unconscionable that a single incident at or above Barley Rd and North Avenue could result in North Avenue being blocked, which would eliminate any and all passage of motor vehicles, be they neighborhood cars, or emergency vehicles. That single incident may be a car crash, downed tree or electrical wire, gas or water line failure, school lock down or fire. Whatever the blocking event is, the result will be the same. No emergency vehicle could get into the affected area and no residents would be able to get out on that route.

I can only hope that the current alternative plan for emergency responders, which is to cut the bolt on the locked road, if necessary for their entry into the area, is effective and timely. The response time lost in: 1) making that decision; 2) finding the cutter; 3) and acting on it could be critical to life and death, and further jeopardizes the health, safety and welfare of the residents. This still does not help those who may need to evacuate or more simply get to work or long awaited doctor appointments in a timely fashion.

Importantly, a partial relief to this issue has been identified and brought to the city's attention. It is in the form of an existing **interconnecting** public street (Northview into Rivers Edge) that could provide an alternative point of ingress/egress to the affected area, but for the fact it is essentially willfully blocked by the city for no known reason. It is important to reiterate this point as no one has identified why this public roadway is gated.

As noted in the beginning of this letter, it has been three months since I first brought this to your attention. The fact that a resolution has not occurred is troubling to me. I think it is fair to say from this day forward that the City should be held responsible for any failure of timely emergency service or self-evacuation due to the limited ingress/egress to this area resulting from a locked gate on a city road.

In a time where terrorism and the issues such terrorist acts are exposing in our emergency response systems and tactics, the public is being constantly told "if you see something, say something". Well, this does not just apply to seeing **potentially active threats**, but also applies to the ability of first responders to answer a threat. I have pointed out a significant problem which has the potential to trap residents of over 770 housing units in our city and offered a reasonable partial correction.

This is no different from why we have a **smoke alarm** in every bedroom even though we have not had a fire; why we insist every building with a public area have more than one escape route. We need to be prepared.

I do sincerely thank you for your attention and direction with this problem and ask that it be resolved quickly for the health, safety and welfare of a large portion of the city.

Respectfully,

Joyce Walsleben
917.355.6261

**RIVER’S EDGE CONDOMINIUM ASSOCIATION
PETITION TO KEEP RIVER’S EDGE GATE**

In response to a petition requesting to remove (and/or) open the locked gate at the end of River’s Edge Drive.

1) Safety

Traffic would increase significantly through neighborhoods not designed for through traffic. Resident safety, especially children would be affected.

2) Lack of Proper Accommodations

Increased traffic would cause strain to roads with lack of drainage, lack of curbs, lack of sidewalks, insufficient road-width, lack of lane marks and lack of lighting. Additionally, the bike path runs along Northview Drive and River’s Edge drive.

3) Redundancy

Through traffic already has accessibility via Barley Road and Turf Road. These streets were designed to accommodate traffic. Emergency services have keys to open the Emergency Gate at the end of River’s Edge Drive if needed.

Why cause additional burden to all tax payers when emergency access already exists?

We the undersigned believe the gate needs to remain in place and to remain locked except for emergencies.

RIVER'S EDGE CONDOMINIUM ASSOCIATION PETITION TO KEEP RIVER'S EDGE GATE

NAME (FIRST, LAST)	ADDRESS	SIGNATURE
Kelly Cross	52 Borestone Lane	Kelly Cross
Marilynn Roy	5 Borestone Lane	Marilynn Roy
Jan Hunkahorn	5 Borestone Lane	Jan Hunkahorn
Craig Collins	16 Borestone Lane	Craig Collins
Theresa M Agnelli	44 Borestone Lane	Theresa M Agnelli
Dane H Morris	50 Borestone Lane	Dane H Morris
Shirley Weishaar	58 " "	Shirley Weishaar
Linda J. Hunkahorn	58 " "	Linda J. Hunkahorn
John Roy Savage	56 Borestone Lane	John Roy Savage
John Budzinski	63 Borestone LN	John Budzinski
Marijke Kapteina	63 Borestone LN	Marijke Kapteina
Joseph Palumbo	74 Borestone LN	Joseph Palumbo
Jennifer LaBelle	74 Borestone LN	Jennifer LaBelle
Betsy Lawrence	82 Borestone Ln.	Betsy Lawrence
David L. Baugher	84 Borestone Ln.	David L. Baugher
Joseph Erdelyi	86 Borestone Ln.	Joseph Erdelyi
Francis O'Brien	89 Borestone LN	Francis O'Brien
Daniel Parent	89 Borestone LN	Daniel Parent
Margaret Verrier	123 Rivers Edge	Margaret Verrier
Chris Nuzata	121 Rivers Edge	Chris Nuzata
Sally Ballin	107 Rivers Edge	Sally Ballin
Nadia Mitchell	105 Rivers Edge Dr.	Nadia Mitchell
Judith E. Venners	103 Rivers Edge Drive Burlington VT	Judith E. Venners
John L. Vh. Edwards	157 R. Vh. Edge Dr. N. H.	John L. Vh. Edwards

RIVER'S EDGE CONDOMINIUM ASSOCIATION PETITION TO KEEP RIVER'S EDGE GATE

NAME (FIRST, LAST)	ADDRESS	SIGNATURE
Robert Le Beau	79 Forest St	Robert Le Beau
REYNA TAYLOR	73 Forest St	Reyna Taylor
Patricia J. LeBeau	53 Forest St	Patricia J. LeBeau
Wayne A. Durburn	53 Forest St	Wayne A. Durburn
Sieglinde LaBelle	39 Forest St.	Sieglinde LaBelle
Clement E. LaBelle	39 Forest St.	Clement E. LaBelle
LEONARD A. DUBOIS	210 31 Forest St.	Leonard A. Dubois
DONALD R. BEZIO	210 31 Forest St.	Donald R. Bezio
DORIS L. CARR	25 Forest St	Doris L. Carr
George Wood	25 Forest St.	George Wood
Kate Whitman	18 Forest St.	Kate Whitman
Micah Whitman	18 Forest St.	Micah Whitman
Elizabeth Wood	32 Forest St.	Elizabeth Wood
Dutch Chamberlain	48 Forest St.	Dutch Chamberlain
Sheryl Chamberlain	48 Forest St.	Sheryl Chamberlain
Daphrose	56 Forest St	Daphrose
PAUL PEREZ	66 Forest St	Paul Perez
John Y. Delisle	79 Forest St	John Y. Delisle
Nancy Hall	167 Rivers Edge	Nancy Hall
Molly Jarvis	165 Rivers Edge	Molly Jarvis
Sarah Whitehouse	157 Rivers Edge Dr	Sarah Whitehouse
Bentley Delibac	151 Rivers Edge Dr.	Bentley Delibac
Terry Chadon	112 Rivers Edge Dr	Terry Chadon
Algodip Dolma	112 RIVERS EDGE DR	Algodip Dolma
Francis L. Kelle	100 Rivers Edge Dr.	Francis L. Kelle
Robert Dunn	200 Puntisburg Ave	Robert Dunn
Michael Palmer	163 Rivers Edge Dr	Michael Palmer
JULIE HILL	163 RIVERS EDGE DR.	Julie Hill
Nicholas G. Branch	7 Borestone Ln	Nicholas G. Branch
Lawrence Whitehouse	157 Rivers Edge Dr	Lawrence Whitehouse
Ashley Whitehouse	157 Rivers Edge Dr	Ashley Whitehouse
Zabrina Banzon	51 Northview Drive	Zabrina Banzon
DAN KABLER	9 Borestone Ln	Dan Kabler
Kerlie Banzon	31 Northview Drive	Kerlie Banzon

RIVER'S EDGE CONDOMINIUM ASSOCIATION

PETITION TO KEEP RIVER'S EDGE GATE

NAME (FIRST, LAST)	ADDRESS	SIGNATURE
IRFAN VCHABOVIC	30 Woods St BURLINGTON 05408	IRFAN
HIDAYTA VCHABOVIC	30 Woods St BURLINGTON 05408	HIDAYTA
Sarah Keppin	19 Woods St 05408	Sarah Keppin
Sherrine Lee & Dick Dube	96 N. View Drive	Sherrine Lee & Dick Dube
FRANCA J. JONES	1984 North Ave	FRANCA J. JONES
Robert Anderson	40 River View Dr. Burlington VT	Robert Anderson
Cheryl T. Bell	48 RIVER VIEW DR BURLINGTON VT	Cheryl T. Bell
Robert Bell	102 NORTH VIEW DR	Robert Bell
Robert T. Payne	168 Riveredge Dr.	Robert T. Payne
Theresa C. Payne	" " "	Theresa C. Payne
Karen Rowell	98 Northview Dr.	Karen Rowell
Aldin Konjuhovic	75 Northview Dr	Aldin Konjuhovic
Sabahudin Konjuhovic	" "	Sabahudin Konjuhovic
Elvira Konjuhovic	" "	Elvira Konjuhovic
Ellie Blais	25 Woods St. Burlington, VT	Ellie Blais
Francisco Molina	18 Woods St Burlington	Francisco Molina
JOHN AVAREZ	18 N. VIEW DR. BURL.	JOHN AVAREZ
Linda Millington	51 North View Dr	Linda Millington
Louis Bilodeau	23 NORTH VIEW DR.	Louis Bilodeau
Jacqueline Bilodeau	23 Northview Dr.	Jacqueline Bilodeau
John Ewing	34 River View Dr.	John Ewing
JANE 40	" "	JANE 40
Craig Lavette	29 River View Dr.	Craig Lavette
Danny Rosendo	1984 North Ave	Danny Rosendo
Brandon Bates	47 Forest Street	Brandon Bates
Wade Bates	47 Forest St.	Wade Bates
Timothy Bates	11 BORESTONE LN	Timothy Bates
Melissa Rozestrom	111 River's Edge Drive	Melissa Rozestrom
on Anderson	113 River Edge	on Anderson
Christopher L. Eide	115 Rivers Edge Dr	Christopher L. Eide
Martie Majors	125 Rivers Edge Dr.	Martie Majors
Dane Zabiegalka	127 Rivers Edge Dr	Dane Zabiegalka
Matt Boucher	78 Borestone Lane	Matt Boucher
Ann Gotham	67 Borestone Lane.	Ann Gotham
WAFIB COSABIC	153 RIVERS EDGE DR	WAFIB COSABIC
PATRICIA BRANCH	7 BORESTONE AVENUE	PATRICIA BRANCH
Christine Hennings	111 River's Edge Drive	Christine Hennings
Danielle Hurley	117 Rivers Edge Drive Burlington	Danielle Hurley
Patrick Hurley	117 Rivers Edge Drive	Patrick Hurley
Wendy LeBeau	79 Forest St	Wendy LeBeau
Wendy LeBeau	83 BORESTONE LN Burlington VT	Wendy LeBeau
Wendy LeBeau	83 Borestone Lane Burlington VT	Wendy LeBeau

RIVER'S EDGE CONDOMINIUM ASSOCIATION PETITION TO KEEP RIVER'S EDGE GATE

Print Name	Address	Signature
Marie Moisis	40 Borestone Ln Burl	Marie Moisis
Carl A. Shepard	20 Borestone Lane Burl	Carl A. Shepard
John Roadman	20 Borestone Lane Burl	John Roadman
Toni Rosebush		
Bartina Gasterline	40 Borestone Lane	Bartina Gasterline
Ruth Pat Kearney	54 Borestone Lane	Ruth Pat Kearney
Kristen Hersey	42 Borestone Lane	Kristen Hersey
DEAN WEAVER	18 BORESTONE LANE	Dean Weaver
Darryl Young	17 FOREST ST	Darryl Young
Randal McWhorter	101 RIVER'S EDGE DRIVE	Randal McWhorter
Ann Harrington	3 Borestone Lane	Ann M. Harrington
Kevin Long	61 Borestone Lane	Kevin Long
Marcha Gembel	65 Borestone Lane	Marcha Gembel
Emma Wenger	153 RIVER'S EDGE	Emma Wenger
Donna M. Powell	67 Northview Dr	Donna M. Powell
David C. Francis	67 Northview Dr	David C. Francis
Lisa A. Wood	101 River's Edge Dr	Lisa A. Wood
Patrick Hulseberg	15 Borestone Ln	Patrick Hulseberg
Dale Gleason	72 Borestone Lane	Dale Gleason
Justin Whitehouse	155 RIVER'S EDGE DR	Justin Whitehouse

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:17 AM
To: Norm Baldwin
Subject: FW: Rivers Edge Dr. Gate

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: Pat & Nick Branch [mailto:patnickbranch@gmail.com]
Sent: Saturday, November 19, 2016 10:08 AM
To: Martin Lee <mlee@burlingtonvt.gov>
Subject: Rivers Edge Dr. Gate

Hi Martin,

The reasons for leaving this gate closed are overwhelming:

The road is not up to code and would cost the city many dollars to rectify this.

Proponents argue it is needed for safety egress, yet the fire/rescue folks state it is unnecessary to have the gate unlocked and they have the means for getting through if necessary.

The road was never INTENDED to be open in the first place.

Opening the gate would expose the MANY young children who play outside to significant risk of injury as the curves in the road have poor or non existent site lines.

Please note that for every opponent who is able to attend the 12/7 meeting there will be many young working families who cannot due to the difficult time of day. Many of the proponents of opening the gate are older without young children and will more easy be able to attend.

Please leave it closed.

Thanks,

Nick Branch

7 Borestone Lane

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.

Norm Baldwin

From: Laura Wheelock
Sent: Monday, November 21, 2016 4:46 PM
To: Norm Baldwin
Subject: FW: Rivers Edge Dr. Gate

Here is another one.

*Laura K. Wheelock P.E.
Public Works Engineer*

*Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
PH: 802-540-0397
M: 802-338-2125
LWheelock@burlingtonvt.gov*

From: Pat & Nick Branch [mailto:patnickbranch@gmail.com]
Sent: Saturday, November 19, 2016 10:07 AM
To: Laura Wheelock <lwheelock@burlingtonvt.gov>
Subject: Rivers Edge Dr. Gate

Hi Laura,

The reasons for leaving this gate closed are overwhelming:

The road is not up to code and would cost the city many dollars to rectify this.

Proponents argue it is needed for safety egress, yet the fire/rescue folks state it is unnecessary to have the gate unlocked and they have the means for getting through if necessary.

The road was never INTENDED to be open in the first place.

Opening the gate would expose the MANY young children who play outside to significant risk of injury as the curves in the road have poor or non existent site lines.

Please note that for every opponent who is able to attend the 12/7 meeting there will be many young working families who cannot due to the difficult time of day. Many of the proponents of opening the gate are older without young children and will more easy be able to attend.

Please leave it closed.

Thanks,

Nick Branch

7 Borestone Lane

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.

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:32 AM
To: Norm Baldwin
Subject: FW: River's Edge Drive

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: terri agnelli [mailto:tagnelli@gmail.com]
Sent: Saturday, November 19, 2016 11:20 AM
To: Martin Lee <mlee@burlingtonvt.gov>
Subject: River's Edge Drive

River's Edge is a pleasant community of neighbors. Our children play on the grounds, our pets go outside to enjoy the sunshine and roam around. We garden in our yards and invite neighbors over for backyard parties. We can do these things because we have a very low traffic volume and in part, because we know each other. We've all bought in to this lifestyle when we moved here. We like living here. It's nice here.

When I bought my condo, there was never any mention of opening the locked gate at the end of River's Edge Drive. Why would I, or anyone, want to live off a traffic cut through road? It was a selling point that the gate would remain locked and River's Edge Drive would be closed to outside traffic.

If it's a matter of emergency access to other neighborhoods, that chain and lock can be removed with a bolt cutter. I wouldn't want to stand in the way of a life or death emergency, but why now? What's the emergency threat you envision as public officials? What emergency situation has happened that our quiet community stands in the way of? How can you even consider altering the character of our neighborhood to bring in more traffic? Don't forget about a lowering of resale values of our condominiums (and don't think that's not going to happen). Opening access of River's Edge to outside traffic would change the peaceful character of our homesite.

I've sunk a huge portion of my money into the buying, maintaining and tax paying of my condominium. I've done this because my home in River's Edge community is a pleasant, safe, orderly and quiet neighborhood. I don't want it ruined by allowing cut through traffic, more traffic danger for our pets and ourselves, and a reduction of our property values.

Why should the City want to ruin our quiet, safe and peaceful neighborhood to accommodate more traffic, more noise and less safety?

There are plenty of other streets you can open up to outside traffic. Have you even proven that this action is needed for the betterment of the City of Burlington? Please make a different plan. Do not open the locked gate at the end of River's Edge!

Terri Agnelli
44 Borestone Lane
Burlington, VT

tagnelli@gmail.com

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.

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:36 AM
To: Norm Baldwin
Subject: FW: Regarding the Gate

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: Almir konjuhovac [mailto:konjuha1@bsdvt.org]
Sent: Sunday, November 20, 2016 3:21 PM
To: Martin Lee <mlee@burlingtonvt.gov>
Subject: Regarding the Gate

Hello Martin, I am writing to you concerning the gate, and I am sure many others are writing to you as well, as a concerned father, and resident of this quiet, tight knit neighborhood, I just want to express that, that would very much effect us in a negative way, not only would opening the gate inevitably increase automobile traffic, it would increase the amount of noise there is, already having been through problems with the bus route, noise in a small neighborhood like this echoes, and we can all hear it from a distance. Also, it would most certainly effect me personally, having a 5 year old daughter, knowing I can trust the neighborhood I'm in, makes life a lot easier and less stressful, the last thing this neighborhood needs is people driving fast and unsafely, and us having to worry about it so close to our homes. Thank you for taking the time in reading this email. 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.

Norm Baldwin

From: Karen Rowell <karenburlington@yahoo.com>
Sent: Monday, November 28, 2016 9:58 AM
To: Norm Baldwin; Maxwell Tracy; ishannon@burlingtonvt.gov; Chapin Spencer; Laura Wheelock; Martin Lee; Kurt Wright; Dave Hartnett; Joan Shannon
Subject: Re: Rivers Edge Gate 2ND REQUEST

Please advise. See below - Seeing the DPW is reneging on it's former criteria we need to know the new criteria before the December 7th meeting.

From: Karen Rowell <karenburlington@yahoo.com>
To: "nbaldwin@burlingtonvt.gov" <nbaldwin@burlingtonvt.gov>; "mtracy@burlingtonvt.gov" <mtracy@burlingtonvt.gov>; "ishannon@burlingtonvt.gov" <ishannon@burlingtonvt.gov>; "cspencer@burlingtonvt.gov" <cspencer@burlingtonvt.gov>; "lwheelock@burlingtonvt.gov" <lwheelock@burlingtonvt.gov>; "mlee@burlingtonvt.gov" <mlee@burlingtonvt.gov>; Kurt Wright <kwright@burlingtonvt.gov>; Dave Hartnett <davehartnett1@aol.com>
Sent: Monday, November 21, 2016 1:23 PM
Subject: Rivers Edge Gate

To those concerned: (I've blind copied a group)

The woman who started the push to open the gate recently moved here from out of state and begin this movement with a made up story. The lie is that if there was a catastrophe we could not get out. Contrary to this story - both the police and fire departments have a key to the gate. Also if this nonexistent catastrophe were to happen, which it never will, the road to Rivers Edge would fill up and the backup would be at the opening Plattsburg Ave. It does not bring an additional egress, just cars waiting in a different area. In addition, the person who lives on the corner near the gate has a set of bolt cutters which would quickly open the gate if it was ever needed, which it never will.

I find it interesting that this person has chosen to purchase her home in a community, Northshore, which, much like Rivers Edge, has very little traffic due to it's lay out and design. I imagine the lack of traffic was one of the larger reasons why she purchased her home as it was for those in Rivers Edge and the surrounding area. It is beyond selfish to me for her - and those in her community that have signed on with her - to then go to another community who has also chosen their homes for the same reason she did and move to take away this benefit that she enjoys from her neighbors. I would never ever do that to my neighbors.

How would this person like it if we organized a "drive through" which would consist of all of the folks on the streets by the gate to go over and drive right by her house in Northshore every morning and night and throughout the day, each time we leave our homes, in her "low traffic" development?

I am so sick of people getting to move here, decide they are smarter than all of their neighbors, make up a lie to get what they want, and RUIN the nice neighborhood made up of people who signed on for the current traffic pattern and community design that they themselves get to continue to enjoy.

If a person moves here and embraces Vermont for the special place (it was), then they are welcome with open arms - and we in turn embrace the new ideas they bring to enhance the surroundings. However, if they come and selfishly change surrounding neighborhoods in a negative way to suit their wants, not needs. Or if they try to make Vermont more like where they came from - then I can honestly say I wish they would please just move back where they came from and leave us

alone and as far as I'm concerned they are not welcome here. I like my neighborhood, that is why I purchased my home here. Why does this group get to come along and drastically change our neighborhood in a negative way and have absolutely nothing happen to theirs when they were obviously seeking and have received what they are setting out to destroy for us?

I really don't know why this is moving forward when we were told by DPW that 30% of the people directly effected had to be on board. This percentage has not been obtained. However, the city of Burlington changes the rules as they go along. So if you could please update us on what the new rule is we would be greatly interested to learn the new criteria.

Please advise.

I'd like to add, I wish you who have the power to make this happen or not happen would take a moment to consider how you would feel if someone did this to your home and community when once again, it is completely unnecessary. Please do the right thing.

Karen L. Rowell
98 Northview Drive

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:36 AM
To: 'maykjar9@msn.com'
Cc: Chapin Spencer; Valerie Ducharme
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Jennifer,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:39 AM
To: 'chrisandmimi@comcast.net'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Chris,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:41 AM
To: 'cheechkehoe@comcast.net'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Stephanie and Cheech Kehoe,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:45 AM
To: 'konjuhal@bsdvt.org'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Almir,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:47 AM
To: 'tagnelli@gmail.com'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Terri,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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City Engineer/Ass't Director
Burlington Public Works Department
645 Pine Street
Burlington, Vermont 05401

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:48 AM
To: 'ctdion@yahoo.com'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Chris & Tony,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:49 AM
To: 'amanda.siegel@gmail.com'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Amanda,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:52 AM
To: 'patnickbranch@gmail.com'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec 7 TEUC Meeting-Rivers Edge Drive Gate

Nick,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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Laura Wheelock

From: Diane Morris <dmorris@dt.com>
Sent: Tuesday, November 22, 2016 3:06 PM
To: Laura Wheelock
Cc: 'Morris, Diane'
Subject: River's Edge Drive gate issue = 12/7/16 meeting

Hello Laura Wheelock,

I am emailing you to express my opinion on this matter since I am not sure if I will be able to be at the 12/7 5p meeting due to work.

I have lived in River's Edge for 22 years and am aware of the streets layout and do not believe it would support through traffic. Since I purchased my unit in 1994, the gate has been locked with the understanding that if there were an emergency, the police and/or fire department could open it up. Overall, this has worked fine in all that time, I think only once have I seen the north end of North Ave closed and that was due to a possible security issue at the school and that was for a limited time. I believe the people that want the gate opened up as a through street are in the minority and not considering the safety of people (including kids) in the neighborhood. Also, on the times we have had to have a fire truck in the area, the street layout seems somewhat "tight" for them. If you open it up to through traffic, that will have all size vehicles, large and small and again, it would be a problem. Another issue is winter plowing, the city usually does one sweep through (and not until later in the day) but the association has a person plow to make it better/passable. The one sweep that the city does it not a good enough job for more traffic that would be incurred if the gate is opened.

The increased speed, especially around the many sharp corners would be an issue as well as the width of the street being a problem. On one side you have parking and the other side, you have a bike lane, not enough room for 2 way traffic safely.

I strongly oppose opening up the gate and wanted my opinion heard/noted. Please do not hesitate to contact me with any questions about this matter.

Thank you,
Diane H.Morris
50 Borestone Lane
Burlington, VT 0540
dineymorris@comcast.net

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:50 AM
To: Norm Baldwin
Subject: FW: River's Edge Drive gate issue = 12/7/16 meeting

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: Diane Morris [mailto:dmorris@dt.com]
Sent: Tuesday, November 22, 2016 3:07 PM
To: Martin Lee <mlee@burlingtonvt.gov>
Cc: 'Morris, Diane' <dineymorris@comcast.net>
Subject: River's Edge Drive gate issue = 12/7/16 meeting

Hello Martin Lee,

I am emailing you to express my opinion on this matter since I am not sure if I will be able to be at the 12/7 5p meeting due to work.

I have lived in River's Edge for 22 years and am aware of the streets layout and do not believe it would support through traffic. Since I purchased my unit in 1994, the gate has been locked with the understanding that if there were an emergency, the police and/or fire department could open it up. Overall, this has worked fine in all that time, I think only once have I seen the north end of North Ave closed and that was due to a possible security issue at the school and that was for a limited time. I believe the people that want the gate opened up as a through street are in the minority and not considering the safety of people (including kids) in the neighborhood. Also, on the times we have had to have a fire truck in the area, the street layout seems somewhat "tight" for them. If you open it up to through traffic, that will have all size vehicles, large and small and again, it would be a problem. Another issue is winter plowing, the city usually does one sweep through (and not until later in the day) but the association has a person plow to make it better/passable. The one sweep that the city does it not a good enough job for more traffic that would be incurred if the gate is opened.

The increased speed, especially around the many sharp corners would be an issue as well as the width of the street being a problem. On one side you have parking and the other side, you have a bike lane, not enough room for 2 way traffic safely.

I strongly oppose opening up the gate and wanted my opinion heard/noted. Please do not hesitate to contact me with any questions about this matter.

Thank you,
Diane H.Morris
50 Borestone Lane
Burlington, VT 0540
dineymorris@comcast.net

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Norm Baldwin

From: Sally Ballin <sallyballin@gmail.com>
Sent: Tuesday, November 22, 2016 10:10 PM
To: Norm Baldwin
Subject: Petition to open gate on Rivers Edge Drive, 12/7/16

Dear Mr. Baldwin,

I live in the Rivers Edge development, one of the neighborhoods that will experience a huge impact from traffic short-cutting from the North Shore development to the Beltline.

The connecting road from the "gate" to Plattsburg Avenune, Rivers Edge Drive, is not designed for high-volume traffic. It's a fairly narrow 15-MPH road, with parking along one side and the bike path along the other side.

Frequently, kids on bikes, dog walkers, and others walk in the street because the sidewalks are narrow. Their safety would be constantly endangered by cars racing thru the development. I say 'racing' because occasionally cars do speed through when a driver is not aware of the barrier., whipping around a blind corner, which could have deadly results. People who are not residents here are not aware of kids in the street and do not respect the speed limit.

Furthermore, the additional traffic noise would diminish the peace and tranquility of our neighborhood and, hence, our quality of life. Stress from increased traffic and increased air pollution would contribute negatively, as well. Potentially, traffic could be backed up at the Plattsburg Avenue light, preventing residents from getting out of their driveways. An NPR report a few months ago described this very situation, caused when a new phone app informed commuters of ways to avoid traffic delays in Los Angeles--another detrimental impact of a neighborhood becoming a thoroughfare.

Lastly, I believe the petitioner has overstated reasons for removing the gate when it is really a simple matter of personal convenience to find a shortcut to the Beltline and avoid a delay on North Avenue at certain times of the day.

I respectfully request that the petition be denied.
Thank you for your consideration of this issue.

Sally Ballin
107 Rivers Edge Dr
Burlington, VT 05408

--

Sally Ballin, Independent Associate
USANA Health Sciences
802-865-8381 (C: 802-735-5123)
www.HealthySolutionsGlobally.usana.com

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:51 AM
To: Norm Baldwin
Subject: FW: Oopening the gate on Rivers Edge Dr., 12/7/16

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: Sally Ballin [mailto:sallyballin@gmail.com]
Sent: Tuesday, November 22, 2016 10:14 PM
To: Martin Lee <mlee@burlingtonvt.gov>
Subject: Oopening the gate on Rivers Edge Dr., 12/7/16

Dear Mr. Lee,

I live in the Rivers Edge development, one of the neighborhoods that will experience a huge impact from traffic short-cutting from the North Shore development to the Beltline.

The connecting road from the "gate" to Plattsburg Avenune, Rivers Edge Drive, is not designed for high-volume traffic. It's a fairly narrow 15-MPH road, with parking along one side and the bike path along the other side.

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Lastly, I believe the petitioner has overstated reasons for removing the gate when it is really a simple matter of personal convenience to find a shortcut to the Beltline and avoid a delay on North Avenue at certain times of the day.

I respectfully request that the petition be denied.
Thank you for your consideration of this issue.

Sally Ballin
107 Rivers Edge Dr
Burlington, VT 05408

--

Sally Ballin, Independent Associate
USANA Health Sciences
802-865-8381 (C: 802-735-5123)
www.HealthySolutionsGlobally.usana.com

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Laura Wheelock

From: Sally Ballin <sallyballin@gmail.com>
Sent: Tuesday, November 22, 2016 10:14 PM
To: Laura Wheelock
Subject: Opening the gate on Rivers Edge Drive, 12/7/16

Dear Ms. Wheelock,

I live in the Rivers Edge development, one of the neighborhoods that will experience a huge impact from traffic short-cutting from the North Shore development to the Beltline.

The connecting road from the "gate" to Plattsburg Avenue, Rivers Edge Drive, is not designed for high-volume traffic. It's a fairly narrow 15-MPH road, with parking along one side and the bike path along the other side.

Frequently, kids on bikes, dog walkers, and others walk in the street because the sidewalks are narrow. Their safety would be constantly endangered by cars racing thru the development. I say 'racing' because occasionally cars do speed through when a driver is not aware of the barrier, whipping around a blind corner, which could have deadly results. People who are not residents here are not aware of kids in the street and do not respect the speed limit.

Furthermore, the additional traffic noise would diminish the peace and tranquility of our neighborhood and, hence, our quality of life. Stress from increased traffic and increased air pollution would contribute negatively, as well. Potentially, traffic could be backed up at the Plattsburg Avenue light, preventing residents from getting out of their driveways. An NPR report a few months ago described this very situation, caused when a new phone app informed commuters of ways to avoid traffic delays in Los Angeles--another detrimental impact of a neighborhood becoming a thoroughfare.

Lastly, I believe the petitioner has overstated reasons for removing the gate when it is really a simple matter of personal convenience to find a shortcut to the Beltline and avoid a delay on North Avenue at certain times of the day.

I respectfully request that the petition be denied.
Thank you for your consideration of this issue.

Sally Ballin
107 Rivers Edge Dr
Burlington, VT 05408

--
Sally Ballin, Independent Associate
USANA Health Sciences
802-865-8381 (C: 802-735-5123)
www.HealthySolutionsGlobally.usana.com

Norm Baldwin

From: Bill LaMothe <bill.lamothe@asicnorth.com>
Sent: Wednesday, November 23, 2016 6:22 AM
To: Norm Baldwin; Maxwell Tracy; Joan Shannon; Chapin Spencer; Laura Wheelock; Martin Lee
Cc: Jeany LaMothe
Subject: Gate at end of River's Edge Drive

Dear Ladies and Gentlemen,

My name is William LaMothe and I live at 22 Borestone Lane in the River's Edge Condo Association.

I would like to express my view that the Gate at end of River's Edge Drive should NOT be opened to public travel.

- 1) The condo association is a private entity and the road is a private road, the maintenance of which is paid for by the association dues of us, the members of the River's Edge Condo Association.
- 2) The opening of that road would introduce much more traffic to what is now a nicely quiet street.
- 3) Parent's with small children along that road would not want to have to worry about that additional traffic.
- 4) It would be a transgression of the use of our monthly association dues to have to pay for the increased wear and tear of that section of road due to all the extra traffic. Why should we pay for the town's traffic on our private road? Would you let all the neighborhood kids play baseball in your backyard anytime they wanted knowing that you would have to pay for the broken windows in your house? No, you would not.
- 5) The volume of traffic cutting through River's Edge Drive would, I suspect, constitute a large amount, because it would produce a "short cut" from the Beltway (Route 127) to the entire North end of North Ave. This anticipated high volume is what we object to.

The conclusion here folks, is that we, the members of the River's Edge Condo Association, should get the final say as to whether the gate is opened to the travel of city auto traffic. Speaking for myself and the other members, we say NO. Thanking you in advance for your time and careful consideration.

Sincerely,
William T. LaMothe
22 Borestone Lane
Burlington, VT

Norm Baldwin

From: Chapin Spencer
Sent: Wednesday, November 23, 2016 11:49 AM
To: Bill LaMothe; Norm Baldwin; Maxwell Tracy; Joan Shannon; Laura Wheelock; Martin Lee
Cc: Jeany LaMothe
Subject: RE: Gate at end of River's Edge Drive

Hello Bill:

Thank you for your email regarding the Rivers Edge Drive Gate. Your email will be shared with the Transportation Energy and Utilities Committee (TEUC) of the City Council.

You are welcome to attend the upcoming meeting of the TEUC scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street. Public Works staff will publicly circulate our recommendation in advance of the TEUC meeting. The public input has been helpful in our review of this issue.

If there are any further questions you are welcome to give me a call.

Best,
Chapin

Chapin Spencer
Department of Public Works
500 S. Green Burlington VT
jeany.lamothe@cityofburlingtonvt.gov
508-255-2004

Committed to growing Burlington's infrastructure and environment by delivering efficient, effective, and equitable public services.

From: Bill LaMothe [mailto:bill.lamothe@asicnorth.com]
Sent: Wednesday, November 23, 2016 6:22 AM
To: Norm Baldwin <nbaldwin@burlingtonvt.gov>; Maxwell Tracy <mtracy@burlingtonvt.gov>; Joan Shannon <jshannon@burlingtonvt.gov>; Chapin Spencer <cspencer@burlingtonvt.gov>; Laura Wheelock <lwheelock@burlingtonvt.gov>; Martin Lee <mlee@burlingtonvt.gov>
Cc: Jeany LaMothe <jsoulslamothe@gmail.com>
Subject: Gate at end of River's Edge Drive

Dear Ladies and Gentlemen,

My name is William LaMothe and I live at 22 Borestone Lane in the River's Edge Condo Association.

I would like to express my view that the Gate at end of River's Edge Drive should NOT be opened to public travel.

- 1) The condo association is a private entity and the road is a private road, the maintenance of which is paid for by the association dues of us, the members of the River's Edge Condo Association.
- 2) The opening of that road would introduce much more traffic to what is now a nicely quiet street.
- 3) Parent's with small children along that road would not want to have to worry about that additional traffic.
- 4) It would be a transgression of the use of our monthly association dues to have to pay for the increased wear and tear of that section of road due to all the extra traffic. Why should we pay for the town's traffic on our private road? Would you let all the neighborhood kids play baseball in your backyard anytime they wanted knowing that you would have to pay for the broken windows in your house? No, you would not.

- 5) The volume of traffic cutting through River's Edge Drive would, I suspect, constitute a large amount, because it would produce a “short cut” from the Beltway (Route 127) to the entire North end of North Ave. This anticipated high volume is what we object to.

The conclusion here folks, is that we, the members of the River’s Edge Condo Association, should get the final say as to whether the gate is opened to the travel of city auto traffic. Speaking for myself and the other members, we say NO. Thanking you in advance for your time and careful consideration.

Sincerely,
William T. LaMothe
22 Borestone Lane
Burlington, VT

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Norm Baldwin

From: Chapin Spencer
Sent: Wednesday, November 23, 2016 11:52 AM
To: Diane Morris
Cc: 'Morris, Diane'; Laura Wheelock; Martin Lee; Norm Baldwin
Subject: RE: River's Edge Drive gate issue = 12/7/16 meeting

Hello Diane:

Thank you for your email regarding the Rivers Edge Drive Gate. Your email will be shared with the Transportation Energy and Utilities Committee (TEUC) of the City Council.

I understand you may not be able to attend the upcoming meeting of the TEUC scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street. Public Works staff will publicly circulate our recommendation in advance of the TEUC meeting and you are welcome to submit additional written comments if desired. The public input has been helpful in our review of this issue.

If there are any further questions you are welcome to give me a call.

Best,
Chapin

Chapin Spencer, Director
Developmental Resources, Inc.
1000 North Street, Burlington, VT
802.253.3194

Developmental Resources, Inc. is an Equal Opportunity Employer. We are committed to providing a safe, healthy, and equitable work environment.

From: Diane Morris [mailto:dmorris@dt.com]
Sent: Tuesday, November 22, 2016 3:06 PM
To: Chapin Spencer <cspencer@burlingtonvt.gov>
Cc: 'Morris, Diane' <dineymorris@comcast.net>
Subject: River's Edge Drive gate issue = 12/7/16 meeting

Hello Chapin Spencer,

I am emailing you to express my opinion on this matter since I am not sure if I will be able to be at the 12/7 5p meeting due to work.

I have lived in River's Edge for 22 years and am aware of the streets layout and do not believe it would support through traffic. Since I purchased my unit in 1994, the gate has been locked with the understanding that if there were an emergency, the police and/or fire department could open it up. Overall, this has worked fine in all that time, I think only once have I seen the north end of North Ave closed and that was due to a possible security issue at the school and that was for a limited time. I believe the people that want the gate opened up as a through street are in the minority and not considering the safety of people (including kids) in the neighborhood. Also, on the times we have had to have a fire truck in the area, the street layout seems somewhat "tight" for them. If you open it up to through traffic, that will have all size vehicles, large and small and again, it would be a

problem. Another issue is winter plowing, the city usually does one sweep through (and not until later in the day) but the association has a person plow to make it better/passable. The one sweep that the city does it not a good enough job for more traffic that would be incurred if the gate is opened.

The increased speed, especially around the many sharp corners would be an issue as well as the width of the street being a problem. On one side you have parking and the other side, you have a bike lane, not enough room for 2 way traffic safely.

I strongly oppose opening up the gate and wanted my opinion heard/noted. Please do not hesitate to contact me with any questions about this matter.

Thank you,
Diane H.Morris
50 Borestone Lane
Burlington, VT 0540

dinevmorris@comcast.net

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Norm Baldwin

From: doctordonna1@juno.com
Sent: Saturday, November 26, 2016 6:36 PM
To: Norm Baldwin; Maxwell Tracy; Martin Lee
Subject: River's Edge Gate

Dear Commissioners, My family of four have live on Northview Dr near the gate since 1994. We live across from the bank of the Winooski River. Our street floods with every rain, which necessitates my husband Dave to go out and rake open paths for drainage. This happens every season of the year. The bank has seen a moderate amount of erosion as well over the years that concerns us.

If the gate is open for the simple driving convenience of others, you will have more erosion of the road and bank with an increased volume of traffic, 1 plowing and sanding. We still have 2 weak eroding spots on our road that are getting worse at this time. We also have a dark road at night with no sidewalks which would make it unsafe for children and adults alike walking home from the bus. Right now the traffic is minimal and shoulder wide enough to accommodate all pedestrians, bikers, and dogs.

It is just unnecessary to disrupt this quiet neighborhood of diverse families on either side of the gate.

We all take care of our properties, many with front yard gardens. During every season young families walk our road with their children and stop to chat as we work on our home fronts. We have never had a problem going the extra 1/4 mile to get to Plattsburgh Ave and the Beltline via North Ave.

I have no doubt that if an emergency arose, a simple truck could break through that gate. Hopefully, that day will never come. Waiting for the police or fire company to respond would be fine as well.

I will be out of town the day of the meeting. I hope you will decide to keep the gate locked .
In community, Donna

Donna Powell, ND LAc
33 Main St
Burlington, VT 05401
802-863-7099

Medical Director
Living Well Group

Norm Baldwin

From: Laura Wheelock
Sent: Monday, November 28, 2016 9:08 AM
To: Norm Baldwin
Subject: FW: River's Edge Gate

fyi

*Laura K. Wheelock P.E.
Public Works Engineer*

Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
PH: 802-540-0397
M: 802-338-2125
LWheelock@burlingtonvt.gov

From: doctordonna1@juno.com [mailto:doctordonna1@juno.com]
Sent: Saturday, November 26, 2016 6:47 PM
To: Joan Shannon <jshannon@burlingtonvt.gov>; Chapin Spencer <cspencer@burlingtonvt.gov>; Laura Wheelock <lwheelock@burlingtonvt.gov>
Subject: River's Edge Gate

Dear Commissioners, My family of four have live on Northview Dr near the gate since 1994. We live across from th floods with every rain, which necessitates my husband Dave to go out and rake open paths for drainage. This happer seen a moderate amount of erosion as well over the years that concerns us.

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It is just unnecessary to disrupt this quiet neighborhood of diverse families on either side of the gate. We all take care of our properties, many with front yard gardens. During every season young families walk our road work on our home fronts. We have never had a problem going the extra 1/4 mile to get to Plattsburgh Ave and the B I have no doubt that if an emergency arose, a simple truck could break through that gate. Hopefully, that day will company to respond would be fine as well.

I will be out of town the day of the meeting. I hope you will decide to keep the gate locked .
In community, Donna

33 Main St
Burlington, VT 05401
802-863-7099

Medical Director
Living Well Group

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Laura Wheelock

From: Bill LaMothe <bill.lamothe@asicnorth.com>
Sent: Wednesday, November 23, 2016 6:22 AM
To: Norm Baldwin; Maxwell Tracy; Joan Shannon; Chapin Spencer; Laura Wheelock; Martin Lee
Cc: Jeany LaMothe
Subject: Gate at end of River's Edge Drive

Dear Ladies and Gentlemen,

My name is William LaMothe and I live at 22 Borestone Lane in the River's Edge Condo Association.

I would like to express my view that the Gate at end of River's Edge Drive should NOT be opened to public travel.

- 1) The condo association is a private entity and the road is a private road, the maintenance of which is paid for by the association dues of us, the members of the River's Edge Condo Association.
- 2) The opening of that road would introduce much more traffic to what is now a nicely quiet street.
- 3) Parent's with small children along that road would not want to have to worry about that additional traffic.
- 4) It would be a transgression of the use of our monthly association dues to have to pay for the increased wear and tear of that section of road due to all the extra traffic. Why should we pay for the town's traffic on our private road? Would you let all the neighborhood kids play baseball in your backyard anytime they wanted knowing that you would have to pay for the broken windows in your house? No, you would not.
- 5) The volume of traffic cutting through River's Edge Drive would, I suspect, constitute a large amount, because it would produce a "short cut" from the Beltway (Route 127) to the entire North end of North Ave. This anticipated high volume is what we object to.

The conclusion here folks, is that we, the members of the River's Edge Condo Association, should get the final say as to whether the gate is opened to the travel of city auto traffic. Speaking for myself and the other members, we say NO. Thanking you in advance for your time and careful consideration.

Sincerely,
William T. LaMothe
22 Borestone Lane
Burlington, VT

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 9:10 AM
To: Norm Baldwin
Subject: River's Edge Gate Phone Messages

Hi Norm,

Over the last week I have received 3 phone messages from folks regarding the River's Edge Gate:

- Roger Pellerin at 102 Northview Drive is against opening the gate and he did not leave a phone number
- Ann Harrington at 3 Borestone Lane is against opening the gate because it would be dangerous. Her number is 802-373-4262 and I will give her a call to let her know that she can send written comments to your email address and that she is welcome to attend the TEUC meeting.
- Someone who lives at the end of Forrest Street left a message that they are against opening the gate.

Martin

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

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.

From: Karen Rowell <karenburlington@yahoo.com>
To: "nbaldwin@burlingtonvt.gov" <nbaldwin@burlingtonvt.gov>; "mtracy@burlingtonvt.gov" <mtracy@burlingtonvt.gov>; "ishannon@burlingtonvt.gov" <ishannon@burlingtonvt.gov>; "cspencer@burlingtonvt.gov" <cspencer@burlingtonvt.gov>; "lwheelock@burlingtonvt.gov" <lwheelock@burlingtonvt.gov>; "mlee@burlingtonvt.gov" <mlee@burlingtonvt.gov>; Kurt Wright <kwright@burlingtonvt.gov>; Dave Hartnett <davehartnett1@aol.com>
Sent: Monday, November 21, 2016 1:23 PM
Subject: Rivers Edge Gate

To those concerned: (I've blind copied a group)

The woman who started the push to open the gate recently moved here from out of state and begin this movement with a made up story. The lie is that if there was a catastrophe we could not get out. Contrary to this story - both the police and fire departments have a key to the gate. Also if this nonexistent catastrophe were to happen, which it never will, the road to Rivers Edge would fill up and the backup would be at the opening Plattsburg Ave. It does not bring an additional egress, just cars waiting in a different area. In addition, the person who lives on the corner near the gate has a set of bolt cutters which would quickly open the gate if it was ever needed, which it never will.

I find it interesting that this person has chosen to purchase her home in a community, Northshore, which, much like Rivers Edge, has very little traffic due to it's lay out and design. I imagine the lack of traffic was one of the larger reasons why she purchased her home as it was for those in Rivers Edge and the surrounding area. It is beyond selfish to me for her - and those in her community that have signed on with her - to then go to another community who has also chosen their homes for the same reason she did and move to take away this benefit that she enjoys from her neighbors. I would never ever do that to my neighbors.

How would this person like it if we organized a "drive through" which would consist of all of the folks on the streets by the gate to go over and drive right by her house in Northshore every morning and night and throughout the day, each time we leave our homes, in her "low traffic" development?

I am so sick of people getting to move here, decide they are smarter than all of their neighbors, make up a lie to get what they want, and RUIN the nice neighborhood made up of people who signed on for the current traffic pattern and community design that they themselves get to continue to enjoy.

If a person moves here and embraces Vermont for the special place (it was), then they are welcome with open arms - and we in turn embrace the new ideas they bring to enhance the surroundings. However, if they come and selfishly change surrounding neighborhoods in a negative way to suit their wants, not needs. Or if they try to make Vermont more like where they came from - then I can honestly say I wish they would please just move back where they came from and leave us alone and as far as I'm concerned they are not welcome here. I like my neighborhood, that is why I purchased my home here. Why does this group get to come along and drastically change our neighborhood in a negative way and have absolutely nothing happen to theirs when they were obviously seeking and have received what they are setting out to destroy for us?

I really don't know why this is moving forward when we were told by DPW that 30% of the people directly effected had to be on board. This percentage has not been obtained. However, the city of Burlington changes the rules as they go along. So if you could please update us on what the new rule is we would be greatly interested to learn the new criteria.

Please advise.

I'd like to add, I wish you who have the power to make this happen or not happen would take a moment to consider how you would feel if someone did this to your home and community when once again, it is completely unnecessary. Please do the right thing.

Karen L. Rowell
98 Northview Drive

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.

617 35

McNeil
etc

CITY CLERK'S OFFICE
Received 5-10-19 at 8:22 AM
and recorded in Vol. 617 on Page
of Burlington Land Records.
Vermont Property Transfer Tax 32 V.S.A. Chap. 231
-ACKNOWLEDGEMENT-
Return, Certificate & Payment Received

WARRANTY DEED

Attest:

J. LaMarche
Jo LaMarche, Asst. City Clerk

KNOW ALL PERSONS BY THESE PRESENTS: That NORTSHORE PARTNERSHIP II, a Vermont general partnership, of Williston, County of Chittenden, State of Vermont, GRANTOR, in consideration of Ten and More Dollars paid to its full satisfaction by THE CITY OF BURLINGTON, a municipal corporation chartered under the laws of the State of Vermont, GRANTEE, by these presents does freely GIVE, GRANT, SELL, CONVEY, and CONFIRM unto the said GRANTEE, THE CITY OF BURLINGTON, and its successors and assigns forever, a certain piece of land situated in the City of Burlington, in the County of Chittenden, and State of Vermont, described as follows, viz:

River's Edge Drive and Borestone Lane

Being a parcel of land bounded by two concentric boundaries, the outer boundary being described as follows:

Beginning at a point on the westerly side of Plattsburg Avenue, which point marks the intersection of the westerly side of Plattsburg Avenue and the northeasterly most corner of lands now or formerly of T. Sheerin, Trustee, Volume 315, Page 53, Land Records of the City of Burlington, and the southeasterly corner of the lands of GRANTOR; thence proceeding N 84° 08' 45" W a distance of 212.29 feet, to a point; thence proceeding N 84° 08' 45" W a distance of 224.96 feet, to a point; thence proceeding N 83° 35' 01" W a distance of 59.25 feet, to a point; thence turning to a bearing of N 01° 04' 21" E a distance of 200.86 feet, to a point; thence proceeding N 05° 51' 15" E a distance of 59.03 feet, to a point marked by a concrete monument; thence proceeding S 86° 32' 26" E a distance of 108.93 feet, to a point; thence turning to a bearing of N 14° 02' 12" E a distance of 125.31 feet, to a point; thence turning to a bearing of S 75° 57' 48" E a distance of 208.19 feet, to a point; thence continuing S 75° 57' 48" E a distance of 119.50 feet, to a point; thence turning to a bearing of S 14° 02' 12" W a distance of 57.04 feet, to a point marked by an iron pin; thence proceeding S 05° 51' 15" W a distance of 28.10 feet, to a point; thence proceeding S 14° 02' 12" W for a distance of 14.05 feet, to a point marked by an iron pin; thence proceeding S 05° 51' 15" W for a distance of 198.24 feet, to a point; thence turning to a bearing of S 84° 08' 45" E a distance of 76.69 feet, to a point on the westerly side of Plattsburg Avenue; thence turning to a bearing of S 13° 53' 27" W a distance of 45.45 feet along the westerly side of Plattsburg Avenue, to the Point or Place of Beginning of said outer boundary.

The inner boundary is described as follows:

Beginning at a point located approximately 119.69 feet from the westerly side of Plattsburg Avenue and 39.00 feet northerly of lands of T. Sheerin, Trustee, Volume 315, Page 53, and being located on the outside edge of the sidewalk located at the southeasterly corner of lands depicted as "Phase I, Parcel 3," on the plat referenced above, and also being the northwesterly corner of the intersection of River's Edge Drive and Borestone Lane as depicted on the plat referenced herein; N 84° 08' 45" W a distance of 335.00 feet, to a point; thence turning to a bearing of N 34° 30' 37" W a distance of 10.50 feet, to a point; thence turning to a bearing of N 06° 10' 30" E a distance of 178.24 feet, to a point; thence turning to a bearing of S 85° 56' 45" E a distance of 76.19 feet, to a point marked by a concrete monument; thence turning to a bearing of N 14° 02' 12" E a distance of 117.37 feet; thence turning to a bearing of N 70° 20' 48" E for a distance of 7.21 feet, to a point; thence turning to S 75° 57' 48" E a distance of 251.69 feet, to a point; thence turning to a bearing of S 32° 25' 56" E for a distance of 5.52 feet, to a point; thence proceeding S 12° 11' 17" W a distance of 62.63 feet, to a point; thence proceeding S 06° 29' 33" W a distance of 161.58 feet, to a point; thence proceeding S 11° 18' 24" W for a distance of 44.20 feet, to the Point or Place of Beginning of said inner boundary. Said lands are depicted on the above-referenced plat entitled "River's Edge, Phase I & II" as "RIVER'S EDGE DRIVE." and "BORESTONE LANE."

Being a portion of the lands and premises conveyed to GRANTOR by Executor's Deed of Clyde E. Millington, Executor of the Estate of Ruth W. Millington, dated September 13, 1989, recorded September 22, 1989, at Volume 406, Page 97, Land Records of the City of Burlington, Vermont.

Also being depicted on a plat of land entitled "River's Edge, Phase I & II" by Trudell Consulting Engineers, Inc. dated August 17, 1988, last revised October 29, 1992, and recorded at Map Slide No. _____, all of the Land Records of the City of Burlington, Vermont.

This conveyance represents the dedication of said River's Edge Drive and Borestone Lane as public streets of the City of Burlington, Vermont. The acceptance of such streets as public streets of the City has been authorized by Resolution of the Burlington City Council.

Also included in this conveyance of Borestone Lane and River's Edge Drive are, and this Deed shall include, a quit claim of all of GRANTOR'S right, title and interest in and to the water lines and piping, including joints, valves, hydrants, and all other public utility lines and appurtenances now owned by Grantor lying within the above described property, but specifically excluding from this conveyance all building service lines and all stormwater catch basins, drains, piping, and appurtenances located within the boundaries of the above-described areas known as River's Edge, Phase I & II. Further excluded from this conveyance is the "horseshoe" parking lot section of Borestone Lane. It is understood that the River's Edge Condominium Association will be responsible for all maintenance in said horseshoe area.

Also excluded from this conveyance is that portion of River's Edge Drive which commences adjacent to the property designated as 151 River's Edge Drive and continues in a northwesterly direction to the gate which is adjacent to the property known as North View Drive. Such gate shall remain within the sole ownership and responsibility of the Grantor, its heirs and assigns and/or the River's Edge Condominium Association. The City shall have no responsibility for such gate. Included in this conveyance, however, is an eight-foot Easement and Right of Way being granted to the City of Burlington, running along the southwesterly most portion of that portion of River's Edge Drive not being conveyed to the City herein. This easement and right of way shall be perpetual in duration and shall be for the purpose of a publicly available pedestrian and bicycle path along such 8-foot width to Northview Drive. The City shall be responsible for maintaining such easement and right of way, and shall hold Grantor, its successors and assigns, free and clear from all liability associated with the existence, operation and maintenance of such easement and right of way. The location of said easement will not change without the consent of the River's Edge Condominium Association.

By its acceptance of this Warranty Deed, the City of Burlington hereby grants a general release to Grantor for the property conveyed herein for any and all further obligations to the City in connection with said property, except for defects of title.

The lands and premises are subject to Vermont Land Use Permit No. 4CO802 Waste Water Permit No. WW-4-0126, and Subdivision Permit No. EC-4-1400, and the easements, rights of way, and restrictions as referenced on the above-referenced plats and as of record.

Reference is hereby made to the above-described instruments, the records thereof, and to the references therein contained in further aid of this description.

TO HAVE AND TO HOLD said granted premises, with all the privileges and appurtenances thereof, to the said GRANTEE, THE CITY OF BURLINGTON, and its successors and assigns, to their own use and behalf forever; and the said GRANTOR, NORTSHORE PARTNERSHIP II, for itself and its successors and assigns, does covenant with the said GRANTEE, THE CITY OF BURLINGTON, and its successors and assigns, that until the ensembling of these presents, it is the sole owner of the premises and has good right and title to convey the same in manner aforesaid; and that they are

MCNEIL,
LEDDY &
SHEAHAN
BURLINGTON, VERMONT 05401

FREE FROM EVERY ENCUMBRANCE, except as aforesaid; and it does hereby engage to WARRANT and DEFEND the same against all lawful claims whatever, except as set forth herein.

IN WITNESS WHEREOF, NORTSHORE PARTNERSHIP II has caused its hand and seal to be set this 9th day of March 1999.

IN PRESENCE OF:

NORTSHORE PARTNERSHIP II

Keith Young
Kimberly J. Stewart

BY: John R. Varsames
John R. Varsames
Its Duly Authorized Agent

STATE OF VERMONT
COUNTY OF CHITTENDEN, SS.

BEFORE ME, the undersigned authority, personally appeared JOHN R. VARSAMES, a duly authorized agent of NORTSHORE PARTNERSHIP II, to me known, and he acknowledged this instrument by him sealed and subscribed, to be his free act and deed and the free act and deed of NORTSHORE PARTNERSHIP II.

DATED this 9th day of March 1999.

Kimberly J. Stewart
NOTARY PUBLIC
My commission expires: 2/10/03

The obligations of the City of Burlington specified herein are hereby understood and accepted.

CITY OF BURLINGTON

BY: Peter Clavelle
Mayor Peter Clavelle
Duly Authorized Officer and
Representative

STATE OF VERMONT
COUNTY OF CHITTENDEN, SS.

BEFORE ME, the undersigned authority, personally appeared MAYOR PETER CLAVELLE, a duly authorized officer and representative of the CITY OF BURLINGTON, to me known, and he acknowledged this instrument by him sealed and subscribed, to be his free act and deed and the free act and deed of CITY OF BURLINGTON.

DATED this 9th day of March 1999.

Kimberly J. Stewart
NOTARY PUBLIC
My commission expires: 2/10/03

617 38

River's Edge Condominium Association hereby joins in this conveyance for the purpose of conveying the above-referenced eight-foot wide bicycle and pedestrian perpetual easement to the City of Burlington and also hereby accepts its obligations as specified herein.

IN PRESENCE OF:

Joseph E. McNeil
Kimberlee J. Stutman

RIVER'S EDGE CONDOMINIUM
ASSOCIATION

BY: Brian Bouchard
Brian Bouchard
Its Duly Authorized Agent

STATE OF VERMONT
COUNTY OF CHITTENDEN, SS.

BEFORE ME, the undersigned authority, personally appeared Brian Bouchard, a duly authorized agent of RIVER'S EDGE CONDOMINIUM ASSOCIATION, to me known, and he acknowledged this instrument by him sealed and subscribed, to be his free act and deed and the free act and deed of RIVER'S EDGE CONDOMINIUM ASSOCIATION.

DATED this 9th day of March 1999.

Joseph E. McNeil
NOTARY PUBLIC
My commission expires: 2/10/03

10\1006\00012-3: Rivers Edge Deed

Resolution Relating to

AUTHORIZATION FOR ACCEPTANCE OF
STREETS-RIVER'S EDGE

Sponsor(s): _____

Introduced: 2/1/99

Referred to: _____

Action: passed

Date: 2-1-99

Signed by Mayor: _____

CITY OF BURLINGTON

In the year One Thousand Nine Hundred and ~~Ninety-Nine~~.....
Resolved by the City Council of the City of Burlington, as follows:

That.....subject..to..the..approval..of..the..City..Engineer..and..the....
City Attorney, the Honorable Mayor Peter Clavelle be and hereby
is authorized to accept on behalf of the City a warranty deed
relating to the acceptance by the City as public streets the
following streets within the so-called River's Edge development:
North View Drive, River's Edge Drive and Borestone Lane, with the
exception of the "horseshoe" parking lot section thereof, all
with the understanding that all catch basins associated with this
development shall remain privately owned and maintained.

Norm Baldwin

From: Norm Baldwin
Sent: Friday, October 28, 2016 12:11 PM
To: 'Joyce Walsleben'; 'Julie Hill'
Cc: Martin Lee; David Hartnett; Kurt Wright; jeffpadgett10@gmail.com; Brian Lowe; Ayres, Tom; Chapin Spencer; Jordan Redell
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 of 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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

Residents' Response to Joyce Walsleben's Petition to Remove the Gate at the End of Rivers Edge Drive

On April 26, 2016 Joyce Walsleben was instructed by the Mayor's Office, that for the DPW to consider further assessment of opening the gate at the end of Rivers Edge Drive she must collect signatures from at least 30% of the impacted households on **Northview Drive, Woods Street, Riverview Drive, Forest Street, Rivers Edge Drive** and **Borestone Lane**. On 9/21/2016 she presented a petition to the DPW that failed to collect even 3% of required signatures. 89 of the 90 homes, whose safety would be directly affected by this action were strongly opposed to her petition. We ask the DPW halt all deliberation of Ms. Walsleben's petition to consider opening the gate until all requirements are satisfied.

The residents of the 6 neighborhoods are not opposed to opening the emergency-access gate for a real emergency. The city Fire Marshall verified the gate satisfies requirements for emergency access and the gate can be easily opened by emergency responders.

Rivers Edge Drive is a street inside a resident-owned neighborhood. Ms. Walsleben's claim that River's Edge Drive has been maintained at taxpayer expense is misleading; the street has only ever received minimal city services. Since 2001, River's Edge Condo Association [RECA] has spent over \$195,000 servicing Rivers Edge Drive and Borestone Lane. This includes road maintenance in the form of paving, repairs and marking and residents pay for private snow removal.

Rivers Edge Drive and Northview Drive are local access roads not built for through traffic. Taxpayer expense to upgrade roadbeds, install curbs, fix drainage issues, install signage and traffic calming measures would be massive with negligible benefits to all residents of the New North End.

Rivers Edge Drive and Northview Drive are the bikeway connector from North Avenue to Plattsburgh Avenue and the bike route to Colchester. RECA paid for the bike lane marking.

The New North End has been torn apart by opposing views on the recent Pilot Project. The petition to open the gate at the end of Rivers Edge Drive is also dividing neighbors on the east and west sides of North Ave.

The disingenuous claims the author used to scare her neighbors into signing a petition for an unsafe shortcut from North Ave to Plattsburgh Ave are distasteful. How many of the signees have even gone into the neighborhoods they are proposing to disrupt the safety of?

The residents of Northview Drive, Riverview Drive, Forest Street, Woods Street, Rivers Edge Drive and Borestone Lane are unanimously opposed to removing the gate. These families, many of whom are original homeowners, do not fear imagined catastrophes, terror attacks or "beach dwellers who make fires". We respect our neighbors, enjoy the peace and safety of the New North End and trust that emergency services can open the gate if necessary.

One component of safe neighborhoods is defined as "eyes on the street", where neighbors walk or bike the streets or utilize public transport. Contemporary city planning challenges the idea of a "car first" methods to street design. Burlington is moving away from a "faster is better" approach with programs like the Safe Routes to School and the Safe and Complete Streets Initiative.

Traffic and vehicle incidents are a fact of city life. Sending traffic down unplanned routes is not the way to combat this.

The petitioner, who lives in a private, no public access development is asking families to sacrifice their safety for the sake of a shortcut to the Beltline "simply to get to work or a long awaited doctor's appointment in a timely fashion".



 COMMUNITY & ECONOMIC DEVELOPMENT OFFICE 149 CHURCH STREET • ROOM 32 • CITY HALL • BURLINGTON, VT 05401 (802) 865-7144 • (802) 865-7024 (FAX) www.burlingtonvt.gov/cedo		
Noelle MacKay Director, Community & Economic Development Office	Chapin Spencer Director, Public Works Norman J. Baldwin, P.E. Asst. Director Public Works	David E White, AICP Director, Planning & Zoning Department

MEMO

TO: Transportation, Energy and Utilities Committee

FROM: Kirsten Merriman Shapiro, Senior Policy and Project Specialist, CEDO
Laura K. Wheelock P.E., Public Works Engineer
Meagan E Tuttle, AICP, Principal Planner, Planning and Zoning

RE: Great Streets Initiative – November 2016 Concept Plans for Main Street & City Hall Park

DATE: November 30, 2016

The Great Streets Initiative is a culmination of many years of planning and project development, including the public vote in March of 2015 to use the City's downtown TIF district to make new investments in the downtown public infrastructure, to ensure that Burlington residents have a downtown that is a vibrant, walkable and sustainable urban center. Through this initiative, we'll advance several key projects envisioned by plans such as *Imagine City Hall Park*, *planBTV Downtown & Waterfront*, the *2011 Transportation Plan*, and the City's first *planBTV Walk/Bike*.

The Great Streets Initiative premise is to work with citizens, stakeholders and officials of Burlington on these three separate projects:

1. **Downtown Street Standards:** This project will create a palette of urban elements and standard dimensions that will lead to downtown streets that are beautiful, practical, affordable, sustainable, and appropriate for downtown Burlington from Pearl to Maple and Union to Battery.
2. **Main Street / St. Paul Street Plans:** This project will apply those standards in a concept plan for the redesign of six blocks of Main Street from Union to Battery, and two segments of St. Paul Street from Main to Maple. This effort will culminate in the construction of two key segments of Main Street between Pine and Church.
3. **City Hall Park Plans:** This project continues the effort to reconstruct the only public park in downtown Burlington. The Great Streets Initiative advances the schematic designs from the 2011-2012 [Imagine City Hall Park](#) engagement process, and will culminate in the much anticipated reconstruction of the park.

Update

The Great Streets Initiative launched in July 2016, with public presentations in September and November. The September presentation discussed conditions and goals regarding downtown's built environment that have been

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synthesized from myriad plans and the consulting team's analysis, and solicited the community's feedback on elements that should be considered both for the Main Street concept plan and the standards for all of downtown Burlington. The November presentation included preliminary concept plans for the six blocks of Main Street and for City Hall Park. Video recordings and PDF downloads of the presentations from September and November are available at www.greatstreetsbtv.com

It is anticipated that the current phase of work will conclude in early 2017; this phase includes 25% plans for Main Street / St. Paul Street, 25% plans for City Hall Park, and 100% development of the Downtown Street Standards. We anticipate that these projects will proceed into the next phase in spring 2017, which will be to develop 100% construction documents for the first two blocks of Main Street (Church to Pine) and for City Hall Park, and for construction to begin on these separate projects in spring 2018.

Input on Concept Plans

The City is currently soliciting feedback on these plans from the public, through December 9, on the Great Streets website listed above. Additionally, the City is seeking input and endorsements from the following Boards and Commissions:

- December 6, 5:30pm, Parks Commission (City Hall Park & Main Street Plans)
- December 7, 5pm, Transportation, Energy & Utilities Committee (Main Street Plan)
- December 13, 3pm, Design Advisory Board (City Hall Park Plan)
- December 13, 4pm, Parks, Arts and Culture Committee (City Hall Park & Main Street Plans)
- December 13, 6:30pm, Planning Commission (City Hall Park & Main Street Plans)
- December 20, 4pm, Accessibility Committee (City Hall Park & Main Street Plans)
- December 20, 5pm, Development Review Board (City Hall Park Plans)
- December 21, 6:30pm, Public Works Commission (Main Street Plan)

During the upcoming TEUC meeting, the Great Streets Initiative's project managers will present the concept plans for Main Street and City Hall Park as well as a summary of public and stakeholder input received to-date. The TEUC is requested to endorse these plans, and provide any other input to the project management team that will be helpful in guiding refinements per the schedule above.

If you have additional questions about the Great Streets Initiative or any of the individual efforts included in this phase of work, please feel free to contact any of the project managers directly:

Laura Wheelock, lwheelock@burlingtonvt.gov or 802-540-0397
Kirsten Merriman Shapiro, kmerriman@burlingtonvt.gov or 802-865-7284
Meagan Tuttle, mtuttle@burlingtonvt.gov or 802-865-7193

Thank you.

Main Street Concept Plan
What Burlingtonians have said they'd like to see on the street

PRIVATE ➔ ← PUBLIC ➔



Retail
Frontage



Clear
Walkway



Tree Belt /
Furnishings



Bike Path &
Buffer



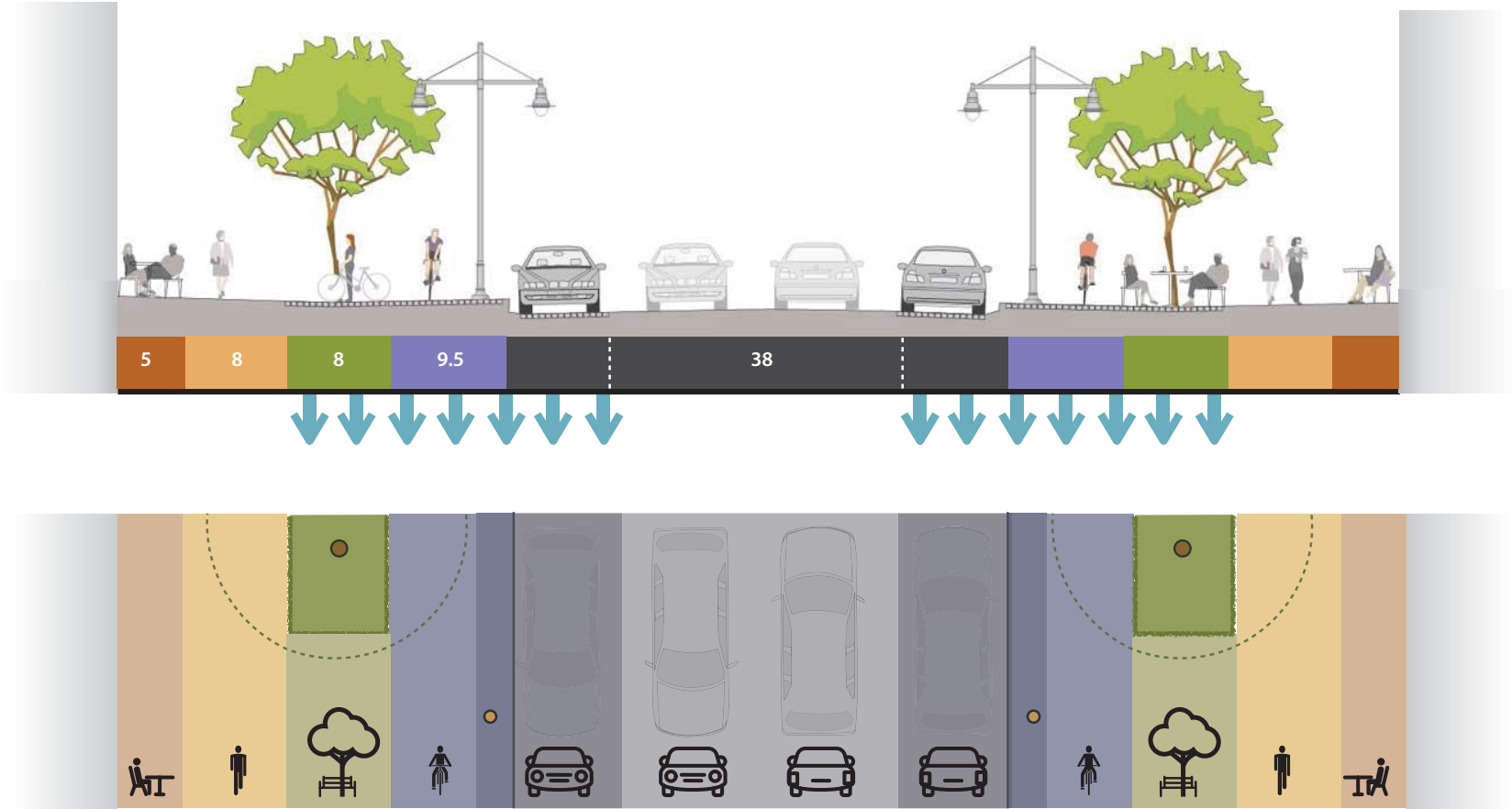
Stormwater /
Rain Gardens



Parking /
Roadway

Main Street Concept Plan
Improving the Public Right-of-Way

Proposed Street
Parallel Parking 2 Sides



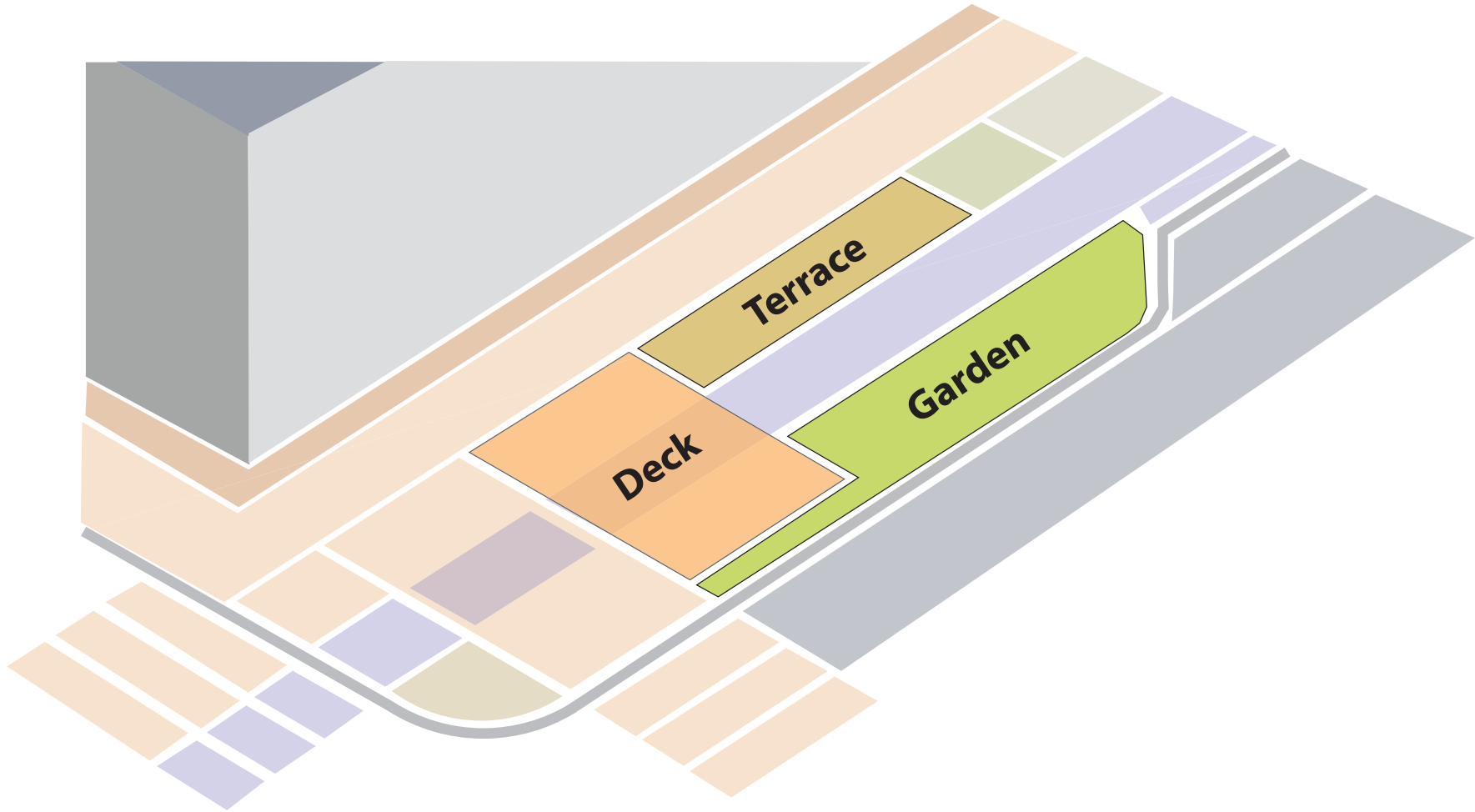
Great Streets BTV

Main Street Concept Plan - Nov. 14, 2016

Main Street Concept Plan
Overview of proposed Main Street concept



Main Street Concept Plan
Intersections

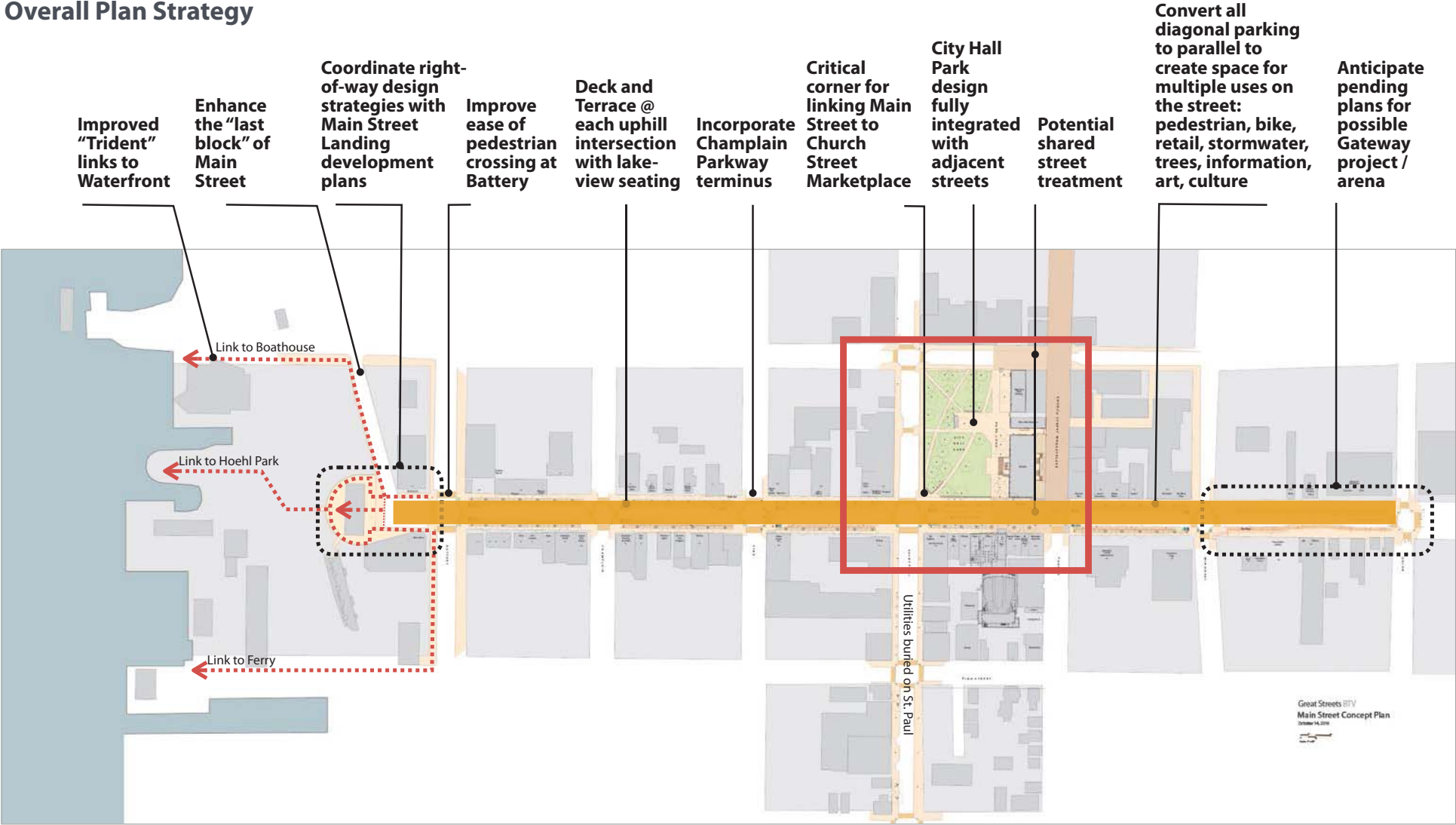


Main Street Concept Plan
Intersections



Main Street Concept Plan

Overall Plan Strategy



Great Streets BTV

Main Street Concept Plan - Nov. 14, 2016

suisman
URBAN DESIGN

Main Street Concept Plan
Proposed: The South Edge of City Hall Park



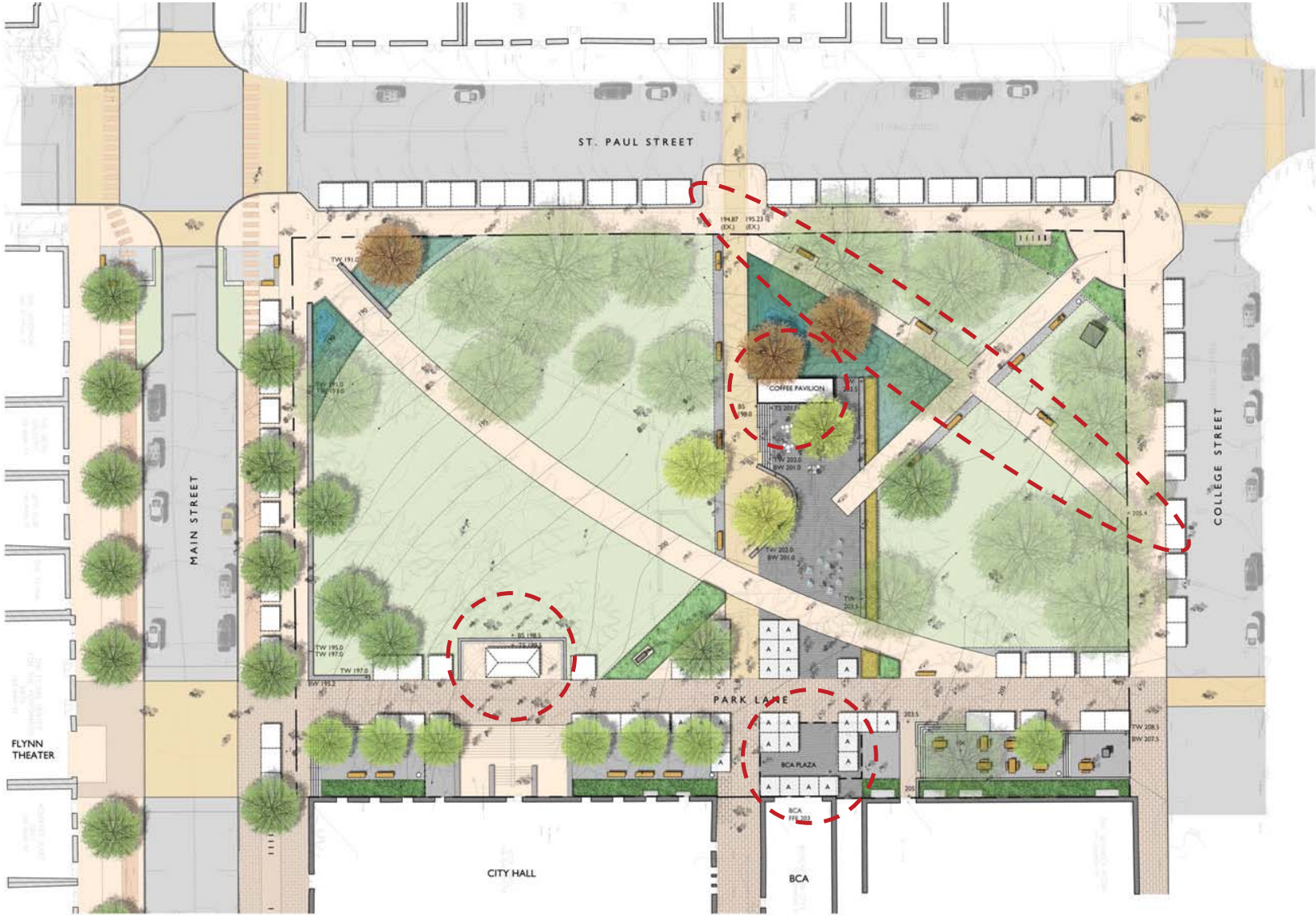
Great Streets BTV

Main Street Concept Plan - Nov. 14, 2016

suisman

2016 City Hall Park Concept Design
Program Discussion

- Performance space
- Mid block pathway
- Pavilion
- Bathrooms





City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memo

Date: December 2, 2016

To: Transportation, Energy, and Utilities Committee of City Council

From: Nicole Losch, Senior Planner

Subject: planBTV Walk Bike

Introduction to the Plan and the Adoption Process

In 2015 the City Council authorized creation of a Walk-Bike Master Plan. The vision: rapid transformation of Burlington into the best small city for walking and biking on the East Coast. With the collaboration of a Technical Committee and Advisory Committee and 18-months of community participation, *planBTV Walk Bike* has been drafted and available for public comment.

At their October 19, 2016 meeting, the Public Works Commission unanimously voted to recommend the Planning Commission and City Council adopt *planBTV Walk Bike* (with staff consideration for public and Commission comments prior to adoption). At their October 25, 2016 meeting, the Planning Commission considered public comments, provided additional comments, expressed support for the City's serious commitment to walking and biking through the messaging of *planBTV Walk Bike*, and requested the final plan be presented for consideration as a chapter of the Municipal Development Plan.

The draft plan is currently being revised in response to comments from the community, Public Works Commission, and Planning Commission. The updated plan will be re-printed and provided to the Planning Commission and all City Councilors. At their upcoming meetings, the Planning Commission and TEUC will then be asked to provide any final comments before advancing *planBTV Walk Bike* to City Council for adoption in the Municipal Development Plan.

Unbound hard-copies of the current draft plan can be made available at DPW, or an electronic copy of the plan can be downloaded at www.planbtvwalkbike.org.

About planBTV Walk Bike

This plan is about two things:

1. Creating safer streets for everyone, and
2. Making walking and biking a viable (and enjoyable) way to get around town.

Every new project, policy, and program will advance a vision where:

3. Burlington's streets are safe enough for children and older adults to walk or bike to school, to the park, to a friend's, to the store...
4. Walking, biking, and taking the bus are the preferred choice for young adults, year round...
5. Burlington's transportation network improves our local economy and quality of life, leading people to stay and invest in our community.

The end result? Traffic-related fatalities and serious injuries are eliminated and active transportation is the majority of commute trips in Burlington by 2026.

How will we do this?

This plan has a strong focus on engineering – the area in most need of improvement before more people will feel our streets are safe enough to choose to walk and bike regularly. A 12-month priority action list of projects will begin Burlington's transformation. These projects focus on street design for speed control, safety, connectivity, sustainability, and placemaking.

To implement projects quickly and keep our core vision and goals at the forefront of every decision, the City and the community will need to shift our approach to planning, designing, and constructing walk/bike projects in Burlington. Whether we call it "rapid implementation," "interim design," "pilot to permanent," "planning in action," or "all at once," the end result will be the same: streamline the design process, engage the community differently, and use flexible, attractive materials that can be installed quickly, distributed widely, and remain in place for years. Capital construction takes time to design and fund, but improvements can advance with little more than paint, signs, and planters in the interim. With this approach, change can happen quickly, the community can be engaged at every step, and project designs can be adjusted before permanent construction occurs.

Beyond infrastructure, *planBTV Walk Bike* recommends collaboration between the DPW and other City and regional agencies, Neighborhood Planning Assemblies, non-profit organizations, and local businesses and residents to advance policies and programs that will improve:

- Evaluation and planning (e.g. a Data Dashboard, additional staff capacity)
- Education (e.g. professional drivers' training programs, bike skills and lock/safety gear initiatives, expanded Safe Routes to Schools, safety outreach to drivers)
- Encouragement (e.g. play street events, commuter breakfasts, summits and events for women and seniors)
- Enforcement (e.g. revised crash reporting protocols, enforcement stings with equity safeguards, increased Safe Streets Collaborative work)
- Equity (e.g. deeper understanding of the needs and priorities of under-represented Burlingtonians, consider locations in programming events and projects)

The most immediate priorities will be pursuit of a “Vision Zero” policy – an important step for a collaborative approach to eliminating traffic-related fatalities and serious injuries – and a “Crash not Accident” pledge – an assertive voice to reframe the reality that traffic crashes are fixable problems caused by unsafe driving and dangerous streets.

planBTV Walk Bike balances the fundamentals of an ambitious plan with a pragmatic approach to funding and implementation. The project team carefully evaluated the 12-month, 5-year, and 15-year project list to ensure alignment with projected capital funding. These projects are great investments, retrofitting existing streets and providing low-stress alternatives to single-occupant driving.

Request

planBTV Walk Bike is currently being revised in response to comments from the community, Public Works Commission, and Planning Commission (attached). Additional comments and guidance on the schedule are welcome from the TEUC, as we prepare to provide the updated plan to the Planning Commission, revisit the TEUC, and advance to the full City Council.

Summary of Public Comment for PlanBTV Walk Bike July 01 draft

From: Peter Keating

Date: July 5, 2016 at 8:19:28 AM EDT

On page 30 we note Missoula MT as a “leading City” but the stats don’t make that case. Is there a reason to keep that pie chart here?

From: Jennifer Green

Sustainability Coordinator

City of Burlington Burlington Electric Department

Given the prospective growth in e-bike ridership, and BED’s possible role in supporting this effort, I’d like to encourage that the final plan make mention of the new and emerging role that e-bikes can play in Burlington’s bike scene.

There is no one spot in the draft where this language fits best – perhaps on page 149 (under the equity section) or otherwise in the Equity Action Plan? As you know, e-bikes can make long commutes possible for people who may want to bike but find that conventional biking – for any number of reasons – is not an option.

Feel free to draft language as you see fit. If it’s helpful, [Go Vermont](#) has a page about ebikes, with a link to the non-profit [VBike](#)....

Date: August 24, 2016 at 1:58:40 PM EDT

I am writing to express my support for the idea that the Burlington walk-bike master plan must include more new bike lanes on major streets in its first year.

Pine Street and Winooski Avenue are in need of particular attention.

Of course, all bike lanes should also, ideally, be "protected" bike lanes.

Thank you. Karl Haloj

Burlington resident and avid cyclist

From: Scheidt, Daniel

Date: Thu, Aug 25, 2016 at 10:56 AM

Hello,

I read through the draft plan. It’s a lot to digest and most of the ideas are pretty good. A few minor comments:

1. Ledge Rd for bikeway in South End- I live on Ledge Rd and I’m an avid biker, but it’s simply too steep to bike uphill (most people can’t bike up the hill and push their bikes up the hill on the sidewalk), and on the downhill, bikers are going the same speed as cars so sharrow work well in this case. I think the lane would be better placed on a street that’s not so steep.

2. South Willard in South End: Right now, there is no southbound bike lane close to UVM on any street. If I read correct, a longer term plan would be to add a southbound lane to the existing northbound bike lane on South Willard, but I think the priority should be to do this now. It's too important to leave this to later, and a southbound lane would complement the existing northbound lane nicely. To not have any southbound bike lane close to UVM seems like it should be a higher priority.

Sent: Friday, August 26, 2016 10:47 AM

Cc: Karen Paul <kpaul@burlingtonvt.gov>; robinfawcett@burlingtontelecom.net

Dear Chapin Spencer,

It's great that the BTV Walk Bike Master Plan Draft is ready for public comment. There was clearly a lengthy, public process required to develop this comprehensive document. Thanks for your hard work. As both walkers and bikers we're excited to see expanded protected bikeways and safer walking spaces in Burlington.

Having lived on Saint Paul Street for the past 4 years, we have two specific concerns that aren't included in the plan.

First: Speeding on Saint Paul Street

We were a bit surprised that your data did not indicate the level of excessive speeding in the "Slow Zone" of Saint Paul Street, a major corridor into the city. Last week we had police surveillance and several traffic stops for speeding. The officers were quick to acknowledge that speeding is a problem, especially between the Howard Street light and Kilburn Street. The only speed limit sign posting (25 mph) is at Catherine Street. Perhaps some traffic calming measure, such as additional signage, might be an inexpensive deterrent.

Second: Pedestrian Crossing at Saint Paul Street and Kilburn Street

This crossing, which provides access to Smalley Park, is poorly marked and cars regularly fail to stop for pedestrians. With neighborhood families and children using the park it would seem that an improved crosswalk would be a priority. We noted in the Plan BTV Walk Bike that a much needed new crossing would be added at Howard Street and new sidewalks on Kilburn but no mention of an upgrade to this dangerous pedestrian crossing.

We have attended a couple of the public meetings on this plan to gather information and listen to opinions. In 2013 we wrote a letter expressing similar concerns to the Department of Public Works. (see attached) We received a brief note and information on Neighborhood Traffic Management encouraging us to seek our own neighborhood driven solutions and develop our own improvement plan. Thank you for allowing us an opportunity to comment on this new Plan BTV Walk Bike Draft.

Rod and Glenna Copeland
390 Saint Paul Street
Burlington, VT 05401

From: **Damon Lane**

Date: Wed, Sep 14, 2016 at 3:21 PM

Hi Julie, thank you for the opportunity to comment on the draft plan and for the good focus on these growing modes of transportation that are better in so many ways than the predominant one.

One specific comment I have is on the Sherman-Peru-Grant greenway. I like the idea a lot and live on Peru St. A potential issue that I'm sure you've thought of is at the intersections. While these three streets are relatively calm and quiet (though Grant and half of Peru is much busier than the rest), the greenway crosses major streets at offset intersections. Not only does this clash with the calm experience of the east-west streets, but requires confidence and bike skills to turn right, enter and cross traffic and take a left turn. Because North Champlain is one way, transiting the greenway West wouldn't even be legal. This issue affected my old commute to UVM; I would use Grant to Loomis on the way to work, but Pearl on the way home. Maybe short counter flow bike lanes are the answer? Or very wide intersections with lights that stop cars outside the crossing zones before a bike phase? I assume one reason to create the greenway is to encourage people who are not comfortable with the traffic on Pearl and North St, but we have to make sure the experience is really less harrowing. I use Grant St to and from work today and occasionally crossing Elmwood is worse than riding on S. Winooski.

My other thought is about bike parking. It is a pet peeve of mine that despite taking up a fraction of space per vehicle as cars, bikes are stuffed ridiculously close together. Almost never is a car blocked in or touches another car getting in or out. I'm not saying bikes can't ever touch each other or that is the same thing as cars doing it, but you certainly feel frustrated and second class wrestling your bike out of a tangle of bikes in a rack, and occasionally finding someone has accidentally locked yours to theirs or locked their bike in a such a way yours is blocked in. This is crazy when bikes are so space efficient! An extra 4-6" of width and they would have minimal interaction with each other.

From: **Lawrence Keyes**

Date: Fri, Aug 26, 2016 at 11:27 AM

Cc: campaigns@localmotion.org

College Street or Main Street, or Pearl Street....I.e. an easy and safe way to get to UVM from and to downtown.

Battery Street

S. Prospect Street

Make North Ave trial permanent. That has been a great improvement. However, the turn from N Ave to Plattsburgh Ave is really tough, both for bikes, and for cars.

Date: Wed, Aug 24, 2016 at 8:07 PM

Please consider more stripes on the street on Winooski Ave. and Maple Streets when working on the Master Plan.

Thank You for your consideration-
Aimee Wilson

Bike Commuter

From: **John Leddy**

Date: Wed, Aug 24, 2016 at 4:15 PM

Cc: campaigns@localmotion.org

First of all thanks for this solid plan that will serve Burlington well. There are a whole lot of great things in the plan. My major critique of the plan is that—at least in the first year—it is far too timid when it comes to improving conditions for biking, and new bike lanes are almost nowhere to be found in the first year. There are a number of streets in Burlington that can have bike lanes added to them at low cost, with little engineering or design, and with negligible impact on car traffic or on-street parking. Those streets can and should be restriped to add bike lanes without delay. I support moving forward quickly on these more promising candidates:

- Adding bike lanes in both directions on South Winooski between Maple and Main
- Extending the southbound bike lane on North Winooski all the way to Pearl
- Swapping the bike lane with the parking on Willard from North to Maple (such that the bike lane for this segment runs southbound)
- In addition, Local Motion has proposed that Burlington DPW paint bike lanes solid green whenever they cross an intersection or a side street. This treatment greatly increases visibility for people biking, and was recently adopted by the Vermont Agency of Transportation as Highway Safety & Design Engineering Instruction 16-100.
- Adding bike lanes and super-sharrows to portions of Pine Street north of Kilburn
- Upgrading to super-sharrows on Pine northbound between Locust and Kilburn
- Adding bike lanes and upgrading to super-sharrows at intersections on Pine between Locust and Flynn
- Adding bike lanes on Pine between Flynn and Home
- Adding sharrows on Pine south of Home

Thanks again for your thoughtful work.

Date: Wed, Aug 24, 2016 at 3:39 PM

Cc: campaigns@localmotion.org

I'm writing to encourage you to consider quick action on additional bike lanes in Burlington. My own commute is most affected by the absence or discontinuousness of lanes on Pine street and S. Winooski street, but there are many locations detailed in the new PlanBTV walk/bike report that would benefit from rapid installation of lanes. I don't want to wait over a year to feel safe on my way to and from work.

Thanks!

Bill Morris
Scarff Ave

From: **David G. White**

Date: Wed, Aug 24, 2016 at 3:37 PM

Cc: campaigns@localmotion.org

I'm writing to add my voice to Local Motion's push for more bike lanes on Burlington streets within the next year. Some of these are "low hanging fruit" and should be no-brainers.

I'm an avid cyclist and live in the south end. For me personally Pine Street is significant. Having not evaluated the City as a whole, I can't say that Pine Street is most important overall, but it would be great to have clear & substantial bike lanes on both sides.

And other streets too!

From: **Mitch Krauss**

Date: Wed, Aug 24, 2016 at 2:12 PM

Cc: "campaigns@localmotion.org" <campaigns@localmotion.org>

Hi Lucy, Please include more new bike lanes on major streets in the first year the walk-bike master plan to. Pine Street, Winooski Avenue, Battery Street, and Shelburne Road would be a good start. Thanks, Mitch

Date: Wed, Aug 24, 2016 at 2:44 PM

Cc: campaigns@localmotion.org

I am a resident of the New North End, whom is particularly pleased with the bike pilot project on North Ave. In addition to my fervent desire for the North Ave lanes to stay, I also would like to see more bike lanes on other major streets; two that come to mind are S. Winooski Avenue through the downtown portion, and on Pine Street.

Thank you for your work,
Anna Kovaliv

Date: Sun, Oct 2, 2016 at 12:07 AM

To: julie@streetplans.org, lgibson@dubois-king.com, Nicole Losch <NLosch@burlingtonvt.gov>

Cc: Barbara Headrick <barbara.headrick@gmail.com>

Please consider these comments and let me know what you think.
Thank you!

Barbara Headrick

Page 25: Why is our 2026 vision for Mode Sharing so high for SOV (37%) and MOV (12%)? Boulder's 2026 goal is much lower for these same two mode : (20%) and (15%) respectively.

Page 25: Why not a larger increase in walk and biking? The bus mode increases more than walking and biking. Why? Walking and biking is better than busing.

Page 59: "Provide a shared use path, neighborhood greenway, or protected bike lane connection to **every school in Burlington** by 2026." In order to achieve this, the UVM Redstone bus that uses South Prospect Street, south of Main Street, needs to be eliminated or moved onto the internal campus road (University Heights Road runs from Main Street south to the Redstone Apartments). Please see my comments on the interactive map. The UVM Redstone bus squeezes bicyclists into parked cars on the west side of South Prospect Street, and into the curb on the east side of South Prospect Street. The UVM Redstone bus only

provides a **4 block** ride in each direction -- the distance between the main UVM green and the Redstone campus. Students should be walking or bicycling these 4 blocks or using the on-campus buses for this short distance. And the neighborhood street (South Prospect Street) should not have any UVM buses on it. We already have a CCTA bus providing public transportation along South Prospect Street. Moving the UVM Redstone bus onto campus, or eliminating the UVM Redstone bus route, would increase bicycle safety along South Prospect Street and reduce stress for bicyclists using South Prospect Street, south of Main Street, because the UVM bus is too frequent (it drives by every 3 minutes), too large (30,000 lb bus weight exceeds the 20,000 lb legal weight limit on South Prospect Street), and too polluting given that bicycling and walking 4 blocks is a viable option and buses are available on campus. If UVM wants to keep the same level of bus service, then UVM should move this bus onto its internal campus road (University Heights Road), where it already has bus service to stop at **the same exact bus stops** currently served by the UVM Redstone bus. Yes, the UVM Redstone bus is redundant with the on-campus buses. Bicyclists who are on campus can ride safely by using paths and not the internal campus road if they want to avoid the UVM buses. And on our city street, many more students and local residents would ride their bikes to campus and work if the UVM Redstone bus was taken off of South Prospect Street, south of Main Street. The city can achieve a **HUGE** increase in the number of students riding their bicycles to campus every day by requiring UVM to move its bus off of South Prospect Street, south of Main Street. After picking up passengers in front of Waterman Hall, the bus should turn west onto Main street, and then at the top of the hill take a right turn onto University Heights Road. From there it can use this internal campus road to drop passengers off at the UVM garages, UVM fitness center, and the UVM dorms and residences, including those at the Redstone campus and at the Redstone Lofts and Redstone Apartments. Students will learn that riding their bicycles is a fast way to get from Redstone Apartments to the main campus green. And they would happily ride their bikes if they feel safe riding along South Prospect Street. There are many UVM professors, staff and doctors who have homes along South Prospect Street. My spouse is one of the few that rides his bicycle to work everyday. Many more UVM professors, staff and doctors would ride their bikes to campus if the Redstone bus was removed from South Prospect Street because they would feel safer riding their bikes. More teens and youth would ride their bikes to Edmunds School and Mater Christi school if the Redstone bus was removed from South Prospect Street, south of Main Street. The UVM bus frequency and size causes university students and adults to ride their bikes on the sidewalks along South Prospect Street. This decreases safety for pedestrians. **Given the size of the UVM student population and what that represents for the potential increase in number of daily bicycle riders, you can exceed your bicycle mode target for 2026, and reach it much sooner than 2026, by insisting that UVM move its Redstone bus onto its internal campus road when it is south of Main Street or eliminate the Redstone bus route. Net result, take the UVM buses off of South Prospect Street, south of Main Street and increase bicycle safety and ridership.**

Page 63: Your map suggests two different speed limits for South Prospect Street south of Main Street. **All of South Prospect Street, south of Maple Street, should have a speed limit that does not exceed 20 mph.** There is no good reason to have cars and buses traveling 25 mph along South Prospect Street between Maple and Cliff Streets. **This section of South Prospect Street, between Cliff and Maple, is not a corridor.** South Prospect Street to the south is a max 20 mph zone. Cliff is not a corridor. "The 25 mph corridor" should be **north of the corner** of South Prospect Street and Maple Street. When buses and

cars along South Prospect Street go 25 or 30 mph, it scares bicyclists. A 25 mph speed limit means that a good % of drivers will speed to 30 mph. The section of South Prospect Street that is color coded pink is residential on both sides of the street. But all of South Prospect Street, south of Maple Street, is NO THRU TRUCK route. This flat residential street is an important bicycle route for students who live in dorms and for residents who live in the neighborhood so both can use bicycles to get to their classes and places of employment at the university, the K-8 schools and the hospital. Please change the pink coded section of South Prospect Street, between Cliff Street and Maple Street, to blue. This will increase bicycle ridership because it will reduce the stress caused by fast moving cars and buses.

Page 64: If you want to see a HUGE (off the charts) increase in daily bicycle ridership, please consider making South Prospect Street, between the Redstone Apartments and Main Street, a high priority corridor for bicycle safety and lower vehicle speeds. Once you get UVM students riding their bikes from their dorm to the main campus, they will also ride their bikes downtown. This will reduce car usage downtown. As bicycling use increases on campus, more students will opt to not bring their cars to Burlington.

page 66-67: There have been serious accidents between bicyclists and the UVM Redstone bus. In one recent accident, the bicyclist was not wearing her helmet and sustained serious head injuries when her bike and the bus collided.

page 69: It is extremely important for the proposed "fully connected network" to include the length of South Prospect Street that lies between the Redstone Apartments (500 South Prospect Street) and the beginning of the UVM bike path that winds behind the UVM Admissions building at 184 South Prospect Street. Right now, the bike path abruptly ends when it intersects the sidewalk in front of the Admissions Building. Bicyclists ride on the sidewalk for 4 blocks until they reach the Redstone campus because they don't want to compete with the UVM buses on South Prospect Street. Instead the UVM bus should be removed from South Prospect street and there should be bike paths on both the east and west side of S. Prospect street so bicyclists ride in the street instead of on the sidewalk. This suggestion would allow for a continuation of the bike path from its on-campus route to the student dorms at the far south end of South Prospect Street. IT would also allow UVM employees to bicycle home safely from work. **The THOUSANDS of students living in the dorms south of Redstone would become daily bicycle riders if you make South Prospect Street a continuous and safe bicycle route to campus.** All it takes is a shared use path (unmarked is fine), a 20 mph speed limit, and no UVM buses on South Prospect Street. This is a low cost and fast way to dramatically reach your bike ridership goals. Those who want to ride the bus, can use the on campus buses or the city bus. But most will choose to use their bikes because it will be safer (when the suggestions are implemented), faster, and better for our environment than a polluting bus. UVM can reduce "student fees" if they eliminate the Redstone bus. Less student debt is another advantage of eliminating the Redstone bus.

page 73: South Prospect Street is not low stress on a bicycle. Come here and ride your bike at 8am on a weekday during the school year. See the buses squeeze the bicyclists into the curb and parked cars. See cars and buses going too fast. We need to reduce stress along this street by implementing the suggestions

already described. Then you will see a HUGE increase in the number of UVM students and UVM employees using their bicycles to commute to school and work.

page 119: There should be more speed enforcement along South Prospect Street to calm traffic. I wouldn't object to license plate reading speed detection and enforcement devices as a pilot program on our street. Too many students are driving drunk at night time and speeding. Commuters are going too fast at rush hour. CCTA bus drivers are frequently speeding.

page 120: Please add South Prospect Street, between 500 South Prospect Street and 189 South Prospect Street, to this list of projects for the next 5 years.

page 121: Make the green line dashed for traffic calming along the entire length of South Prospect Street between Maple Street and Ledge Road. To get the thousands of UVM students who live near 500 South Prospect Street to ride their bikes along South Prospect Street to the bike path at 189 South Prospect Street, the traffic has to not exceed 20 mph and most of the drivers must not be speeding (and the Redstone bus **4 block circle route** has to be moved onto campus or eliminated -- what a waste this bus route is! Use the on-campus buses if you must ride).

Page 130: Proposing zoning changes to incorporate NACs in all residential neighborhoods, and have this change buried in the bike walk plan, is highly inappropriate. **Many people are not going to realize that this walk/bike plan is being used as a backhanded way to change building and construction and use zoning. This report is not the proper forum for institutionalizing NAC's into our city's municipal development plan and zoning. The city is not being transparent with city residents by recommending zoning changes to allow NAC's within the walk/bike plan since many residents are not going to read the walk bike plan before it is accepted by city council and embedded into the city's MDP. I understand that NAC's reduce car usage. But the wording in this section needs to be supportive of zoning that each neighborhood wants and not force NACs on neighborhoods. The wording in the walk bike plan should not dictate that NACs are to be adopted. Many residential neighborhoods do not want to be blighted by commercial uses.**

Page 165: Please add South Prospect Street, between 500 South Prospect Street and 189 South Prospect Street, to this list of projects to start now. (lower speed limit from 25 to 20, remove the UVM bus from South Prospect Street - it exceeds the city's street weight limit). This bike safety initiative will cost the city nothing except for a few new 20 mph speed limit signs. And UVM will reduce its expenses by eliminating the Redstone Bus route. OR it will maintain its operating expenses (no increase) by simply moving the Redstone bus onto the on-campus University Heights road. Bicycle riding to campus will increase because bicycle riding will be much safer with the UVM buses off of South Prospect Street, south of Main Street. Once people ride their bikes to work or class, they will start to ride bikes to do their errands. This leads to less car traffic in Burlington and fewer student cars in Burlington.

From: David E. White

Sent: Friday, October 07, 2016 1:59 PM

Cc: Meagan Tuttle <mtuttle@burlingtonvt.gov>; Chapin Spencer <cspencer@burlingtonvt.gov>

Hi Nicole

Below are some comments I've put together on the propose plan – overall this is a GREAT addition to our family of planBTV initiatives and I look forward to all of it happening ASAP!

planBTV Walk-Bike comments

Great educational piece overall and tons of great information and ideas

Recommendations seem to ramble on from section to section so it's hard to get a sense of the overall vision/objective and priorities - there's an "Action Plan" starting on p 57, then the sub-area plans, and then a Policy and Protocol Action Plan starting on P 127. Hopefully the Executive Summary will be able to put it all into a more easily digested form for the average reader.

One of the most important strategies is to design streets for a target speed - I don't think most readers will understand what this really is/means, and wonder if there's enough data to map current speeds with the target speeds shown on the map on p63 to help identify where this is an important issue.

Sub area maps generally - 1-mile/5-min walk rings are too faint to see clearly on the maps

Shore Road Neighborhood Greenway - highlight this on the map of proposed improvements or include an inset so the reader can more easily find where this is. Also should note that while the variety of improvements suggested are specific to this location, they are also examples of treatments that might be considered for any of the other suggested Neighborhood Greenways. One way to better make this point is for p 83 to lead off with a description of the "Neighborhood Greenway", and then use Shore Road as an example of this as applied to a specific location. Same thing with the "Two-way Protected Bike Lane - describe what it is and where it's best suited as a treatment, and then illustrate it as applied to Plattsburg Ave. Otherwise, why doesn't the plan go into detail about the other places where either a neighborhood greenway (e.g. Farrington Pkwy or Gosse Ct) or protected bike lane are also recommended.

Downtown Sub area map (p90-91) - Battery from Cherry to College should be identified as a significant gap in crossing, and also along Pine south of Maple. I'm surprised that the Pearl and Cherry intersections at Battery aren't identified as difficult crossings (at least thru public feedback). Same with S Champlain and Main.

Downtown Action Plan (p96-99) -I don't see anything here regarding:

- Waterfront pedestrian connection at the bottom of Cherry (and Pearl?) to connect to Lake St down the escarpment
- Relocation of waterfront bike path to west of railroad between King and College
- Downtown Alley Walk (discussed on p 61)

- St. Paul and Pine St connections between Cherry and Bank - they are impossible to see on the map and blend in as if they are existing. They need to be highlighted in some way.
- UVM's Catamount Promenade - a prominent ped/bike thoroughfare connecting Redstone/Athletic campus with Trinity across Main Campus

Bike Parking Ratios (p 140) suggests a payment-in-lieu for on-site bike parking into a "Public Bicycle Parking Fund" Does this actually exist or is it specifically being recommended to be created (if so it should be part of the next section on funding). We are happy to incorporate such a thing, but the "pot" needs to be in-place first.

Bike Parking Ratio Specific Updates: need some details here. Give us a number or a range to work with, and some specific source materials and/or references to existing regulations to model. Just saying to "increase" isn't helpful enough to be able to act on this quickly.

Sent: Tuesday, October 18, 2016 4:47 AM
To: paulfin@sover.net; Chapin Spencer <cspencer@burlingtonvt.gov>
Subject: S. Prospect south of Maple

In regard to City Walk Bike plan:

The section of S. Prospect St. south of Maple that is proposed to be a 25 mph speed limit is also a point where multiple types of pedestrian and bike traffic converge. Further, it is a common commuter route for school children and a mix of housing similar to the section further south to Cliff St. Therefore, it is my opinion that the section should have the same speed limit as section further south to Cliff and be proposed at 20 mph.

Thanks you for your time.

Thomas Weicht

Sent: Monday, October 17, 2016 8:58 PM
To: Chapin Spencer <cspencer@burlingtonvt.gov>
Cc: paulfin@sover.net

In connection with proposed speed limits in the Walk/Bike Plan, it does seem more appropriate to impose a 20 mph limit on South Prospect between Maple and Cliff. In a residential area with children encouraged to walk to school, why allow a higher 25 mph? We have lots of bike and skateboards on this block at all hours, many UVM students.

Please consider a lower speed limit. Our nine year old son joins us in this request

Regards,
Peter and Amy Young

343 South Prospect St.

From: Barbara Headrick

Sent: Monday, October 17, 2016 6:15 PM

To: Chapin Spencer <cspencer@burlingtonvt.gov>; Karen Paul <kpaul@burlingtonvt.gov>

Subject: Letter about page 63 of the walk bike plan

Chapin and Karen,

This is the letter I distributed to my neighbors today. The letter and emails are regarding page 63 of the City's proposed walk bike plan. I also provided folks with a copy of page 63, which is a map with the proposed speed limits.

In the city's proposed walk/bike plan, the speed limit for South Prospect Street, south of Cliff, is proposed to drop to from 25 mph to 20 mph. But the report recommends keeping the speed limit at 25mph between Maple and Cliff.

We would like the speed limit to drop to 20mph on this section of South Prospect street. The attached letter explains why. Thank you for considering this letter and neighbor's comments on the same topic. Thank you in advance for your assistance and time.

From: Karen Paul

Sent: Tuesday, October 18, 2016 7:04 PM

Cc: Chapin Spencer <cspencer@burlingtonvt.gov>; Nicole Losch <NLosch@burlingtonvt.gov>; Joan Shannon <jshannon@burlingtonvt.gov>

To the esteemed members of the Commission, thank you for your service and for listening intently to many residents all over the City who come before you expressing their perspective on many issues. I have heard from several residents on and around South Prospect Street by email and by text. I am out of town this week until late Thursday; otherwise I would be at the meeting in person to express my support on behalf of these constituents for lowering the speed limit on this street. I hope you will agree that there are only positives that can come of this change. We all benefit from slower driving. Drivers, passengers, cyclists and pedestrians all benefit.

I hope you will support this change.

Thanks, Chapin and Nicole, for your efforts and for all you both do for Burlington. Your work is too often unsung but it is certainly appreciated.

My best,
Karen

Comments by Erik Brown Brotz, October 16, 2016

Overall this is an excellent plan for improving the conditions for walking and biking in Burlington. The following comments are primarily intended to improve the clarity and consistency of the plan document. I have also included a few suggestions for more substantive changes and additions to the plan. Thank you for your work on this plan, and I look forward to its passage and implementation in the near future.

1) Improve design and readability

a) Pages 64-7 Walk-Bike Priorities

- i) Please make the color for "Priority corridors for safety only" more distinguishable from the other types
- ii) Please number the intersections on the map and/or put the list in a more logical order (e.g., north-south) – it's hard to tell what is what.

b) Pages 80, 96, 119 Sub-Area 5-year Action Plans (and other maps also)

- i) Please label roads that are named in the recommendations on the maps.
- ii) Please number recommendations and add the labels to the maps. It would help if the recommendations were in some logical order as well.

2) Improve map accuracy

a) Page 69 – Bike Network plus subsequent bike maps

- i) Please modify the paths through Ethan Allen Park to make them more accurate. They currently show connections that don't exist and miss others that do. Some of these paths are dirt paths for walking only, and are unofficial. Some are too steep to be bike paths. See the Burlington Area Walk-Bike Map recently published by Local Motion for a more accurate depiction.
- ii) Please modify the path through Battery Park and along Battery St. to be more accurate – there is only one path parallel to Battery St., and only one real official bike route through the park (I think the rest are arguably sidewalks).

b) Pages 76-7 Sub-Area 1 Existing Conditions

i) The following are all missing from the map

- (1) The path through the North Beach camping area, connecting the bike path with BHS and Institute Rd. This is a critical connection for BHS students. See the Walk-Bike Map from Local Motion.
- (2) The existing dirt path between Ethan Allen Homestead and Intervale Rd.
- (3) The connection between the bike path and Leddy Park Rd.
- (4) The existing informal path from the bike path to North Ave. in the region of the former Burlington College property, which will hopefully be upgraded to official status soon.
- (5) The informal connection between the bike path and the end of Killarney Dr.
- ii) The supposed Neighborhood Center centered on a spot between Ethan Allen Parkway and North Ave. is puzzling and does not make sense. I suggest it be removed. Perhaps one could be added around Hunt Middle School, but I'm not sure whether that meets the definition of a Neighborhood Center. To be honest it's not clear what these are supposed to represent or if they are valuable at all.

c) Page 80 Sub-Area 1 – 5 Year Action plan

- i) An informal path between the bike path and North Ave. at Saratoga Ave. is shown as already existing, but I don't think it is (it's not on pages 76-77). A slightly different path is shown on page 82. Are these proposed for addition? If so it's not on in the text.

d) Pages 90-91 Sub-Area 2: Existing Conditions

- i) The map is missing the existing dirt path between Ethan Allen Homestead and Intervale Rd.

- ii) The neighborhood centers on these maps seem a little arbitrary; why include the Winooski bridge area but nothing from downtown, the Hill, the near south end (King/Maple), etc. What is their purpose? What is the definition? Please either clarify and apply consistently or get rid of them.
- iii) Bike lanes on S. Winooski go both directions.
- iv) Bike lane on Pine St. only goes south; sharrows north.
- v) Depot St. should be shown as existing shared path or something.

e) Pages 114-115 Sub-Area 3 Existing Conditions

- i) Here too the neighborhood centers seem a little random. What is the basis of these? No one would consider the corner of Flynn and Shelburne St. a neighborhood center, although there are some destinations there, notably the post office.
- ii) Not a huge deal but the S. Burlington path system is incompletely shown here. Particularly notable in its absence is the path through Farrell Park and beyond. I think there is also a path on Queen City Park Rd. and Central Ave. (into Queen City Park).
- iii) Also missing is the existing path alongside the abandoned road (future possible location of the Champlain Parkway) between Queen City Park Rd. and Home Ave.
- iv) It's mostly on Area 2, but the bike path on S. Winooski Ave should be shown as two-way.

3) Improve consistency between maps and text, and clarify text

a) Pages 76-81

- i) On maps 76-77 a shared use path is already shown as existing across from Woodbury and connecting to Gosse Court, but it is listed as proposed new project 4 on page 79. Which is it?
- ii) Shown on map p. 80 but not on the list of recommendations on pages 79 and 81:
 - (1) advisory bike lane on Woodbury Rd.
 - (2) informal path between the bike path and North Ave. at Saratoga Ave
 - (3) bike lane and sharrows on Ethan Allen Parkway
 - (4) bike lane on North Ave. north of pilot area
 - (5) shared use path parallel to North Ave. near Starr Farm Rd.
 - (6) connector between West Rd. and Gray Meadow Dr.
 - (7) new sidewalk on Poirier Pl.

b) Page 96-98

- i) Shown on map p. 96 but not on the list of recommendations on pages 93-5 or 97-98
 - (1) Bike lane and sharrows on Pine St. between Maple and Bank St.
 - (2) Sharrows on lower College Street and Lake St.
 - (3) Protected bike lanes from lower Main St. along Lake St. to the very bottom of College St.

c) Page 117-120

- i) Please clarify P. 117 #2 ""as soon as traffic patterns allow the adjustments" – what does this mean?
- ii) Shown on map p. 119 but not on the list of recommendations on pages 117-118 or 120
 - (1) New sidewalks on Kilburn and Pine Pl. (not in Area 2 recommendations either; Kilburn sidewalk is in long-term recommendations)
- iii) In recommendations but not on the map
 - (1) New bike lane northbound on Pine St. between Lakeside Ave. and Flynn (#10 pg 118). Currently there is only a southbound lane.
 - (2) Sharrows northbound on Pine St. between Kilburn and Lakeside (and bike lane southbound). I would much prefer an actual bike lane northbound, but the map should accurately reflect the plan.

d) Appendix of projects pages 165-172:

i) I did not check these lists, in particular the long-term list, to ensure that they are complete and accurate, but that should be done given the number of discrepancies I found in the lists of 5-year recommendations.

e) Text editing/proofreading needed:

i) Page 135, #5.

ii) Page 146, #3 Success Metrics first bullet

4) Proposed additions/changes

a) Page 64-7 Walk-Bike Priorities

i) I propose adding the intersection of N. Winooski/N. Union/Decatur St. to this list. This intersection is poorly designed, with a barely visible stop sign that is routinely ignored heading south, and a north-bound turn from Union that is like a slip lane, along with lots of pedestrian traffic. This intersection needs some attention to improve crossing conditions for pedestrians.

b) Pages 79-81

i) I propose adding a sidewalk to Leddy Park Road to improve pedestrian access to the park.

ii) I think that protected bike lanes on North Ave. from Washington St. to 127 should be part of the 5-year plan; half of that already exists in the pilot. If the much-more-controversial unprotected lanes north of 127 can be included, I don't see why these can't also. Note: this comment was originally written before the survey on North Ave. came out, apparently leading to a plan to remove the pilot protection. I still think this is a good idea and that perhaps a different implementation would improve its public acceptance.

c) Page 92

i) North St. should be shown as a neighborhood slow zone in the area of the Sustainability Academy.

ii) I'm not sure why the short section of Pine Place is being singled out for a slow zone; I don't object but it seems unnecessary and/or incomplete. I see that a greenway is proposed for the whole street on page 117.

d) Page 93-98

i) In the 12-month plan, please include adding a south-bound bike lane to Pine St. from just below Main St. (Ski Rack driveway) to Maple St. There is room for the bike lane currently; it just needs striping. The only reason not to do this is if parking is going to be moved to the opposite side, in accordance with the 2-5-year plan sooner rather than later, so that a northbound climbing lane can be added instead.

ii) As I mentioned above, I think the intersection of N. Winooski, N. Union, and Decatur St. should receive an intersection upgrade, focused especially on safe pedestrian crossing. This could include curb extensions, a mid-block pedestrian island, more visible stop sign, raised pavement, and other treatments. I don't know if there's room, but perhaps the end of Union St. could be straightened out and converted from a semi-slip lane to a clearer right turn.

iii) I think Maple St. should have a climbing (east-bound) bike lane and downhill sharrows, not just sharrows. Parking should only be on the north side of the street.

iv) The bike lane on Willard St. should be southbound between Riverside and Cliff St., to complement the northbound lane on Union St. Willard St. is also slightly uphill in this direction. Parking and the sharrows should be moved to the east/northbound side.

v) Consider an eastbound climbing bike lane on College St. from Lake St. to Pine St.

vi) (Not sure if this is Area 1 or 2) Add wayfinding and trail improvements for the existing dirt path from Ethan Allen Homestead to Intervale Road in the 2-5 year plan rather than the 15-year plan.

e) Page 99 (and 169-172)

i) Include a connection between Pine St. and Battery St. through the Railyard, in accordance with other proposals and plans.

f) Page 116

- i) Extend the slow zone on Locust St. all the way east to Shelburne St. There's a school and church there, and this is also where people build up speed going downhill, making it less likely for them to slow down in front of the park.
- ii) I am not sure that Home Ave. is appropriate as a 20 mph slow zone –not that I really object myself, but it doesn't seem like a prime candidate to me.

g) Page 119-120

- i) Extend the northbound bike lane on Pine St. to include Lakeside to Locust St. at least. I know there may be a pinch point at the Lakeside intersection but hopefully a solution can be found, even if it means supersharrows through the intersection.
- ii) The northbound sharrows on Pine St. between Locust St. and Kilburn represent a major gap in infrastructure on a major corridor. Consider Local Motion's proposal to move parking to the west side and have bike lanes northbound.

h) Page 121 (and 171)

- i) Pine St. between Lakeside and Flynn should have protected lanes on both sides, and no sharrows.

i) Pages 129-131

- i) Include new item "Advocate for and ensure passage of new state law allowing 20 mph speed limits." Or something along those lines. And then change the speed limit on non-corridor neighborhood streets to 20. This would help reinforce some of the traffic calming and slow street work elsewhere in the plan.
- ii) On #5 –also ensure that pushing the pedestrian signal actually results in the light changing sooner on non-core intersections where pedestrian traffic is less common.

j) Page 146

- i) #4 Add some specific proposed actions for schools to take beyond creating a committee.

k) Pages 150-151 Enforcement

- i) #1 Include training for police officers on unbiased investigation and filing of crash reports involving bicycles and pedestrians. You may have left this out for political reasons, but having heard a number of stories regarding police reports on crashes it's clear this is necessary.

5) Glossary comments

- a) Only a few of the Illustrated Glossary photos are local; please use local photos wherever possible. Some good examples available include the following (and there may be more):

- i) ADVANCE CROSSING SIGNAL (Pearl/Winooski?)
- ii) BUFFERED BICYCLE LANE (although our local ones might not have the cross-striping which is an essential part of the design)
- iii) CONTRA-FLOW BICYCLE LANE (S. Winooski)
- iv) CONVENTIONAL BICYCLE LANE (Pearl/Colchester, others)
- v) GARDEN WALKS (not sure about this one)
- vi) RAISED INTERSECTION (Church St. and Bank, etc.?)
- vii) RIGHT-TURN-ON-RED BAN (several, although admittedly most are not at street level like this one is)
- viii) SHARED USE LANE MARKING (OR "SHARROW") (although maybe this is Burlington and I just don't recognize it)
- ix) SHARED USE PATH (waterfront bike path)
- x) THROUGH BICYCLE LANE (Pine and Lakeside)

- b) Some of the photos do not seem appropriate for our community, for a variety of reasons.

- i) COMBINED BIKE LANE/TURN LANE ("MIXING ZONE") This is confusing and doesn't look like anything that we'd want. Is there a better example of this? If this only applies for left turn lanes on one-way roads with a bike lane on the left, then I don't think this is relevant to us.

- ii) CONVENTIONAL BICYCLE LANE – it would be better to have one that is not in the door zone.
- iii) NEIGHBORHOOD + CORRIDOR SLOW ZONES – this looks like a big city, and not very neighborhood-like; please find one that looks more like Burlington
- iv) PROTECTED BICYCLE LANES – this too doesn't look like Burlington
- v) PROTECTED INTERSECTION – same issue
- vi) RAISED CROSSWALKS – this doesn't seem like a good example – I can't really tell that this is even raised
- vii) THROUGH BICYCLE LANE – even if Pine and Lakeside isn't a good example, it would be nice to find one that looks more like Burlington

c) Roundabout list

- i) Pearl and Winooski is listed twice
- ii) I suggest making the listing a little more logical; for example list all intersections with the same road together where possible (e.g., Pine St., N. Willard, etc.)
- iii) I suggest adding the following locations:
 - (1) Pine St. intersections with Locust and Howard
 - (2) Battery St. intersections with Pearl, Main, and College
 - (3) Riverside/N. Winooski/N. Willard

Local Motion Final Feedback on PlanBTV Walk Bike

November 2016

Local Motion is pleased to submit the following feedback on the draft of PlanBTV Walk Bike that was released in fall 2016 for community review. Our feedback takes the form of a series of maps of current and proposed bike infrastructure in the “center city” area (downtown, waterfront, ONE, Hill Section west of UVM, and South End north of Howard), as follows:

- Phase Zero: 2016. Existing conditions for biking in the center city.
- Phase One: 2017. A basic network of high-visibility, low-stress bike facilities in the center city.
- Phase Two: 2018. More direct (and in some cases, more protected) options for bike travel.
- Phase Three: 2019-21. More complex projects to complete the center city network.
- Detail map: St. Paul & Howard intersection improvements.
- Detail map: Union & North Winooski intersection improvements.
- Detail map: Park-Sherman-North bike connection.

[All of the above maps are in a Google folder that is accessible at this link.](#)

We would like to start by acknowledging and appreciating the hard work that has gone into this plan. In general, we find it to be quite thorough and very well done. It will serve as an excellent basis for action for at least the next five years and beyond.

In previous rounds of review, our primary concern was with the “12 month action plan” sections of the document: specifically, that the plan for the first year did not include enough new bike lanes. We suggested a number of additions, and are pleased to see many of them included in the current draft. We appreciate the willingness of the City and the consultant team to build more high-impact projects into the first year.

Over the last couple of months, we have given a great deal of thought not only to *what* the plan should include, but also to *how* the overall goals of the plan can most effectively be implemented. What has emerged is a clear conviction that—rather than scattering a first round of improvements across the city, as is called for in the current draft—Burlington should focus intensively on the “center city” area for the first couple of years of the plan. (By “center city,” we mean the densely settled portions of Burlington, including the entire Old North End, all of downtown, the western portion of the Hill Section, and the northern portion of the South End.) We are more than ever convinced that the best way to build momentum for walk- and (particularly) bike-related improvements is to start with high-visibility, high-impact improvements that are relatively easy to implement, and to concentrate them in the parts of the city where people bike and walk most.

To this end, Local Motion recommends that Burlington focus on creating a basic “center city” network in year one of PlanBTV Walk Bike, then expand and fill in the network in year two and beyond. The four phases of our proposal (three of which are accompanied by the abovementioned maps) are as follows:

1. **PHASE ONE: 2017. In the first year, Local Motion recommends that Burlington focus on creating a basic network of high-visibility, low-stress bike facilities in the center city area.**
The goal is to connect the center city in a single year by focusing first on a network of facilities

that present the fewest barriers to implementation, either political or technical. As a result, some facilities follow an indirect path, jogging from one side street to another to avoid major arterials; others rely on a pair of parallel streets, one with a bike lane in one direction and the other with a bike lane in the other. The idea is *not* that this is the final network; rather, it is the best center-city network that can be completed in a single year. It is characterized by extensive use of green paint, which serves three purposes: to improve bicyclist navigation by making it obvious where to bike; to improve bicyclist safety by highlighting for motorists where to expect bicyclists; and to create a sense of momentum and excitement through highly visible on-street change.

2. **PHASE TWO: 2018. In the second year, Local Motion recommends that Burlington fill major gaps in this initial network to create more direct (and in some cases, more protected) options for bike travel.** It is important to note that *none of the recommended additions to the network in this second year require major construction*, as all fit within existing curb-to-curb widths. They differ from those in Phase One primarily in terms of the planning and public process that will be required to implement them. Some are more technically complex than Phase One projects; others require removal of a substantial amount of on-street parking and will therefore require significant political leadership and community support. Completing Phase Two in a single year will be a major undertaking, but if the indicated projects are planned and implemented as a single body of work rather than as a dozen discrete projects, it can be done. And when the Phase Two additions are completed, Burlington will have built a solid, functional city center network—*in just two years*.
3. **PHASE THREE: 2019-2021. In the third through fifth years, Local Motion recommends that Burlington tackle the more complex projects that will complete the center city network.** Some of these projects require major street reconstruction in order to incorporate desired bike facilities (such as the Main Street protected lanes). Others are part of much larger projects whose current schedule indicates that they are likely to be completed in this timeframe (such as the Champlain Parkway and the BTC redevelopment). Still others are streets that are important to a center-city network but do not rise to the level of “must-do” in the first two years (such as South Prospect and University Place). In addition, this phase includes various smaller connections that are important to complete but can wait until the streets they are part of are repaved.
4. **PHASE FOUR: 2022-2026 (no map created by Local Motion). In the sixth through tenth years, Local Motion recommends that Burlington build out connections to adjacent communities.** These will include Shelburne Road, Main Street/Williston Road across Exit 14, and others. Such projects will require close collaboration with neighboring municipalities. Also during this phase, Burlington will of course continue to build out the various minor connections in the network that were not completed in Phase Three.

In addition to the maps that correspond with the phases above, Local Motion has prepared detailed conceptual designs for three year-one bike facility improvements at several of the more complex intersections in the “center city” area: Howard & St. Paul, North Winooski & Union, and Park/Sherman/North. We are confident that all three can be implemented in 2017 using only paint and bollards. The first two need no further planning and can be implemented based on the design sketches provided, combined with the in-field expertise of DPW’s crews. The third is more complex and would benefit from a more detailed look and a to-scale drawing.

The above recommendations are largely consistent with the network as proposed in the current draft of PlanBTV Walk Bike. There are two areas where change in the draft plan is needed to implement these recommendations: extensive use of green paint (in the form of green intersection crossings and super-sharrows), and alterations to and/or acceleration of implementation of specific facilities in the Downtown-ONE sub-area (as well as delay of selected facilities in other parts of the city). Here is a list of the most significant changes to the 12-month action plans and 2-5 year plans that would be needed to make the overall plan consistent with this proposal.

New North End 12-month plan

Add the following: None

Remove the following: None

South End 12-month plan

Add the following: None

Remove the following: Austin Drive protected bike lanes (delay to 2-5 year plan)
Ledge Road climbing lane & sharrows (delay to 2-5 year plan)
Pine Street curb extensions (delay to 2-5 year plan)
Pine Street bike lanes from Lakeside to QCP Road (delay to 2-5 year plan)
Queen City Park road bike lanes (delay to 2-5 year plan)

Downtown-ONE 12-month plan

Add the following: ONE Wiggle Greenway (accelerated)
Park-Sherman-North Ave connector (accelerated/modified)
College Street sharrows through downtown (accelerated)
Southbound bike lane on Pine from Maple to Main (accelerated)
Maple Street sharrows & lane segment (accelerated/modified)
Pine Street Greenway around parking garage to Pearl (new)
ONE Schools Greenway (new)
Reversal of bike lane on Willard (new)

Remove the following: Colchester/East Ave safety improvements (delay to 2-5 year plan)
Depot Street improvements (delay to 2-5 year plan)
Main & South Champlain crossing improvements (delay to 2-5 year plan)

Downtown-ONE 2-5 year plan

Add the following: Connection between 127 path and Riverside path (accelerated)
Battery Street protected bike lanes (accelerated)
Pearl Street conventional lanes from Union to Prospect (accelerated/modified)
Pine Street bike lanes thru BTC to Pearl (accelerated/modified)
South Prospect protected bike lanes rather than path (accelerated/modified)
College Street climbing bike lane from waterfront to Pine (new)
Elmwood Ave contraflow lane and super-sharrows (new)

NOTES:

1. *Since the focus of this proposal is primarily on creating a complete center-city network in the first few years, we did not complete a comprehensive review of proposed projects beyond year one outside of the Downtown-ONE sub-area. Some additional changes may be needed in other sub-areas in order to achieve the goals of this proposal.*
2. *Some of the projects that are proposed to be delayed to the 2-5 year plan are proposed for year two; others are proposed for years 3 through 5. The distinction is important and should be reflected in the detailed version of the plan. See the attached maps for details.*

Finally, Local Motion would like to emphasize in the strongest possible terms that this proposal is feasible only if DPW makes significant changes to how it plans for and implements bike infrastructure projects. In the broadest sense, DPW (and the Administration as a whole) must be willing to take a [“Ready, Fire, Aim” approach](#) to all but the most complex of these projects, following the model outlined in a new People for Bikes publication titled [Quick Builds for Better Streets](#). This approach has several key features, among them the following:

1. **A “light touch” approach to planning and design for simple projects.** Instead of preparing a to-scale engineering design for every single on-the-ground change, develop quick “near-scale” sketches (similar to the three created by Local Motion as part of this proposal), ensure that field crews have the training to work effectively from those sketches and accompanying written instructions, and monitor and correct installations in real time based on actual performance.
2. **A “bundled” approach to a year’s worth of bike infrastructure work.** Instead of leading a separate public engagement and (where needed) contractor bidding process for every single street, prepare a package of all improvements, engage in unified community outreach for the entire package, and then implement it as a single body of work with both in-house and contracted components.

Absent these changes in process, it will be impossible to implement a city-center network in two years. In fact, it may well be impossible to implement it at all. The reason is that *opposition* to these changes will emerge no matter what, as there will always be people who are opposed to change. But *support* for these changes will be strong and sustained only if people can see—on the ground and in the space of a year or two—real change that makes biking safe and accessible across the city.

The bottom line: we have to move fast on building a complete network if we want people to be inspired to turn out in support of change. Local Motion is ready and eager to support the City of Burlington in building a world-class network.

LONG MEADOW RESOURCE MANAGEMENT
Natural Resource Planning, Inventory and Management



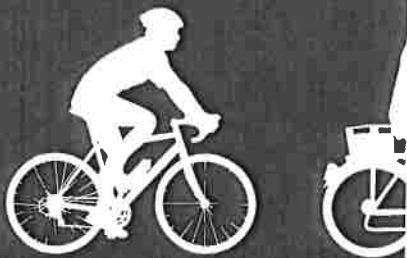
Harris L. Roen, Consulting Forester

9/30/16

Great plan! I am very impressed with the comprehensive nature of it, and its specificity. I've written in some comments, see the inside back cover for pages that I have commented on

Thanks,
Harris Roen
Planning Commissioner

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WA
BU

DRAFT FOR PUBLIC REVIEW: JULY 1, 2016



DuBois
& King
inc.

STREETPLANS GP

Comments on pgs: 5, 22, 31, 45, 51, 52, 55, 58, 91, 95, 97
111, 114, 118, 122, 125, 185

Burlington's first comprehensive plan focused on walking and biking.

Welcome to Burlington's first comprehensive plan focus on walking and biking. In the pages ahead, this document will provide background information about the planning process, examine existing conditions, and make recommendations for how Burlington can improve pedestrian and bicycle conditions. While this plan is specifically focused on walking and biking, it serves as a compliment to past and ongoing planning efforts in Burlington, and throughout the region, including:

- Ongoing planBTV South End process (Draft plan released June 2015)
- 2016 Chittenden County Regional Planning Commission (CCRPC) Regional Bicycle and Pedestrian Plan
- 2016 Vermont Comprehensive Energy Plan
- 2015 planBTV Parks, Recreation & Waterfront Master Plan
- 2014 Burlington Bike Path Intersections Scoping Study
- 2014 North Avenue Corridor Study
- 2013 planBTV Downtown and Waterfront Master Plan
- 2011 Comprehensive Transportation Plan for the City of Burlington
- 2011 Chittenden County Bike Share Feasibility Study
- 2011 Colchester Avenue Corridor Plan
- 2011 North Winooski Avenue & Archibald Street Intersection: Pedestrian Safety & Mobility Evaluation
- 2010 Final Report of the Waterfront South Access Project
- 2010 Chittenden County Transportation Authority Transit Development Plan
- Ongoing advancement of the Shelburne Road Rotary Redesign Project

For additional information on these related planning efforts, please visit: www.burlingtonvt.gov

CREATING SAFER STREETS FOR EVERYONE..

We will eliminate traffic-related fatalities and serious injuries by 2026.

hard to
read (darken) ↓

Traffic-related deaths and injuries are preventable, and accurate road design can reduce collisions incidents. For the most part, these incidents are the result of factors that we can change, such as unforgiving roadway design and poor behavior.

To achieve the ambitious goal above, Burlington must approach the issue of street safety from multiple angles: creating infrastructure that emphasizes safety, predictability, and the potential for human error, along with targeted programs related to education, enforcement, and more.

This safety goal has been developed in the spirit of Vision Zero principles. For more information about Vision Zero and what it means, see the Policy and Protocol Action Plan in Chapter 3.

...BECAUSE BURLINGTON'S INFRASTRUCTURE ISN'T KEEPING UP WITH DEMAND

Recent projects are building momentum, but as the data below and on the previous page illustrates, Burlington's infrastructure still isn't good enough to making walking and biking a viable way to get around town.

95 miles of city streets

130 miles of sidewalk

12.2 miles of shared use paths

0

12%

3%

present the likely potential for increased car traffic in decades ahead:

- population growth due to new development
- smaller, cheaper cars that increase density

"Gold Level" Bike-Friendly cities are much better, typically featuring

65% of arterial streets with bike lanes.

To achieve the recognition and high level of walk/bike mode share that other cities benefit from, Burlington will have to be better.

Of course, it isn't *only* about infrastructure. Burlington has a rich landscape of existing programs, and policies that support walking and biking. For more on transportation infrastructure elements, see Chapter 4.

Other limiting factors

- steep hills
- winter

WHAT WE LEARNED

The demonstration projects represented an unprecedented collaboration between Burlington's government agencies, advocates, local businesses, and residents, and they helped our team gather input for the plan. They also allowed a broad base of people not normally involved with the technical planning process to experience new and unfamiliar street design types. If this were the only outcome, then the projects could be considered a success!

Yet, beyond raising awareness and gathering input, our team learned what didn't work. Some aspects of the designs tested were imperfect. For example, the number of parking spaces moved off the curb on N. Winooski Ave. limited visibility for motorists turning into driveways located along the west side the street. Such conflict points between people driving and cycling could be ameliorated by changing the design approach, which underscores the value of testing design in the first place.

That said, the conversations we had with people during the demonstrations helped us deepen our understanding of what people like about protected bikeways, and what their interests and concerns are for more permanent infrastructure. Of course, there are many ways to design protected bike lanes besides the parking and planter-protected types shown in the demonstrations. Public input during the demonstration underscored that adding protected facilities remains a high priority for people in Burlington.

In addition to sparking important community conversations, the demonstrations allowed our team to gather some hard data. The Chittenden County Regional Planning Commission (CCRPC) collected vehicle speed and volume data on North Winooski Ave. and North Union St. from Friday, September 11 through Wednesday, September 23. The data allowed us to see how vehicle traffic was affected with and without the demonstration projects. Here is what we learned:*

- Volumes of vehicles did not change significantly; in fact volumes on both Union and Winooski were slightly higher during the pilot than on the following weekend, possibly due to re-routing of traffic during the Open Streets BTV event.
- Vehicle speeds were significantly lower during the demonstrations, as shown in the graphs to the right.

Thus, the two demonstrations showed that each of the primary corridors has additional capacity for motoring, and that redesigning the street with protected bikeways could lead to a much higher percentage of drivers observing the speed limit!

**Speed data (right) was collected in partnership with CCRPC. Data is limited to between the hours of 10:00 a.m. on Saturday through 4:00 p.m. on Sunday. Demonstration project data was collected during these hours September 12 to 13. Normal Conditions data was collected during these same hours on September 19-20.*

IDENTIFYING PRIORITY LOCATIONS FOR PROTECTED BIKES LANES

During the Demonstrations, Local Motion surveyed over 330 people to determine the top priorities for the location of protected bike lanes. As you'll see in Chapter 2, this project recommends protected bike lanes at all of the Top 5 priority locations:

- ✓ **Main St.**
- ✓ **Pearl St./Colchester Ave.**
- ✓ **Winooski Ave./Union St.**
- ✓ **North Ave.**
- ✓ **Battery St.**

THE DEMONSTRATION PROJECTS RESULTED IN A MUCH HIGHER PERCENTAGE OF DRIVERS OBSERVING THE SPEED LIMIT.*

SPEEDING ON N. WINOOSKI AVE.

NORMAL CONDITIONS

■ 4 out of 10 drivers (40%) did not observe the speed limit

WITH THE DEMO IN PLACE

■ Speeding dropped to 20% of vehicles counted

SPEEDING ON N. UNION ST.

NORMAL CONDITIONS

■ 23 out of 100 vehicles (23%) did not observe the speed limit

WITH THE DEMO IN PLACE

■ Speeding dropped to 6% of vehicles counted

DESIGNING SAFER STREETS

Streets are often the most vital yet underutilized public spaces.

Infrastructure that accommodates the needs of all road users is perhaps the most tangible characteristic of a walk- or bike-friendly community. The presence (or absence) of safe streets and crossings is a key factor in people's decision to walk or ride a bike when they run errands or travel to work or school. Engineering is also a key determinant of people's behavior when they drive – a posted speed limit of 25mph or a “Pedestrian Crossing” sign will not be enough to encourage slow, careful driving if the street is designed like a drag strip.

The streets of the most advanced walk- and bike-friendly communities provide well-connected walking and bicycling networks that feature safe pedestrian crossings, bikeway facilities of varying types, and shared use paths. These facilities are supported by amenities such as benches, street trees, water fountains, and secure and convenient bicycle parking. Finally, these communities benefit from proactive policies that help them maintain existing infrastructure.

To realize the plan vision and achieve Burlington's mode share and safety goals, Engineering will be a critical focus area. Infrastructure for walking and biking emerged as the biggest area of needed improvement in Burlington's 2013 “Go for Gold” Blueprint. It also stood out as a major priority at public workshops and in the PlanBTV Walk Bike survey. (For more details on how public input helped shape the plan, see Chapter 2).

Chapter 3 of the plan presents recommendations for infrastructure projects that will increase safety for all people, whether they are driving, biking or walking. In addition to responding to issues and concerns we heard throughout the planning process, the recommendations in this chapter are guided by existing conditions analysis and current research and best practices, both of which are described further in the pages ahead.

WE ARE HERE



ENGINEERING



EVALUATION & PLANNING



EDUCATION



ENCOURAGEMENT



ENFORCEMENT



EQUITY

For definitions of the “6 E’s” framework guiding this plan, please see page 49.

Someone who ignores the fact that people use cars because they are usually more convenient, comfortable and time efficient. The right question may be "how do we make other modes more convenient, comfortable and time efficient."

Creating a Cycle of Sustainable Transportation Investments

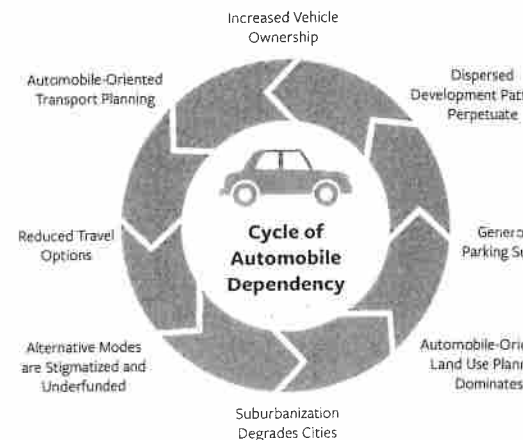
PEAK TRAFFIC

Based on a long history (since 1975) of consistent data collection on vehicular traffic volumes, it is clear that Burlington hit "peak traffic" in most locations between 1995 and 2000. Since then, traffic volumes have declined on ALL of the city's streets for which data is available. (See graph at the bottom of the page.) After a 50+ year period of transportation planning where it was always a baseline assumption that vehicular traffic would grow, our planning of the street network should respond to this change, and consider the right design of our streets and intersections given these well documented trends.

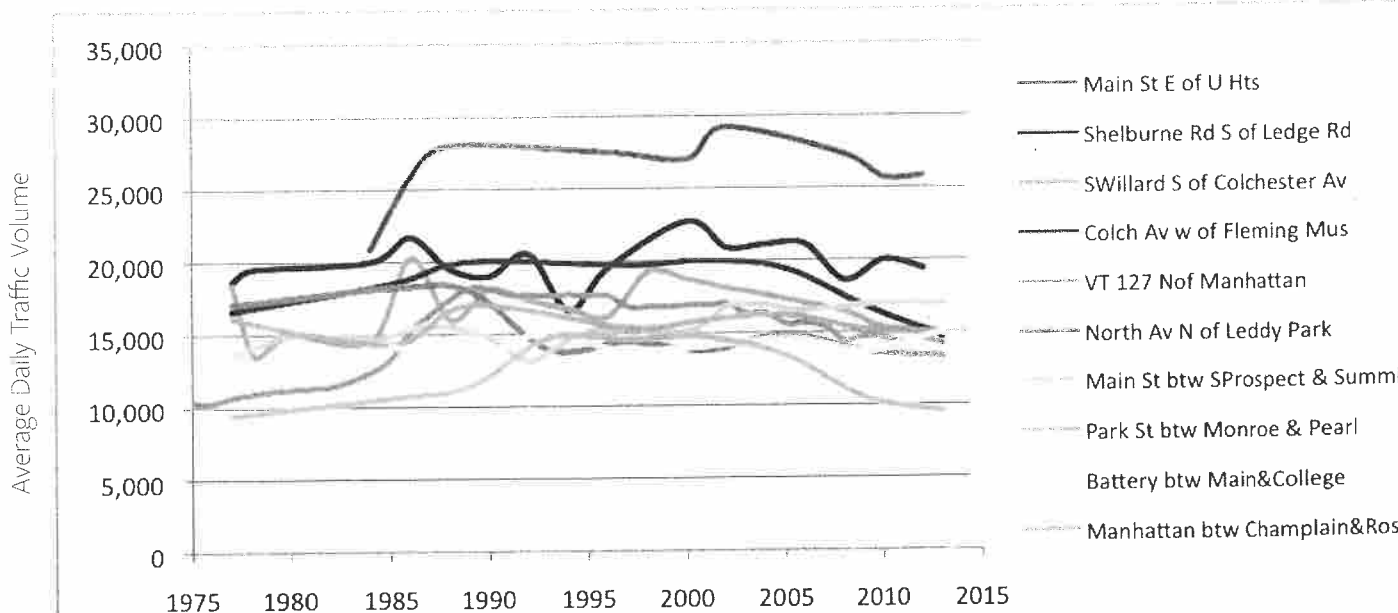
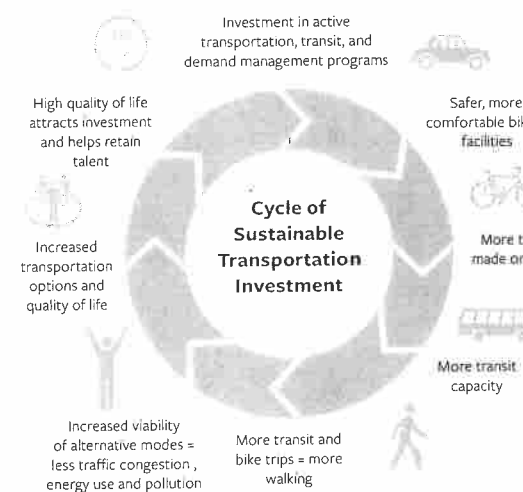
ASKING THE RIGHT QUESTIONS

In looking at projects that may change the balance of space allocated to vehicles and people walking or biking, the question to ask should not be limited to "What will happen to the traffic?" We should also ask: "What will happen if we provide an attractive, low stress bikeway in this corridor? What will happen if we make safe and accessible street crossings for people walking or taking the bus? What are the outcomes for transportation access and choice? Will these changes reduce need for peak hour traffic capacity or parking?"

Designing safe streets for all modes will help make walking and biking a viable (and enjoyable) way to get around town. When coupled with other land use and urban design policies, walk/bike improvements can help communities instigate a sustainable cycle of investments that reinforce a safe, low-cost, and healthy transportation system.



Sustainable Cycle



LAND USE CONTEXT

Street design should both respond to and influence the character of neighborhoods, advancing the community vision for the future. Street design is inherently connected to land use - compact land use patterns and connected multi-modal streets support transportation options. Options reduce demand for drive-alone trips, easing parking pressure and traffic congestion. In Burlington, this can be seen in many Neighborhood Activity Centers that provide essential services within walking distances of people's home and/or place of employment.



CLIMATE CONSIDERATIONS

Street design should respond to local environmental factors such as climate. Recommendations for improving walking and biking conditions in Burlington must embrace the city's winter climate and integrate best practices for providing safe walking and biking options year-round.

Image at right by Annie Follett, via Local Motion Facebook Page Winter Bicycle Commuter Photo Contest.



COMFORT

When creating new walk and bike infrastructure, comfort is an important consideration. For example, sidewalks should be made as wide as practical and retrofitted to be fully ADA accessible. They should feature amenities such as benches and shade elements. Bikeways should allow people on bikes to be separated from the sidewalk. They should be designed to allow people on bikes to pass each other safely and ride two abreast wherever possible. These are just a few examples of how consideration for comfort can inform design.

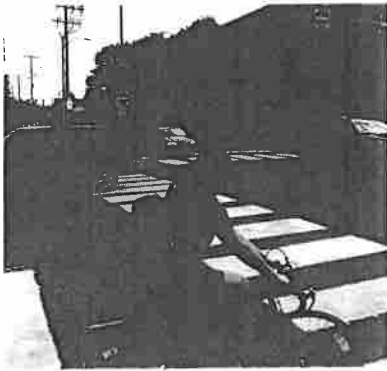


Image by People for Bikes: peopleforbikes.org

CONNECTIVITY

A dense, connected street network helps make walking and biking viable modes of transportation. Intersection density is one of the most important ways to create slower, safer streets - high ratios of intersections are associated with fewer fatalities. Cul-de-sacs and dead-end streets should be avoided; they create indirect routes that cause people to drive longer distances and discourage walking and biking. Where existing cul-de-sacs cannot be connected to the street grid, multi-use paths should be used to at least improve connectivity for people walking and biking. Connectivity also matters for the network of walk/bike facilities within the street grid. For example, bike lanes or sidewalks that suddenly drop off discourage people from biking or walking.





#2: Improve safety at all 20 priority intersections.

Focus investments on all 20 priority intersections identified in the Citywide Vision Plan Priorities at the start of this chapter, detailed in the Chart on page 65. Use the interim and permanent infrastructure treatments outlined in the Illustrative Glossary of Safe Streets Treatments found in the Appendix of this plan.

Success Metric: All 20 of the Burlington's most dangerous intersections are improved by 2026, or two per year for the next 10 years.

Responsibility: City of Burlington Department of Public Works; VTrans



#3: Provide a connected network of sidewalks and safe intersections.

This action can be implemented with the following approach:

- Provide a sidewalk on at least one side of every street in Burlington.
- For new development, do not allow cul-de-sacs to be built except where natural features or linear rights of way (river, wetlands, rail line etc.) exist.
- New development should achieve, at a minimum, an intersection density of 1 intersection per square mile.
- Automate all pedestrian signals in downtown Burlington.
- Retrofit existing parking lot driveway curb cuts so that pedestrians and bicyclists are clearly visible and have the right-of-way at conflict points; limit the number and width of proposed curb cuts and driveway access points to maximize safety by giving priority to pedestrians.
- Where paths do not currently exist, disconnected streets and cul-de-sacs should be retrofitted to include bicycle and pedestrian access, with a priority where such connection would provide access to a low-stress facility, such as a protected bikeway or shared use path.
- Upgrade key intersections to include ADA accessible ramps and crosswalk and signal activators.

Success Metrics:

- [XX] miles of new sidewalk miles implemented by 2026
- Ensure that all crosswalks are provided no more than 500 feet apart, except where unique land use or topographic conditions dictate fewer crossings
- Walking mode share increase to 20.5% by 2021, 22% by 2026

Responsible Parties: Burlington Department of Public Works; Burlington Planning Department; Burlington Community and Economic Development Office; CCRPC; VTrans; and property owners, including major institutions (UVM, Champlain College etc.)

Create cut-throughs, such as exists between Colleton Park + Linden Terrace, that create pedestrian ways that are more attractive and have less vehicles than busier roads. In other words, it's much more pleasant, and safer, to bike or walk along that route than it is to take Shelburne Rd.

Sub-Area 2: Existing Conditions

Major Community Destinations

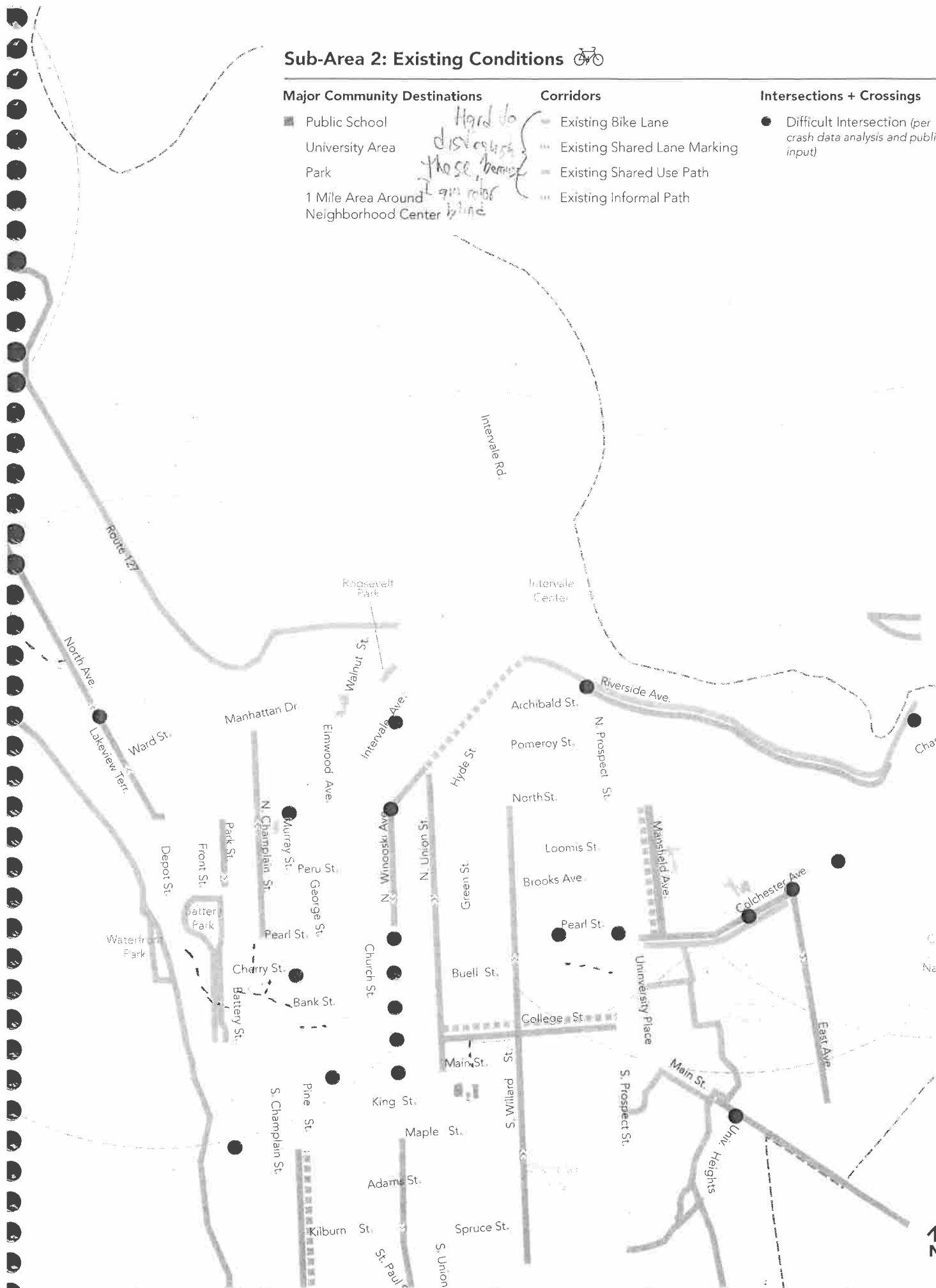
-  Public School
- University Area
- Park
- 1 Mile Area Around Neighborhood Center

Corridors

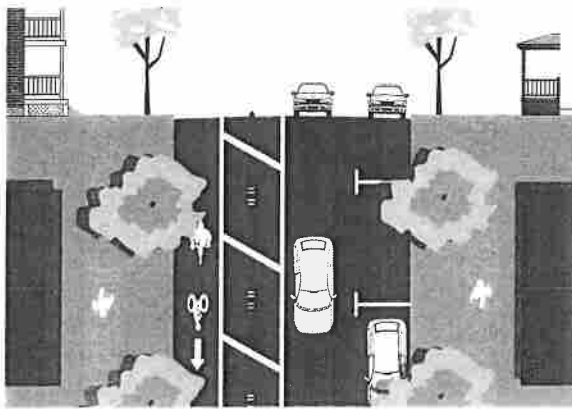
-  Existing Bike Lane
-  Existing Shared Lane Marking
-  Existing Shared Use Path
-  Existing Informal Path

Intersections + Crossings

-  Difficult Intersection (per crash data analysis and public input)



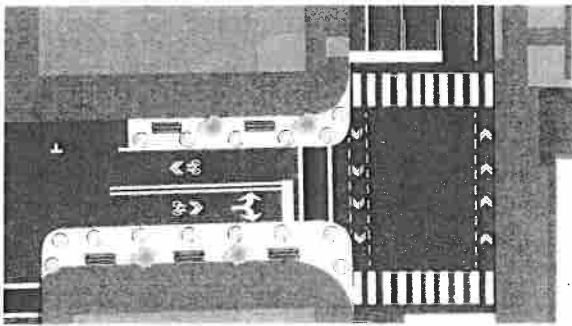
17



ADD A PROTECTED BIKE LANE TO N. WINOOSKI AVE., BETWEEN NORTH UNION ST. AND PEARL ST.

Remove on-street parking along the west side of North Winooski between North Union Street and Pearl Street. Replace with a southbound protected bike lane created using flex posts; a thru/advisory/mixing zone bike lane treatment; and bicycle box for the Pearl Street intersection approach; right turn on red.

18



PILOT TEST IMPROVEMENTS AT THE INTERSECTION OF S. WINOOSKI AVENUE AND BANK STREET

Use paint or epoxy-gravel mix and planters to extend the north and south side sidewalk at the intersection of Bank Street and South Winooski; Ban right turn on red and provide a lead pedestrian interval.

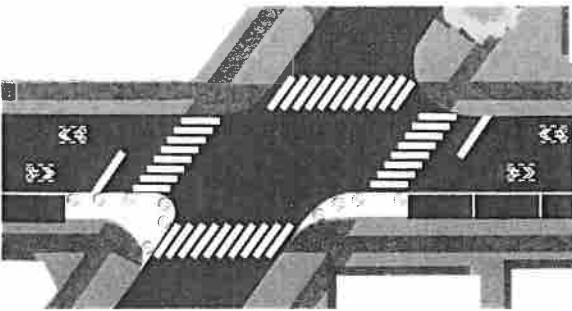
19



IMPROVE SAFETY ALONG RIVERSIDE SHARED USE PATH

Conflict points in parking lots and at driveway crossings create unsafe conditions for people walking or biking along Riverside. In the short term, add pavement markings at conflict points, and pilot intersection improvements at Intervale and Hillside in particular. Pavement markings might include high visibility chevron markings, green paint or similar treatment. Markings should extend the bike lanes in both directions to across each intersection using thru/advisory lane or sharrow treatments and crossing markings. Sharrows can be used to close the gap between the end of the eastbound bike lane and the intersection of Colchester Avenue/Barrett Street. As properties are redeveloped in the long-term, public realm enhancements should be required, including raised crossing for bicyclists and pedestrians at all driveway curb cuts.

20



PILOT TEST BIKEWAY UPGRADES AND SLOW ZONE TREATMENTS ON ARCHIBALD

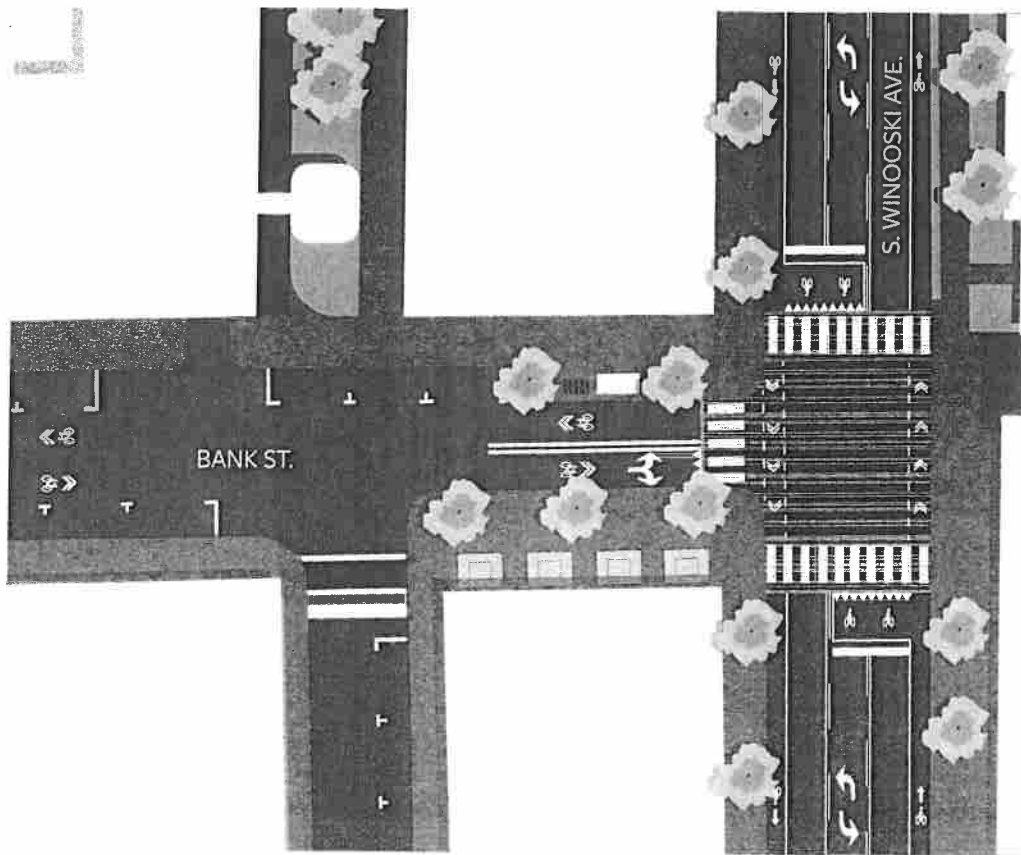
Pilot test and evaluate bicycle priority shared lanes ("super sharrows") on Archibald Street; install interim design curb extensions using paint or epoxy-gravel treatment where appropriate, such as the intersection of Archibald and Intervale Avenue.

LIST OF RECOMMENDED PROJECTS TO BE IMPLEMENTED IN THE NEXT 2-5 YEARS (CONTINUED...)

Are not those in sub-9000 3? This is confusing.

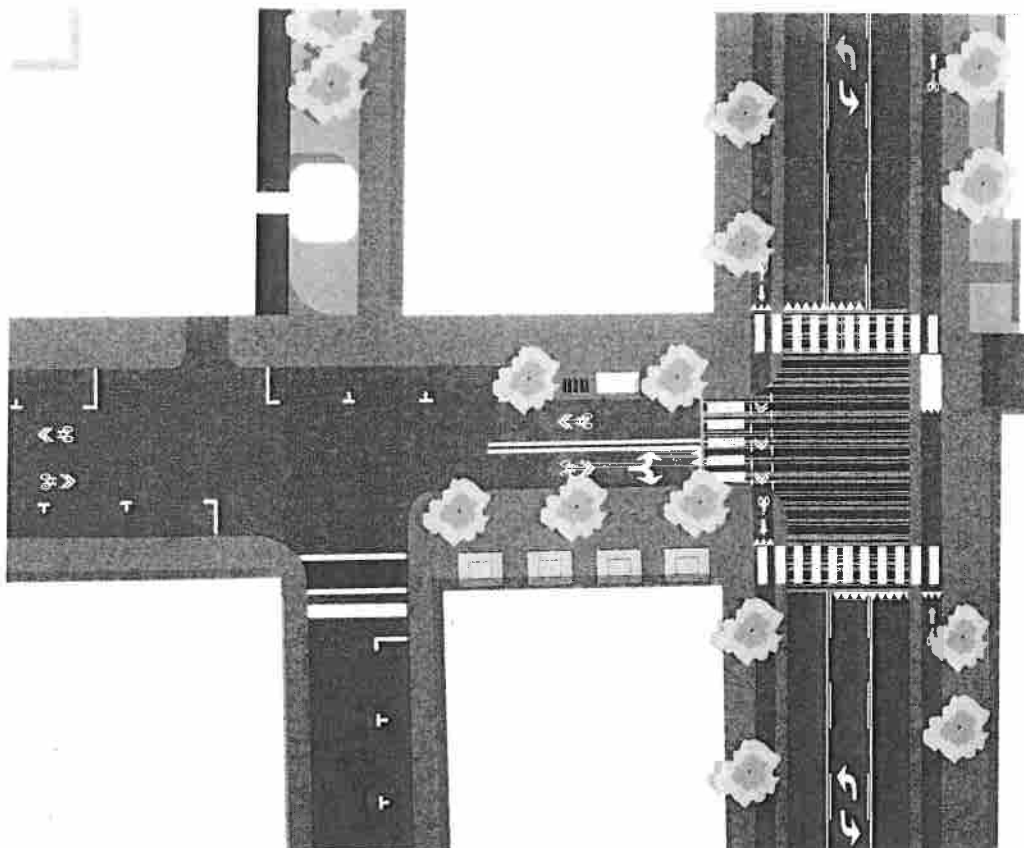
Please see 5-year project map for additional details.

Shelburne Rotary Upgrade	Implement pilot project to clarify traffic patterns and improve safety by narrowing vehicular lanes and adding curb extensions.
Shelburne and Home Street Intersection Improvements	Pilot recommendations from planned corridor study (not programmed yet) - aim to reduce speeds, reduce crossing distances.
S/N Union Bikeway (Main to N. Winooski)	Complete protected bicycle lanes with preferred rapid implementation treatment (flexposts or armadillos, etc.)
S. Union Bikeway (Shelburne to Main)	Establish protected bicycle lanes with flexposts or armadillos; consider lane reassignment with one-way street for vehicles
S. Union/Main Intersection	Consider mini-roundabout; high visibility crosswalks, curb extensions with creative materials
S. Willard St Bikeway (Cliff to Hyde)	Extend northbound bicycle lane from North Street to Hyde, add shared lane markings southbound
S. Willard/Main Intersection	High visibility crosswalks, curb extensions with creative materials
S. Willard/Pearl Intersection	High visibility crosswalks, curb extensions with creative materials
S. Winooski Ave/College St Intersection	Consider mini-roundabout; high visibility crosswalks, curb extensions with creative materials
S. Winooski Bikeway-Main to Pearl	Mark and sign bicycle lanes in both directions; reassignment of vehicle lanes



OPTION 1

The first option for a permanent upgrade features shared lane markings and expanded pedestrian space on Bank St. The intersection is raised and uses special paving to indicate priority for people walking or biking. This option assumes that W. Winooski features a conventional bike lane, with bike boxes at Bank St.



OPTION 2

In option 2, S. Winooski Avenue features a protected bike lane. Conflict points (such as the City Market driveway) are marked with green paint so that people driving know to expect bike traffic ahead.

I like the concept but I believe this intersection is too busy for a shared turning lane. There are great conflicts with cars turning left into City and cars turning left off. I think a shared lane could



Sub-Area 3: Existing Conditions

Major Community Destinations

-  Public School
-  University Area
-  Park
-  Area within 5-min. walk of Neighborhood Center

Corridors

-  Existing Sidewalk/Ped Path
-  Existing Shared Path
-  Existing Informal Footpath
-  Significant Gap in Crossings

Intersections + Crossings

-  Difficult Intersection (per crash data analysis and public input)

12-Month Priority Action List



**START
NOW!**

New projects:

5 AUSTIN DRIVE BIKEWAY

Restripe Austin Drive to add a 2-way protected bike lanes on north side of street.

6 BIRCHCLIFF PARKWAY GREENWAY

Add shared or advisory bike lane markings to Birchcliff Parkway create a greenway, leveraging planned traffic calming treatments.

7 LEDGE ROAD SHARROW/BIKE LANES

Stripe an eastbound bike lane and westbound sharrow on Ledge Road from Shelburne to Prospect. Add traffic calming features to slow vehicle speeds.

8 ADD INTERIM DESIGN CURB EXTENSIONS ALONG PINE STREET

Using temporary paint/epoxy gravel treatment and planters add interim design curb extensions along Pine Street at Kilburn Street, Marble Avenue, Howard Street, Locust Street, and Flynn Avenue.

9 ADD SIGNAGE ALONG PINE STREET

Add "Bikes May Use Full Lane" signs on the east side of Pine Street, north of Flynn Ave.

10 IMPROVE BICYCLE CONNECTIVITY ALONG PINE ST.

Eliminate parking to stripe conventional bicycle lanes along Pine Street, south of Lakeside Avenue to the end of Pine.

11 ADD BIKEWAY MARKINGS AND SIGNAGE TO QUEEN CITY PARK ROAD

Working with South Burlington, add 5 ft. bike lanes or sharrows on Queen City Park Road as space allows.

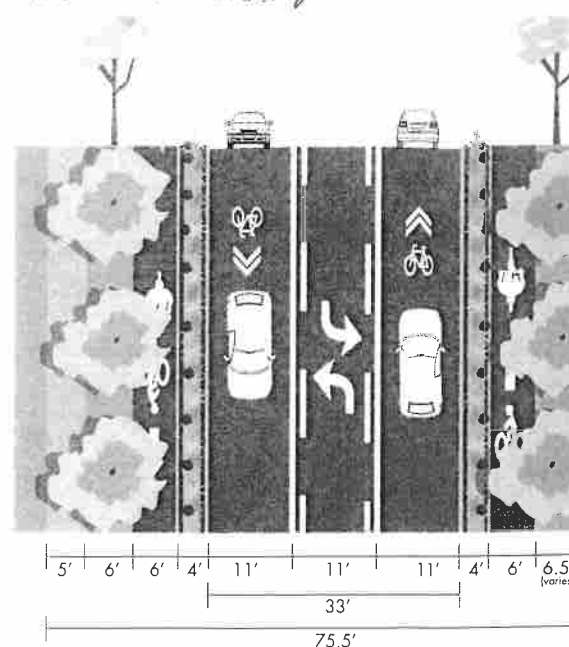
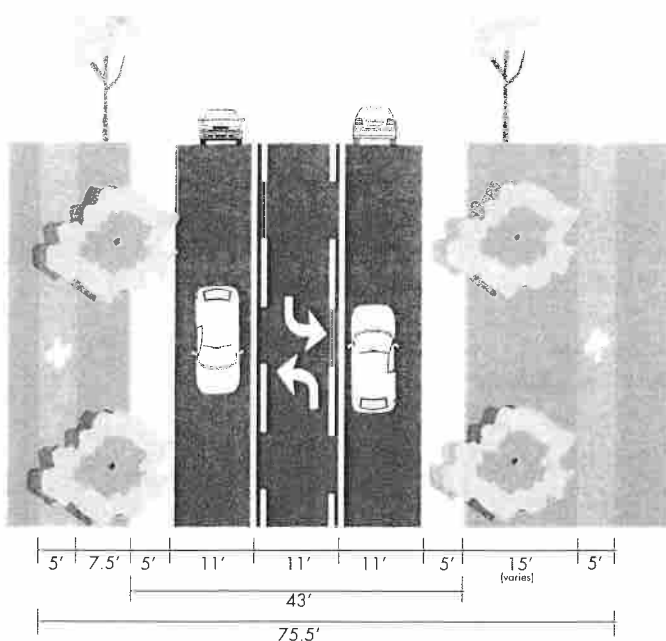
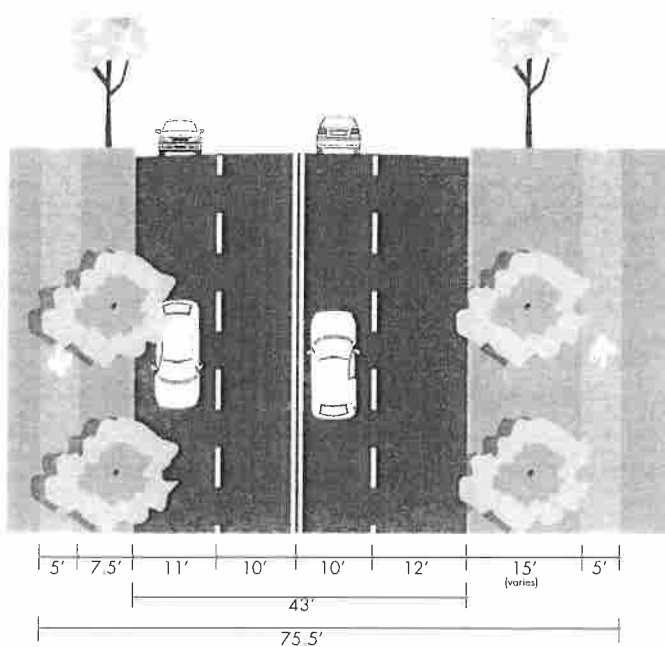
12 IMPROVE SAFETY AT THE PINE STREET AND LAKESIDE INTERSECTION

Where the existing southbound bike lane on Pine Street crosses Lakeside, add markings to reinforce bike lane along Lakeside and the Cumberland Farms driveway.

⑬ Add crosswalks
on both Virgin Ave and
Hanna Ave at Wells St.

Shelburne Road Bikeway

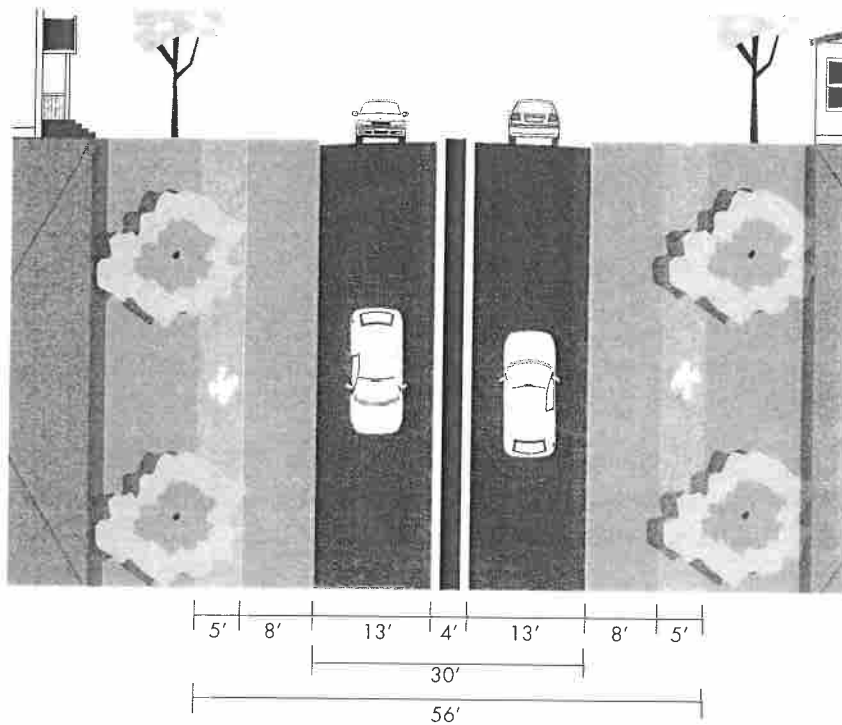
Shelburne Road is a major north-south spine connecting the City's south end with the downtown core and the commercial centers and highway entrances at the southern edge of the city. Public input and crash data analysis have identified Shelburne Road as an unsafe and uncomfortable place for people biking and walking. The proposals below assume that traffic demand on Shelburne Road is lessened when the Champlain Parkway is opened. These are just a few ideas for Shelburne Road. Existing plans such as the draft PlanBTV South End Plan and the 2011 Comprehensive Transportation Plan for the City of Burlington call for a dedicated multi-modal corridor and land use study for Shelburne. This study should be used to generate more detailed strategies for making Shelburne a more walkable, bikeable, and crossable roadway.



Home Avenue Bikeway

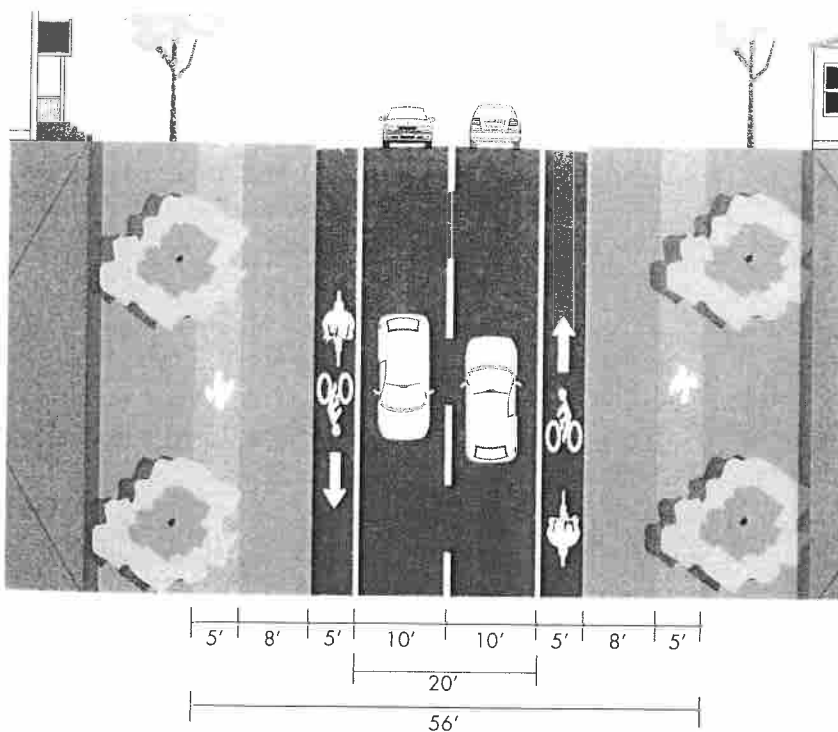
Home Avenue is an important east-west connector in the southern end of Burlington. It provides access between key recreational facilities and trail heads at Oakledge Park to Pine Street and Shelburne Road. The longterm bike network plan proposes a redesign of Home Avenue to create safe conditions for people walking and biking. *It does, however,*

lack crosswalks between Shelburne Rd and Pine St.



EXISTING CONDITIONS

Home Avenue features wide travel lanes in each direction. A narrow median serves to separate cars, but provides no value in terms of pedestrian or cyclist safety. The sidewalks are narrow, they are protected from vehicle travel lanes by a generous green belt on one side. On-street parking is permitted.



PROPOSED BICYCLE LANE

Calm traffic in both directions by removing parking and narrowing vehicle travel lanes. This adjustment provides space for a narrow bicycle lane in each direction.



SCRAMBLE CROSSING

Definition: The use of a signal that goes red for people driving on all sides of an intersection, while allowing people walking or biking to cross in all directions, including diagonally, in an exclusive signal phase.



PHOTO: NACTO

SHARED SPACE

Definition: A public right-of-way, typically curbless, where people using all modes of transportation share the space without traditional safety infrastructure to guide them. May also be called a “woonerf.”

Overlapping benefits: Can provide a low-stress bikeway and place-making benefits.

I do not like sharrows. They just restate the obvious. Some no papers.



SHARED USE LANE MARKING (OR “SHARROW”)

Definition: Pavement marking that indicates a shared lane for bicycles and automobiles. Sharrows reinforce the legitimacy of bicycles on the street, recommend proper positioning, and may be used to offer directional guidance. Sharrows are not a substitute for bike lanes, and more robust treatments should be applied wherever conditions indicate that sharrows are not an appropriate treatment. Sharrows typically do not improve bicyclist safety or comfort unless applied on low-speed streets in conjunction with other traffic calming features.



SHARED USE PATH

Definition: A two-way path that is physically separated from vehicular traffic. Shared-use paths should be designed to accommodate the needs of both people on bikes and people on foot.

Overlapping benefits: Provides safe and protected recreational option for people walking, jogging, skating, wheeling etc.



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Councilor Maxwell Tracy, Chair *WARD 2*
Councilor David Hartnett, *North District*
Councilor Joan Shannon, *South District*

Inquiries:
Martin Lee
802.540.0557
mlee@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council
Wednesday, December 7, 2016 at 5:00 PM

Burlington Department of Public Works – Front Conference Room
645 Pine Street – Burlington, VT

–AMENDED AGENDA–

1. **Agenda**
 - a. DISCUSSION
 - b. ACTION
2. **Public Forum**
3. **Minutes of 09/15/2016**
 - a. DISCUSSION
 - b. ACTION
4. **Rivers Edge Gate Decision**
 - a. Norm Baldwin – To present request and staff recommendation (5 minute duration)
 - b. Julie Hill – Petitioner to keep gate Closed (5 minute duration)
 - c. Joyce Walsleben – Petitioner to Open Gate (5 minute duration)
 - d. Action: request to approve and recommend for City Council Approval.
5. **PlanBTV Walk Bike Update**
 - a. Nicole Losch presenting (15 minute duration)
 - b. Action: informative, no action needed.
6. **Great Streets Update – Main Street and City Hall Park Conceptual Plans, and City Standards Update**
 - a. Laura Wheelock presenting (45 minute duration)
 - b. Action: informative, endorsement requested.
7. **Downtown Parking & Transportation Partnership Agreement**
 - a. Chapin Spencer presenting (15 minute duration)
 - b. Action: informative, no action needed.
8. **Councilors' Update**
9. **Adjourn**

Non-Discrimination The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at 865-7145.

Norm Baldwin

From: Martin Lee
Sent: Monday, December 05, 2016 8:16 AM
To: Norm Baldwin
Subject: FW: To TEUC members regarding Rivers Edge Drive gate

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: Judy Ververs [mailto:jeververs@gmail.com]
Sent: Sunday, December 04, 2016 2:26 PM
To: Martin Lee <mlee@burlingtonvt.gov>
Cc: jcole@leg.state.vt.us; joanna.cole1@comcast.net; Damir Alisa <Damir@appletribay.com>
Subject: To TEUC members regarding Rivers Edge Drive gate

Dear Commissioner Lee,

My residence is at 103 Rivers Edge Drive.

It is a narrow street with parking on one side and the bike path extension on the other.

Among my immediately adjacent neighbors are six children under the age of 12.

When I purchased this condo eight years ago, a strong selling point was that the association was not on a "through" street.

A change to this status would undoubtedly lower our property values immediately and significantly.

By the same token, I am sure that purchasers of the North Shore residences valued its location for the exclusiveness of lakeside property, in addition to lack of through traffic.

I find it difficult to understand the rationale that, because residents of that area did not take into account that their egress was North Avenue when they purchased there, they now want to change someone else's neighborhood to compensate for that lack of forethought when they purchased.

In addition, I fail to understand the lack of trust being shown to our police and firefighters, both of whom I am given to understand can see fit to open that gate when emergencies require additional access from North Avenue.

It is beyond me how any neighbor and fellow citizen of Burlington would want to see a quiet, small, unexpandable side street with children and families become a dangerous daily route for through traffic, so th

an exclusive group in another (chosen) area of the city can have access in an emergency (which would be provided by local authorities if necessary anyway). This would also adversely affect the side streets in the rest of the city between Rivers Edge and North Shore.

Please leave our neighborhood in peace, and prevent others from destroying its safety and value for the sake of an infrequent need, which should be addressed with our police and fire department, not at the expense of the damage to the quality of life of others.

Thank you for your attention.

Sincerely,

--

Judy Ververs
Tel. 802-860-7163
103 Rivers Edge Drive

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.

Norm Baldwin

From: martie majoros <martiemajoros@gmail.com>
Sent: Sunday, December 04, 2016 6:12 PM
To: Norm Baldwin; Maxwell Tracy; Joan Shannon; Chapin Spencer; jwheelock@burlingtonvt.gov; Martin Lee
Subject: Gate reopened at River's Edge Condominium Association

Hello all,

I live at 125 River's Edge Drive, and I want to express my total disapproval of the proposal to re-open the gate at the west side of the association. One of the reasons I chose to live at Rivers Edge was because it was a safe neighborhood within the larger Burlington community. Opening the gate would have a profound impact on the neighborhood. I oppose it for several reasons:

- the street does not seem wide enough to accommodate more than one lane of traffic and having more cars use the street as a route to reach Rte 127 would change the neighborhood, and perhaps cause more traffic problems at the intersection of Plattsburgh Ave and the entrance to the association.
- there are more children living here than previously, I believe, and it would be more dangerous for them as they ride bikes, etc.
- Currently, the bike path goes through this area as well, which could make it less safe for bikers.

In addition, the reasons I have heard for opening the gate have to do with emergency access to Northshore condominiums. In an emergency, fire and police have access via North Ave, a straight street, and winding through the River's Edge Association would take more time. Or if absolutely necessary, they can cut through the gate.

In the interest of maintaining a safe neighborhood for pedestrians and bikers, and to keep the neighborhood safe, I urge you to keep the gate closed.

Thank you,
Martie Majoros
125 River's Edge Dr.
Burlington, VT
802-355-1704

Norm Baldwin

From: 359502391318082008comcast.usr4jr <mlroy17@comcast.net>
Sent: Sunday, December 04, 2016 10:44 AM
To: Norm Baldwin
Subject: River's Edge Drive Gate

Dear Norm,

Allow me to add my voice to the hundreds of Rivers Edge Drive, Borestone Lane, Forest Street and Northview Drive residents who signed the petition to keep the River's Edge Drive gate locked.

I have been a resident of 5 Borestone Lane since 2001 and owner since 2005. My mother was an original owner when the development was first built and purchased 5 Borestone Lane in 1990. I have in my possession the homeowner's manual she received titled "River's Edge Documents" and dated January 1990. It includes among other documents the homeowner's operational manual, insurance documents, bylaws, and land use permits.

Page 4 of the River's Edge Homeowner's Operation Manual includes the following statement:

City of Burlington Permit Conditions:

To promote your safety, there will be a gate located at the intersection of River's Edge Drive and Northview Drive to prevent any through traffic from North Avenue to Plattsburg Avenue. This was a condition of our obtaining permits for the project and we request that, whether the gate is opened or closed, you enter and exit the project from Plattsburg Avenue only.

The petition to open the locked gate is in direct violation of this condition and violates my rights as a homeowner. In addition, this clearly supports what many of my neighbors have expressed by pure observation – that Rivers Edge Drive and Northview Drive were never intended to be an open roadway. The initial assessment by the Department of Public Works that speaks to inadequate road construction, street width, curb height, etc. further corroborates this.

I remain hopeful that the numerous facts coming forth in preparation for the December 7 meeting will result in a unanimous decision to keep the River's Edge Drive gate locked.

Respectfully Submitted,

Mary Ann L. Roy

5 Borestone Lane

Norm Baldwin

From: Eric Corbman <ecorbman@bellatlantic.net>
Sent: Saturday, December 03, 2016 8:38 PM
To: Norm Baldwin
Cc: Mayor's Office; jwalsleben@aol.com; julieahill@gmail.com; Chapin Spencer; David Hartnett; Ayres, Tom; Kurt Wright
Subject: Potential Compromise Proposal on Rivers Edge Drive Gate
Importance: High

Dear Mr. Baldwin:

We have been aware of the issue in regards to the gate for quite some time. We took the time to read the letters of those opposed to opening the gate and we certainly understand the concern that many residents of Rivers Edge have with the proposal to open the gate.

Since the intent of opening the gate is to deal with emergencies, our proposal would be to open the gate and install a perpetually red traffic light where the gate now stands. The light would serve the same function as the gate and the Rivers Edge neighborhood would have to endure no additional traffic. The huge advantage would be that when infrequent emergencies do occur, which happens whenever North Avenue is blocked north of Barley, the large number of people who live west of the gate would be able to exit the neighborhood. This emergency only access route would preclude the potentially life threatening delay of solving the logistics of getting the bolt on the gate cut. We think this would be a reasonable and inexpensive compromise and would solve the liability problem that the city now faces if something tragic happens due to the lack of emergency access from the neighborhood.

Sincerely
Eric and Karen Corbman
67 Northshore Drive

Norm Baldwin

From: TCt Payne <tct.payne@yahoo.com>
Sent: Saturday, December 03, 2016 3:25 PM
To: Norm Baldwin
Cc: Maxwell Tracy
Subject: TEUC METTING ON 12-7-16 AT 5PM REGUARING OPENING THE GATE ON RIVERSEGE DRIVE

Please note Opening the Gate to thru Traffic on Rivers Edge Drive===SHOULD BE NO NO..This would create a Major Safety Hazard for all people living in the area not to include the people driving thru this street. The bike path is located on the housing side which takes a lot of the roadway as it is. We must be alert when we pull out as bike travel both ways all the time. I have lived at 168 Rivers edge since 1975 way before street was renamed Rivers Edge. Then it was North View Dr connecting From North Ave to Plattsburgh Ave. It was then a dirt Road from Forrest ST to Plattsburgh Ave. I have the right away from Plattsburgh Ave and From Forrest St. At the time I purchased My House People traveled thru here like a ##### So I Blocked it off then I entered from Forrest St. Opening this gate would cause a Night mare for all concerned living here or not. There is no reason to even consider this. Never has been and as far as I can see never will be. I will try my best to attend the meeting but may be out of town....Thanks for reading this long NOTE.. I Appreciate Your Time. HOPE YOU AGREE THIS IS A NO NO>>> THANKS BOB AND TERRY PAYNE 168 Rivers Edge Drive End house near the Gate

Norm Baldwin

From: Richard Dube <dmc36@myfairpoint.net>
Sent: Saturday, December 03, 2016 1:12 PM
To: Norm Baldwin; Maxwell Tracy; Joan Shannon; cspencer@burlingtonvt.gov; lwheelock@burlingtonvt.gov; Martin Lee
Subject: Petition to Open the Locked Gate at end of River's Edge Drive

Ladies/gentlemen,

My wife and I reside at 96 Northview Drive located near the locked gate. We are both adamantly opposed to the gate being permanently open. Opening the gate would create a tremendous increase in traffic on Forest St, Northview Drive and River's Edge Drive creating a dangerous situation for the large number of children and seniors living in our neighborhood.

What disturbs us is that the request has been initiated by people who do not live in our neighborhood, but rather live on North Shore west of North Avenue and for no apparent safety reason but for their convenience in an attempt to access Plattsburgh Avenue quicker by avoiding the traffic light at the junction of North Ave and Plattsburgh Ave.

The proponents have tried to make a case that the gate should be left open so that in the event of a major disaster there would have an alternate exit through River's Edge Drive. First, there is no history of any disasters to believe the likelihood of such an event occurring in the foreseeable future, and, if for some reason, a disastrous event should occur not only does the Fire Dept and Police Dept have a key to unlock the gate, but a neighbor abutting the gate has pliers strong enough to cut the chain and lock should that ever be necessary.

We simply do not see any valid reason why the residence of our neighborhood should give up the peace and quiet we enjoy just because certain residents of Northshore want to access Plattsburg Ave quicker who are in fact using the potential of an unlikely future disaster as a ruse (mask) for their real motives.

We are confident that each of you will see what is really happening here and reject the petition to open the gate at your commission meeting on 12/7/16.

Thank you for your consideration.

Richard and Sherrie Lee Dube



This email has been checked for viruses by Avast antivirus software.
www.avast.com

Norm Baldwin

From: Chapin Spencer
Sent: Monday, November 28, 2016 10:37 AM
To: Karen Rowell; Norm Baldwin; Maxwell Tracy; ishannon@burlingtonvt.gov; Laura Wheelock; Martin Lee; Kurt Wright; Dave Hartnett; Joan Shannon
Subject: RE: Rivers Edge Gate 2ND REQUEST

Hello Karen,

Thank you for your email regarding the Rivers Edge Drive gate. Our apologies if we had not yet replied to your first email. City Engineer Norm Baldwin and I were taking turns replying to these emails over the Thanksgiving week.

Yes, the City Engineer did state that the requestor would need a petition demonstrating at least 30% of those directly impacted to support further study of opening the gate. That remains the Department of Public Works' position. The department received a petition from the requestor and we have been reviewing the petition to see if it meets the threshold. As you likely know, we also have received a petition in opposition to opening the gate. The City Engineer is preparing his response today and it is our aim to have this document ready tomorrow (Tuesday) for public circulation.

Your email will also be shared with the Transportation Energy and Utilities Committee (TEUC) of the City Council. The TEUC meeting is scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street. As mentioned above, Public Works staff will publicly circulate our recommendation in advance of the TEUC meeting and you are welcome to submit additional written comments if desired. The public input has been helpful in our review of this issue.

If there are any further questions you are welcome to give me a call.

Best,
Chapin

Chapin Spencer, Director
Security & Public Works
645 Pine Street, Room 107
Burlington, VT 05401
(802) 254-2141

Our Mission: To steward Burlington's infrastructure and environment by delivering efficient, effective, and equitable public services.

From: Karen Rowell [mailto:karenburlington@yahoo.com]
Sent: Monday, November 28, 2016 9:58 AM
To: Norm Baldwin <naldwin@burlingtonvt.gov>; Maxwell Tracy <mtracy@burlingtonvt.gov>; ishannon@burlingtonvt.gov; Chapin Spencer <cspencer@burlingtonvt.gov>; Laura Wheelock <lwheelock@burlingtonvt.gov>; Martin Lee <mlee@burlingtonvt.gov>; Kurt Wright <kwright@burlingtonvt.gov>; Dave Hartnett <davehartnett1@aol.com>; Joan Shannon <jshannon@burlingtonvt.gov>
Subject: Re: Rivers Edge Gate 2ND REQUEST

Please advise. See below - Seeing the DPW is reneging on it's former criteria we need to know the new criteria before the December 7th meeting.

From: Karen Rowell <karenburlington@yahoo.com>

To: "nbaldwin@burlingtonvt.gov" <nbaldwin@burlingtonvt.gov>; "mtracy@burlingtonvt.gov" <mtracy@burlingtonvt.gov>; "ishannon@burlingtonvt.gov" <ishannon@burlingtonvt.gov>; "cspencer@burlingtonvt.gov" <cspencer@burlingtonvt.gov>; "lwheelock@burlingtonvt.gov" <lwheelock@burlingtonvt.gov>; "mlee@burlingtonvt.gov" <mlee@burlingtonvt.gov>; K Wright <kwright@burlingtonvt.gov>; Dave Hartnett <davehartnett1@aol.com>

Sent: Monday, November 21, 2016 1:23 PM

Subject: Rivers Edge Gate

To those concerned: (I've blind copied a group)

The woman who started the push to open the gate recently moved here from out of state and begin this movement with a made up story. The lie is that if there was a catastrophe we could not get out. Contrary to this story - both the police and fire departments have a key to the gate. Also if this nonexistent catastrophe were to happen, which it never will, the road to Rivers Edge would fill up and the backup would be at the opening Plattsburg Ave. It does not bring an additional egress, just cars waiting in a different area. In addition the person who lives on the corner near the gate has a set of bolt cutters which would quickly open the gate if ever needed, which it never will.

I find it interesting that this person has chosen to purchase her home in a community, Northshore, which, much like Rivers Edge, has very little traffic due to its layout and design. I imagine the lack of traffic was one of the larger reasons why she purchased her home as it was for those in Rivers Edge and the surrounding area. It is not beyond selfish to me for her - and those in her community that have signed on with her - to then go to another community who has also chosen their homes for the same reason she did and move to take away this benefit that she enjoys from her neighbors. I would never ever do that to my neighbors.

How would this person like it if we organized a "drive through" which would consist of all of the folks on the streets by the gate to go over and drive right by her house in Northshore every morning and night and throughout the day, each time we leave our homes, in her "low traffic" development?

I am so sick of people getting to move here, decide they are smarter than all of their neighbors, make up a lie, get what they want, and RUIN the nice neighborhood made up of people who signed on for the current traffic pattern and community design that they themselves get to continue to enjoy.

If a person moves here and embraces Vermont for the special place (it was), then they are welcome with open arms - and we in turn embrace the new ideas they bring to enhance the surroundings. However, if they come and selfishly change surrounding neighborhoods in a negative way to suit their wants, not needs. Or if they try to make Vermont more like where they came from - then I can honestly say I wish they would please just move back where they came from and leave us alone and as far as I'm concerned they are not welcome here. I like my neighborhood, that is why I purchased my home here. Why does this group get to come along and drastically change our neighborhood in a negative way and have absolutely nothing happen to theirs when they were obviously seeking and have received what they are setting out to destroy for us?

I really don't know why this is moving forward when we were told by DPW that 30% of the people directly affected had to be on board. This percentage has not been obtained. However, the city of Burlington changes the rules as they go along. So if you could please update us on what the new rule is we would be greatly interested to learn the new criteria.

Please advise.

I'd like to add, I wish you who have the power to make this happen or not happen would take a moment to consider how you would feel if someone did this to your home and community when once again, it is completely unnecessary. Please do the right thing.

Karen L. Rowell
98 Northview Drive

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Norm Baldwin

From: Karen Rowell <karenburlington@yahoo.com>
Sent: Monday, November 28, 2016 9:58 AM
To: Norm Baldwin; Maxwell Tracy; ishannon@burlingtonvt.gov; Chapin Spencer; Laura Wheelock; Martin Lee; Kurt Wright; Dave Hartnett; Joan Shannon
Subject: Re: Rivers Edge Gate 2ND REQUEST

Please advise. See below - Seeing the DPW is reneging on it's former criteria we need to know new criteria before the December 7th meeting.

From: Karen Rowell <karenburlington@yahoo.com>
To: "nbaldwin@burlingtonvt.gov" <nbaldwin@burlingtonvt.gov>; "mtracy@burlingtonvt.gov" <mtracy@burlingtonvt.gov>; "ishannon@burlingtonvt.gov" <ishannon@burlingtonvt.gov>; "cspencer@burlingtonvt.gov" <cspencer@burlingtonvt.gov>; "lwheelock@burlingtonvt.gov" <lwheelock@burlingtonvt.gov>; "mlee@burlingtonvt.gov" <mlee@burlingtonvt.gov>; Kurt Wright <kwright@burlingtonvt.gov>; Dave Hartnett <davehartnett1@aol.com>
Sent: Monday, November 21, 2016 1:23 PM
Subject: Rivers Edge Gate

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I find it interesting that this person has chosen to purchase her home in a community, Northshore, which, much like Rivers Edge, has very little traffic due to its layout and design. I imagine the lack of traffic was one of the larger reasons why she purchased her home as it was for those in Rivers Edge and the surrounding area. It is beyond selfish to me for her - and those in her community that have signed on with her - to then go to another community who has also chosen their homes for the same reason she did and move to take away this benefit that she enjoys from her neighbors. I would never ever do that to my neighbors.

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Please advise.

I'd like to add, I wish you who have the power to make this happen or not happen would take a moment to consider how you would feel if someone did this to your home and community when once again, it is completely unnecessary. Please do the right thing.

Karen L. Rowell
98 Northview Drive

Norm Baldwin

From: Laura Wheelock
Sent: Monday, November 28, 2016 9:08 AM
To: Norm Baldwin
Subject: FW: River's Edge Gate

fyi

*Laura K. Wheelock P.E.
Public Works Engineer*

*Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
PH: 802-540-0397
M: 802-338-2125
LWheelock@burlingtonvt.gov*

From: doctordonna1@juno.com [mailto:doctordonna1@juno.com]
Sent: Saturday, November 26, 2016 6:47 PM
To: Joan Shannon <jshannon@burlingtonvt.gov>; Chapin Spencer <cspencer@burlingtonvt.gov>; Laura Wheelock <lwheelock@burlingtonvt.gov>
Subject: River's Edge Gate

Dear Commissioners, My family of four have live on Northview Dr near the gate since 1994. We live across the road from the gate and have experienced floods with every rain, which necessitates my husband Dave to go out and rake open paths for drainage. This year we have seen a moderate amount of erosion as well over the years that concerns us.

If the gate is open for the simple driving convenience of others, you will have more erosion of the road from the heavy plowing and sanding. We still have 2 weak eroding spots on our road that are getting worse at this time. We are concerned that this which would make it unsafe for children and adults alike walking home from the bus. Right now the traffic is not able to accommodate all pedestrians, bikers, and dogs.

It is just unnecessary to disrupt this quiet neighborhood of diverse families on either side of the gate.

We all take care of our properties, many with front yard gardens. During every season young families walk to the gate to work on our home fronts. We have never had a problem going the extra 1/4 mile to get to Plattsburgh Ave.

I have no doubt that if an emergency arose, a simple truck could break through that gate. Hopefully, that the community to respond would be fine as well.

I will be out of town the day of the meeting. I hope you will decide to keep the gate locked .
In community, Donna

Donna Powell, ND LAc

33 Main St
Burlington, VT 05401
802-863-7099

Medical Director
Living Well Group

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.

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:51 AM
To: Norm Baldwin
Subject: FW: Opening the gate on Rivers Edge Dr., 12/7/16

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: Sally Ballin [mailto:sallyballin@gmail.com]
Sent: Tuesday, November 22, 2016 10:14 PM
To: Martin Lee <mlee@burlingtonvt.gov>
Subject: Opening the gate on Rivers Edge Dr., 12/7/16

Dear Mr. Lee,

I live in the Rivers Edge development, one of the neighborhoods that will experience a huge impact from traffic short-cutting from the North Shore development to the Beltline.

The connecting road from the "gate" to Plattsburg Avenue, Rivers Edge Drive, is not designed for high-volume traffic. It's a fairly narrow 15-MPH road, with parking along one side and the bike path along the other side.

Frequently, kids on bikes, dog walkers, and others walk in the street because the sidewalks are narrow. The safety would be constantly endangered by cars racing thru the development. I say 'racing' because occasionally cars do speed through when a driver is not aware of the barrier, whipping around a blind corner, which could have deadly results. People who are not residents here are not aware of kids in the street and do not respect the speed limit.

Furthermore, the additional traffic noise would diminish the peace and tranquility of our neighborhood and, hence, our quality of life. Stress from increased traffic and increased air pollution would contribute negatively as well. Potentially, traffic could be backed up at the Plattsburg Avenue light, preventing residents from getting out of their driveways. An NPR report a few months ago described this very situation, caused when a new phone app informed commuters of ways to avoid traffic delays in Los Angeles--another detrimental impact on the neighborhood becoming a thoroughfare.

Lastly, I believe the petitioner has overstated reasons for removing the gate when it is really a simple matter of personal convenience to find a shortcut to the Beltline and avoid a delay on North Avenue at certain times of the day.

I respectfully request that the petition be denied.
Thank you for your consideration of this issue.

Sally Ballin
107 Rivers Edge Dr
Burlington, VT 05408

--

Sally Ballin, Independent Associate
USANA Health Sciences
802-865-8381 (C: 802-735-5123)
www.HealthySolutionsGlobally.usana.com

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Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:50 AM
To: Norm Baldwin
Subject: FW: River's Edge Drive gate issue = 12/7/16 meeting

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: Diane Morris [mailto:dmorris@dt.com]
Sent: Tuesday, November 22, 2016 3:07 PM
To: Martin Lee <mlee@burlingtonvt.gov>
Cc: 'Morris, Diane' <dineymorris@comcast.net>
Subject: River's Edge Drive gate issue = 12/7/16 meeting

Hello Martin Lee,

I am emailing you to express my opinion on this matter since I am not sure if I will be able to be at the 12/7 5p meeting due to work.

I have lived in River's Edge for 22 years and am aware of the streets layout and do not believe it would support through traffic. Since I purchased my unit in 1994, the gate has been locked with the understanding that if there were an emergency, the police and/or fire department could open it up. Overall, this has worked fine in all that time, I think only once have I seen the north end of North Ave closed and that was due to a possible security issue at the school and that was for a limited time. I believe the people that want the gate opened up as a through street are in the minority and are not considering the safety of people (including kids) in the neighborhood. Also, on the times we have had to have a fire truck in the area, the street layout seems somewhat "tight" for them. If you open it up to through traffic, that will have all size vehicles, large and small and again, it would be a problem. Another issue is winter plowing, the city usually does one sweep through (and not until late in the day) but the association has a person plow to make it better/passable. The one sweep that the city does it not a good enough job for more traffic that would be incurred if the gate is opened.

The increased speed, especially around the many sharp corners would be an issue as well as the width of the street being a problem. On one side you have parking and the other side, you have a bike lane, not enough room for 2 way traffic safely.

I strongly oppose opening up the gate and wanted my opinion heard/noted. Please do not hesitate to contact me with any questions about this matter.

Thank you,
Diane H.Morris
50 Borestone Lane
Burlington, VT 0540
dineymorris@comcast.net

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.

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:36 AM
To: Norm Baldwin
Subject: FW: Regarding the Gate

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: Almir konjuhovac [mailto:konjuha1@bsdvt.org]
Sent: Sunday, November 20, 2016 3:21 PM
To: Martin Lee <mlee@burlingtonvt.gov>
Subject: Regarding the Gate

Hello Martin, I am writing to you concerning the gate, and I am sure many others are writing to you as well, a concerned father, and resident of this quiet, tight knit neighborhood, I just want to express that, that would very much effect us in a negative way, not only would opening the gate inevitably increase automobile traffic, it would increase the amount of noise there is, already having been through problems with the bus route, noise in a small neighborhood like this echoes, and we can all hear it from a distance. Also, it would most certainly effect me personally, having a 5 year old daughter, knowing I can trust the neighborhood I'm in, makes life a lot easier and less stressful, the last thing this neighborhood needs is people driving fast and unsafely, and us having to worry about it so close to our homes. Thank you for taking the time in reading this email. 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.

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:32 AM
To: Norm Baldwin
Subject: FW: River's Edge Drive

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: terri agnelli [mailto:tagnelli@gmail.com]
Sent: Saturday, November 19, 2016 11:20 AM
To: Martin Lee <mlee@burlingtonvt.gov>
Subject: River's Edge Drive

River's Edge is a pleasant community of neighbors. Our children play on the grounds, our pets go outside to enjoy the sunshine and roam around. We garden in our yards and invite neighbors over for backyard parties. We can do these things because we have a very low traffic volume and in part, because we know each other. We've all bought in to this lifestyle when we moved here. We like living here. It's nice here.

When I bought my condo, there was never any mention of opening the locked gate at the end of River's Edge Drive. Why would I, or anyone, want to live off a traffic cut through road? It was a selling point that the gate would remain locked and River's Edge Drive would be closed to outside traffic.

If it's a matter of emergency access to other neighborhoods, that chain and lock can be removed with a bolt cutter. I wouldn't want to stand in the way of a life or death emergency, but why now? What's the emergency threat you envision as public officials? What emergency situation has happened that our quiet community stands in the way of? How can you even consider altering the character of our neighborhood to bring in more traffic? Don't forget about a lowering of resale values of our condominiums (and don't think that's not going to happen). Opening access of River's Edge to outside traffic would change the peaceful character of our homesite.

I've sunk a huge portion of my money into the buying, maintaining and tax paying of my condominium. I've done this because my home in River's Edge community is a pleasant, safe, orderly and quiet neighborhood. I don't want it ruined by allowing cut through traffic, more traffic danger for our pets and ourselves, and a reduction of our property values.

Why should the City want to ruin our quiet, safe and peaceful neighborhood to accommodate more traffic, more noise and less safety?

There are plenty of other streets you can open up to outside traffic. Have you even proven that this action is needed for the betterment of the City of Burlington? Please make a different plan. Do not open the locked at the end of River's Edge!

Terri Agnelli
44 Borestone Lane
Burlington, VT

tagnelli@gmail.com

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Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 8:17 AM
To: Norm Baldwin
Subject: FW: Rivers Edge Dr. Gate

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

From: Pat & Nick Branch [<mailto:patnickbranch@gmail.com>]
Sent: Saturday, November 19, 2016 10:08 AM
To: Martin Lee <mlee@burlingtonvt.gov>
Subject: Rivers Edge Dr. Gate

Hi Martin,

The reasons for leaving this gate closed are overwhelming:

The road is not up to code and would cost the city many dollars to rectify this.

Proponents argue it is needed for safety egress, yet the fire/rescue folks state it is unnecessary to have the unlocked and they have the means for getting through if necessary.

The road was never INTENDED to be open in the first place.

Opening the gate would expose the MANY young children who play outside to significant risk of injury as the curves in the road have poor or non existent site lines.

Please note that for every opponent who is able to attend the 12/7 meeting there will be many young working families who cannot due to the difficult time of day. Many of the proponents of opening the gate are older without young children and will more easily be able to attend.

Please leave it closed.

Thanks,
Nick Branch
7 Borestone Lane

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Norm Baldwin

From: doctordonna1@juno.com
Sent: Saturday, November 26, 2016 6:36 PM
To: Norm Baldwin; Maxwell Tracy; Martin Lee
Subject: River's Edge Gate

Dear Commissioners, My family of four have live on Northview Dr near the gate since 1994. We live across from the bank of the Winooski River. Our street floods with every rain, which necessitates my husband Dave go out and rake open paths for drainage. This happens every season of the year. The bank has seen a moderate amount of erosion as well over the years that concerns us.

If the gate is open for the simple driving convenience of others, you will have more erosion of the road and bank with an increased volume of traffic, plowing and sanding. We still have 2 weak eroding spots on our road that are getting worse at this time. We also have a dark road at night with no sidewalks which would make it unsafe for children and adults alike walking home from the bus. Right now the traffic is minimal and should be wide enough to accommodate all pedestrians, bikers, and dogs.

It is just unnecessary to disrupt this quiet neighborhood of diverse families on either side of the gate. We all take care of our properties, many with front yard gardens. During every season young families walk the road with their children and stop to chat as we work on our home fronts. We have never had a problem going the extra 1/4 mile to get to Plattsburgh Ave and the Beltline via North Ave.

I have no doubt that if an emergency arose, a simple truck could break through that gate. Hopefully, that will never come. Waiting for the police or fire company to respond would be fine as well.

I will be out of town the day of the meeting. I hope you will decide to keep the gate locked. In community, Donna

Donna Powell, ND LAc
33 Main St
Burlington, VT 05401
802-863-7099

Medical Director
Living Well Group

Norm Baldwin

From: Martin Lee
Sent: Monday, November 28, 2016 9:10 AM
To: Norm Baldwin
Subject: River's Edge Gate Phone Messages

Hi Norm,

Over the last week I have received 3 phone messages from folks regarding the River's Edge Gate:

- Roger Pellerin at 102 Northview Drive is against opening the gate and he did not leave a phone number
- Ann Harrington at 3 Borestone Lane is against opening the gate because it would be dangerous. Her number is 802-373-4262 and I will give her a call to let her know that she can send written comments to your email address and that she is welcome to attend the TEUC meeting.
- Someone who lives at the end of Forrest Street left a message that they are against opening the gate.

Martin

Martin Lee, P.E.
Public Works Engineer
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
Office: 802-540-0557
Mobile: 802-497-7021
mlee@burlingtonvt.gov

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Norm Baldwin

From: Chapin Spencer
Sent: Wednesday, November 23, 2016 11:52 AM
To: Diane Morris
Cc: 'Morris, Diane'; Laura Wheelock; Martin Lee; Norm Baldwin
Subject: RE: River's Edge Drive gate issue = 12/7/16 meeting

Hello Diane:

Thank you for your email regarding the Rivers Edge Drive Gate. Your email will be shared with the Transportation Energy and Utilities Committee (TEUC) of the City Council.

I understand you may not be able to attend the upcoming meeting of the TEUC scheduled for Wednesday December 7 at 5:00 pm in the front conference room at our Offices at 645 Pine Street. Public Works staff will publicly circulate our recommendation in advance of the TEUC meeting and you are welcome to submit additional written comments if desired. The public input has been helpful in our review of this issue.

If there are any further questions you are welcome to give me a call.

Best,
Chapin





From: Diane Morris [mailto:dmorris@dt.com]
Sent: Tuesday, November 22, 2016 3:06 PM
To: Chapin Spencer <cspencer@burlingtonvt.gov>
Cc: 'Morris, Diane' <dineymorris@comcast.net>
Subject: River's Edge Drive gate issue = 12/7/16 meeting

Hello Chapin Spencer,

I am emailing you to express my opinion on this matter since I am not sure if I will be able to be at the 12/7 5p meeting due to work.

I have lived in River's Edge for 22 years and am aware of the streets layout and do not believe it would support through traffic. Since I purchased my unit in 1994, the gate has been locked with the understanding that if there were an emergency, the police and/or fire department could open it up. Overall, this has worked fine in all that time, I think only once have I seen the north end of North Ave closed and that was due to a possible security issue at the school and that was for a limited time. I believe the people that want the gate opened up as a through street are in the minority and not considering the safety of people (including kids) in the neighborhood. Also, on the times we have had to have a fire truck in the area, the street layout seems somewhat "tight" for them. If you open it up to through traffic, that will have all size vehicles, large and small and again, it would be a

problem. Another issue is winter plowing, the city usually does one sweep through (and not until in the day) but the association has a person plow to make it better/passable. The one sweep that city does it not a good enough job for more traffic that would be incurred if the gate is opened.

The increased speed, especially around the many sharp corners would be an issue as well as the width of the street being a problem. On one side you have parking and the other side, you have a bike lane, not enough room for 2 way traffic safely.

I strongly oppose opening up the gate and wanted my opinion heard/noted. Please do not hesitate to contact me with any questions about this matter.

Thank you,
Diane H.Morris
50 Borestone Lane
Burlington, VT 0540
dineymorris@comcast.net

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.

Norm Baldwin

From: Chapin Spencer
Sent: Wednesday, November 23, 2016 11:49 AM
To: Bill LaMothe; Norm Baldwin; Maxwell Tracy; Joan Shannon; Laura Wheelock; Martin Lee
Cc: Jeany LaMothe
Subject: RE: Gate at end of River's Edge Drive

Hello Bill:

Thank you for your email regarding the Rivers Edge Drive Gate. Your email will be shared with the Transportation Energy and Utilities Committee (TEUC) of the City Council.

You are welcome to attend the upcoming meeting of the TEUC scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street. Public Works staff will publicly circulate our recommendation in advance of the TEUC meeting. The public input has been helpful in our review of this issue.

If there are any further questions you are welcome to give me a call.

Best,
Chapin

Chapin Spencer
Director of Public Works
City of Burlington
645 Pine Street
Burlington, VT 05401
802.255.3911

Burlington is proud to serve a demanding infrastructure and environment by delivering efficient, effective, and available public services.

From: Bill LaMothe [mailto:bill.lamothe@asicnorth.com]
Sent: Wednesday, November 23, 2016 6:22 AM
To: Norm Baldwin <nbaldwin@burlingtonvt.gov>; Maxwell Tracy <mtracy@burlingtonvt.gov>; Joan Shannon <jshannon@burlingtonvt.gov>; Chapin Spencer <cspencer@burlingtonvt.gov>; Laura Wheelock <lwheelock@burlingtonvt.gov>; Martin Lee <mlee@burlingtonvt.gov>
Cc: Jeany LaMothe <jsoulslamothe@gmail.com>
Subject: Gate at end of River's Edge Drive

Dear Ladies and Gentlemen,

My name is William LaMothe and I live at 22 Borestone Lane in the River's Edge Condo Association.

I would like to express my view that the Gate at end of River's Edge Drive should NOT be opened to public travel.

- 1) The condo association is a private entity and the road is a private road, the maintenance of which is paid for by the association dues of us, the members of the River's Edge Condo Association.
- 2) The opening of that road would introduce much more traffic to what is now a nicely quiet street.
- 3) Parents with small children along that road would not want to have to worry about that additional traffic.
- 4) It would be a transgression of the use of our monthly association dues to have to pay for the increased wear and tear of that section of road due to all the extra traffic. Why should we pay for the town's traffic on our private road? Would you let all the neighborhood kids play baseball in your backyard anytime they wanted knowing that you would have to pay for the broken windows in your house? No, you would not.

- 5) The volume of traffic cutting through River's Edge Drive would, I suspect, constitute a large amount, because it would produce a "short cut" from the Beltway (Route 127) to the entire North end of North Ave. This anticipated high volume is what we object to.

The conclusion here folks, is that we, the members of the River's Edge Condo Association, should get the final say as to whether the gate is opened to the travel of city auto traffic. Speaking for myself and the other members, we say NO. Thanking you in advance for your time and careful consideration.

Sincerely,
William T. LaMothe
22 Borestone Lane
Burlington, VT

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.

Laura Wheelock

From: Bill LaMothe <bill.lamothe@asicnorth.com>
Sent: Wednesday, November 23, 2016 6:22 AM
To: Norm Baldwin; Maxwell Tracy; Joan Shannon; Chapin Spencer; Laura Wheelock; Marti Lee
Cc: Jeany LaMothe
Subject: Gate at end of River's Edge Drive

Dear Ladies and Gentlemen,

My name is William LaMothe and I live at 22 Borestone Lane in the River's Edge Condo Association.

I would like to express my view that the Gate at end of River's Edge Drive should NOT be opened to public travel.

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- 5) The volume of traffic cutting through River's Edge Drive would, I suspect, constitute a large amount, because it would produce a "short cut" from the Beltway (Route 127) to the entire North end of North Ave. This anticipated high volume is what we object to.

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Sincerely,
William T. LaMothe
22 Borestone Lane
Burlington, VT

Norm Baldwin

From: Bill LaMothe <bill.lamothe@asicnorth.com>
Sent: Wednesday, November 23, 2016 6:22 AM
To: Norm Baldwin; Maxwell Tracy; Joan Shannon; Chapin Spencer; Laura Wheelock; Ma Lee
Cc: Jeany LaMothe
Subject: Gate at end of River's Edge Drive

Dear Ladies and Gentlemen,

My name is William LaMothe and I live at 22 Borestone Lane in the River's Edge Condo Association.

I would like to express my view that the Gate at end of River's Edge Drive should NOT be opened to public travel.

- 1) The condo association is a private entity and the road is a private road, the maintenance of which is paid for by the association dues of us, the members of the River's Edge Condo Association.
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The conclusion here folks, is that we, the members of the River's Edge Condo Association, should get the final say as to whether the gate is opened to the travel of city auto traffic. Speaking for myself and the other members, we say NO. Thanking you in advance for your time and careful consideration.

Sincerely,
William T. LaMothe
22 Borestone Lane
Burlington, VT

Laura Wheelock

From: Sally Ballin <sallyballin@gmail.com>
Sent: Tuesday, November 22, 2016 10:14 PM
To: Laura Wheelock
Subject: Opening the gate on Rivers Edge Drive, 12/7/16

Dear Ms. Wheelock,

I live in the Rivers Edge development, one of the neighborhoods that will experience a huge impact from traffic short-cutting from the North Shore development to the Beltline.

The connecting road from the "gate" to Plattsburg Avenue, Rivers Edge Drive, is not designed for high-volume traffic. It's a fairly narrow 15-MPH road, with parking along one side and the bike path along the other side.

Frequently, kids on bikes, dog walkers, and others walk in the street because the sidewalks are narrow. Their safety would be constantly endangered by cars racing thru the development. I say 'racing' because occasionally cars do speed through when a driver is not aware of the barrier, whipping around a blind corner, which could have deadly results. People who are not residents here are not aware of kids in the street and do not respect the speed limit.

Furthermore, the additional traffic noise would diminish the peace and tranquility of our neighborhood and, hence, our quality of life. Stress from increased traffic and increased air pollution would contribute negatively as well. Potentially, traffic could be backed up at the Plattsburg Avenue light, preventing residents from getting out of their driveways. An NPR report a few months ago described this very situation, caused when a new phone app informed commuters of ways to avoid traffic delays in Los Angeles--another detrimental impact of neighborhood becoming a thoroughfare.

Lastly, I believe the petitioner has overstated reasons for removing the gate when it is really a simple matter of personal convenience to find a shortcut to the Beltline and avoid a delay on North Avenue at certain times of the day.

I respectfully request that the petition be denied.
Thank you for your consideration of this issue.

Sally Ballin
107 Rivers Edge Dr
Burlington, VT 05408

--

Sally Ballin, Independent Associate
USANA Health Sciences
802-865-8381 (C: 802-735-5123)
www.HealthySolutionsGlobally.usana.com

Norm Baldwin

From: Sally Ballin <sallyballin@gmail.com>
Sent: Tuesday, November 22, 2016 10:10 PM
To: Norm Baldwin
Subject: Petition to open gate on Rivers Edge Drive, 12/7/16

Dear Mr. Baldwin,

I live in the Rivers Edge development, one of the neighborhoods that will experience a huge impact from traffic short-cutting from the North Shore development to the Beltline.

The connecting road from the "gate" to Plattsburg Avenue, Rivers Edge Drive, is not designed for high-volume traffic. It's a fairly narrow 15-MPH road, with parking along one side and the bike path along the other side.

Frequently, kids on bikes, dog walkers, and others walk in the street because the sidewalks are narrow. Their safety would be constantly endangered by cars racing thru the development. I say 'racing' because occasionally cars do speed through when a driver is not aware of the barrier, whipping around a blind corner, which could have deadly results. People who are not residents here are not aware of kids in the street and do not respect the speed limit.

Furthermore, the additional traffic noise would diminish the peace and tranquility of our neighborhood and, hence, our quality of life. Stress from increased traffic and increased air pollution would contribute negatively as well. Potentially, traffic could be backed up at the Plattsburg Avenue light, preventing residents from getting out of their driveways. An NPR report a few months ago described this very situation, caused when a new phone app informed commuters of ways to avoid traffic delays in Los Angeles--another detrimental impact on the neighborhood becoming a thoroughfare.

Lastly, I believe the petitioner has overstated reasons for removing the gate when it is really a simple matter of personal convenience to find a shortcut to the Beltline and avoid a delay on North Avenue at certain times of the day.

I respectfully request that the petition be denied.
Thank you for your consideration of this issue.

Sally Ballin
107 Rivers Edge Dr
Burlington, VT 05408

--

Sally Ballin, Independent Associate
USANA Health Sciences
802-865-8381 (C: 802-735-5123)
www.HealthySolutionsGlobally.usana.com

Laura Wheelock

From: Diane Morris <dmorris@dt.com>
Sent: Tuesday, November 22, 2016 3:06 PM
To: Laura Wheelock
Cc: 'Morris, Diane'
Subject: River's Edge Drive gate issue = 12/7/16 meeting

Hello Laura Wheelock,

I am emailing you to express my opinion on this matter since I am not sure if I will be able to be at the 12/7 5p meeting due to work.

I have lived in River's Edge for 22 years and am aware of the streets layout and do not believe it would support through traffic. Since I purchased my unit in 1994, the gate has been locked with the understanding that if there were an emergency, the police and/or fire department could open it up. Overall, this has worked fine in all that time, I think only once have I seen the north end of North Ave closed and that was due to a possible security issue at the school and that was for a limited time. I believe the people that want the gate opened up as a through street are in the minority and not considering the safety of people (including kids) in the neighborhood. Also, on the times we have had to have a fire truck in the area, the street layout seems somewhat "tight" for them. If you open it up to through traffic, that will have all size vehicles, large and small and again, it would be a problem. Another issue is winter plowing, the city usually does one sweep through (and not until late in the day) but the association has a person plow to make it better/passable. The one sweep that the city does it not a good enough job for more traffic that would be incurred if the gate is opened.

The increased speed, especially around the many sharp corners would be an issue as well as the width of the street being a problem. On one side you have parking and the other side, you have a bike lane, not enough room for 2 way traffic safely.

I strongly oppose opening up the gate and wanted my opinion heard/noted. Please do not hesitate to contact me with any questions about this matter.

Thank you,
Diane H. Morris
50 Borestone Lane
Burlington, VT 0540
dineymorris@comcast.net

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:52 AM
To: 'patnickbranch@gmail.com'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec 7 TEUC Meeting-Rivers Edge Drive Gate

Nick,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council. You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:49 AM
To: 'amanda.siegel@gmail.com'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Amanda,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council. You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:48 AM
To: 'ctdion@yahoo.com'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Chris & Tony,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council. You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:47 AM
To: 'tagnelli@gmail.com'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Terri,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council. You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:45 AM
To: 'konjuhal@bsdvt.org'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Almir,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council. You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:41 AM
To: 'cheechkehoe@comcast.net'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Stephanie and Cheech Kehoe,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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.

Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:39 AM
To: 'chrisandmimi@comcast.net'
Cc: Chapin Spencer; Valerie Ducharme; Martin Lee
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Chris,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council.
You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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Norm Baldwin

From: Norm Baldwin
Sent: Tuesday, November 22, 2016 2:36 AM
To: 'maykjar9@msn.com'
Cc: Chapin Spencer; Valerie Ducharme
Subject: Upcoming Dec. 7 TEUC Meeting-Rivers Edge Drive Gate

Jennifer,

Thank you for your email regarding the Rivers Edge Drive Gate.

Your email will be shared with the Transportation Energy and Utilities Committee of the City Council. You are welcome to attend the upcoming meeting scheduled for Wednesday December 7th at 5:00 pm in the front conference room at our Offices at 645 Pine Street.

If there are any further questions you are welcome to give me a call.

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

V: 802.865.5826
F: 802.863.0466
EMAIL: nbaldwin@burlingtonvt.gov

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Norm Baldwin

From: Laura Wheelock
Sent: Monday, November 21, 2016 4:46 PM
To: Norm Baldwin
Subject: FW: Rivers Edge Dr. Gate

Here is another one.

*Laura K. Wheelock P.E.
Public Works Engineer*

Burlington Department of Public Works
645 Pine Street
Burlington, VT 05401
PH: 802-540-0397
M: 802-338-2125
LWheelock@burlingtonvt.gov

From: Pat & Nick Branch [mailto:patnickbranch@gmail.com]
Sent: Saturday, November 19, 2016 10:07 AM
To: Laura Wheelock <lwheelock@burlingtonvt.gov>
Subject: Rivers Edge Dr. Gate

Hi Laura,

The reasons for leaving this gate closed are overwhelming:

The road is not up to code and would cost the city many dollars to rectify this.

Proponents argue it is needed for safety egress, yet the fire/rescue folks state it is unnecessary to have the gate unlocked and they have the means for getting through if necessary.

The road was never INTENDED to be open in the first place.

Opening the gate would expose the MANY young children who play outside to significant risk of injury as the curves in the road have poor or non-existent sight lines.

Please note that for every opponent who is able to attend the 12/7 meeting there will be many young working families who cannot due to the difficult time of day. Many of the proponents of opening the gate are older without young children and will more easily be able to attend.

Please leave it closed.

Thanks,
Nick Branch
7 Borestone Lane

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.

neighborhood looking orderly on "trash" day. This system has worked well on other projects with minimum effort.

Title Insurance

As most banks require that title insurance be obtained prior to closing, we suggest that you consult your attorney or lending institution for their recommendations.

Association Dues and Common Area Maintenance:

A condominium association comprised of unit owners at River's Edge will be formed to oversee the ongoing maintenance of all of the common areas of the property. Monthly fees will be assessed each unit to cover the costs of the association, including a master insurance policy, snow and rubbish removal, landscaping, maintenance of all common areas, as well as a reserve fund for future capital improvements.

Monthly Dues:	Townhome	\$65.00
	Duplex	\$65.00

This amount is payable by the first of the month and should be mailed to:

River's Edge Condominium Association
c/o Northshore Development, Inc.
P.O. Box 4201
Burlington, Vermont 05406-4699

State Permit Conditions

In this booklet you will find a copy of the Land Use, Water Supply & Waste Water, and Subdivision Permits which require the River's Edge Condominium Association, as the assignee and successor of these permits, to complete, operate and maintain the project in accordance with the stated conditions. Please familiarize yourself with these documents.

City of Burlington Permit Conditions

To promote your safety, there will be a gate located at the intersection of River's Edge Drive and North View Drive to prevent any through traffic from North Avenue to Plattsburg Avenue. This was a condition of our obtaining permits for the project and we request that, whether the gate is opened or closed, you enter and exit the project from Plattsburg Avenue only.

F. Upkeep. Maintenance, repair and replacement of the Common Elements and of the Units shall be as provided for in this Declaration, the Bylaws and the Act, notwithstanding boundaries of Units and Common Elements. Each Unit owner shall afford to the COA and the other Unit owners, and to their agents or employees, access across his Unit reasonably necessary for those purposes. If damage is inflicted on the Common Elements or any Unit through which access is taken, the Unit owner responsible for the damage, or the COA, if it is responsible, shall promptly repair such damage.

G. Environmental Requirements. Without the prior written consent of the District 4 Environmental Commission, or its successor, no alteration may be made to the Buildings which would reduce the effect of the water-conserving plumbing fixtures or insulation as installed by the Declarant pursuant to Vermont Land Use Permit No. 4C0802. No stairs, steps, or similar structures or improvements may be made to the Common Elements not specifically approved by said permit. No electric-resistance space heating may be used on the Property. No amendment of this subsection shall be effective without the prior written consent of the District 4 Environmental Commission.

H. City of Burlington Requirements. The Association shall be responsible for the maintenance, repair, and replacement, as necessary, of the external photo-electric equipment and bulbs at the front of each Unit. The Association shall maintain, repair, and replace all streets, roads, bicycle paths, driveways, drywells, sidewalks, and street gates located within the Common Elements. Declarant reserves the right to convey all or portions of the Common Elements depicted on the site plan as River's Edge Drive, North View Drive, and River View Drive, Bicycle Paths, and all utility, sewer, and water lines therein and all or portions of Parcel 1 to the City of Burlington as described in Exhibit A.

ARTICLE VII: DAMAGE OR DESTRUCTION

A. Common Elements. Any portion of the Common Elements which is damaged or destroyed shall be promptly repaired or replaced by the COA unless:

1. repair or replacement would be illegal under any State or local health or safety statute or ordinance, or
2. the Condominium is terminated.

B. Units.

1. If any portion of the Common Elements shall be damaged or destroyed, the damaged portion shall be promptly repaired or replaced by the Association, and if any portion of any Unit shall be damaged or destroyed, the damaged portion

Partnership Workplan & Deliverables

City of Burlington and the Burlington Business Association

January 1, 2017 – December 31, 2018

Introduction

The workplan within the Partnership Agreement will move forward under the goals clearly defined in the Downtown Parking & Transportation Management Plan:

1. **A vibrant Downtown** – The downtown parking and transportation system resources must be maximized to ensure the continued vitality of downtown Burlington.
2. **Great Customer Service** – The parking system is often the first and last impression for people driving downtown. These experiences should consistently be positive and dependable.
3. **A Sustainable System** – The parking system must minimally generate sufficient revenues to meet its operational and maintenance needs while aiming to also support downtown infrastructure and marketing.

FY17-FY19 Workplan & Deliverables:

Building on the momentum in FY16, the partners seek to implement the following scope of work consistent with the Downtown Parking & Transportation Management Plan. The workplan and deliverables will be updated prior to the beginning of each fiscal year to the mutual agreement of both parties and will be documented in writing.

1. Downtown Improvement District (DID)

Downtown Improvement Districts have been a successful public / private structure for downtowns to better coordinate parking and transportation services as well as other services (enhanced streetscape improvements, events, security, etc.). An evaluation of the likely benefits and costs of a downtown-wide DID along with a recommended governance and assessment structure is needed for Burlington stakeholders to determine whether a downtown-wide DID makes sense for Burlington.

- BBA will
 - Lead a collaborative business planning process that engages City and downtown stakeholders in exploring various models and structures for a Downtown/waterfront Improvement District (DID) that could, among other

duties, oversee and operate the City's proposed Parking & Transportation Management District (PTMD).

- Convene a DID Working Group with a representative each from CSM, CEDO and DPW to develop a scope of work for a DID business plan consultant, execute a procurement process for selecting a business plan consultant, review consultant deliverables, and coordinate outreach to various constituencies.
- Convene a DID Advisory Committee as established by the City Council to ensure engagement of input by diverse downtown constituencies
- Develop a business plan for the implementation of a full-service Downtown Improvement District (DID) that would coordinate the Parking Management District (PMD) among other functions.
- Present plan and associated recommendations to the City Council and relevant Commissions.
- CSM and CEDO will:
 - Serve on the DID Working Group and support the DID Advisory Committee.
 - Collaborate with BBA and the DID consultant to engage downtown stakeholders in exploring various models and structures for a Downtown/waterfront Improvement District (DID).
 - Work with BBA to develop a business plan for the implementation of a Downtown/waterfront Improvement District (DID) that would coordinate the Parking & Transportation Management District (PTMD).
- DPW will:
 - Serve on the DID Working Group and support the DID Advisory Committee.
 - Actively participate in the DID / PTMD report in recommending what future downtown/waterfront parking policy and operations should be coordinated by the DID / PTMD.
- FY'17 deliverables:
 - BBA: Convene DID Advisory Committee by March 15, 2017.
 - BBA: Conclude a successful DID consultant selection process by May 31, 2017.
 - BBA: Finalize DID business plan schedule by June 30, 2017 that has the report to be completed by December 31, 2017.

The Business Plan will present:

- Narrative outlining the existing improvement districts in the downtown.
- Explanation of the value a full-service DID could deliver to the community.
- A minimum of two options for the DID including governance, funding and scope of services.
- A preferred recommendation from the consultant and the DID Advisory Committee.
- Financial structure and pro forma budgets: Refine the study's financial structure for a new parking management district including how the following funding sources are incorporated, or not, into the district: DID assessments, public parking revenue, enforcement revenue and other transportation programs.
- Capital improvements the DID may undertake.

- Governance structure: Refine the study's recommended governance structure for a new parking and transportation management district through working with key stakeholders.
- A proposed baseline level of City services that would be supported through property taxes and a proposed enhanced level of services provided through the DID assessment.
- Implementation Plan: Draft a phased implementation plan for the establishment of the management district and its associated funding.

2. Transportation Options & System Efficiency

Expand Transportation Demand Management (TDM) Options

Transportation Demand Management (TDM) refers to a collection of strategies and policies that seek to decrease commuting by Single Occupancy Vehicles (SOV) and increase the value and convenience of using sustainable modes of transportation through a set of incentives and disincentives. The City and BBA will work to expand and enhance Transportation Demand Management services in coordination with an entity such as Downtown Improvement District and/or a Transportation Management Association (TMA) such as CATMA.

- DPW will:
 - Implement initial recommendations from the 2015 City of Burlington TDM Action Plan included as Exhibit C and use the City's experience as an employer to influence future downtown TDM efforts.
 - Determine, as part of the DID evaluation, the annual municipal contribution to downtown TDM activities – whether through DID funding, Traffic Fund revenues or some other source – and then budget accordingly.
- BBA will:
 - Be an advocate and conduit of information to downtown businesses for TDM programs and services until a DID/PMTD is formed.
 - Lead the effort to evaluate and then recommend a downtown-wide DID / PTMD that will be structured to expand TDM services.
 - Assist downtown development / construction projects identify parking and transportation resources to mitigate construction-related impacts.
 - Partner with a TMA to develop a menu of TDM services to downtown/waterfront commuters with a base level to be covered by a portion of the DID assessment and higher levels available at the employers' choice.
- Downtown Parking & Transportation Committee will:
 - Provide guidance during the interim pilot period on downtown TDM initiatives.
- FY17 deliverables:
 - City: Continued CATMA membership and increased employee participation.
 - City: Implement initial recommendations from 2015 City of Burlington TDM Action Plan.
 - BBA: Complete written plan by June 30, 2017 that lays out implementation of a base level of TDM services to be made available to all downtown

commuters in FY18 / FY'19 once a Parking & Transportation Management District (PTMD) is established.

- BBA: At least one additional downtown employer joins CATMA by June 30, 2017.

Improve Bicycle Parking

Consistent with the three main goals for this plan (a vibrant downtown, great customer service, and a sustainable parking system), the City and its partners need to improve the bicycle parking system as well as the parking system for motor vehicles. This improvement will require clear direction, collaboration among stakeholders and consistent funding. During the pilot period, the City will lead the development and maintenance of the bike parking facilities, and BBA will promote the various bike parking facilities.

- DPW will:
 - Develop public bicycle parking facilities in the downtown/waterfront area
 - Secure additional funding (Traffic Fund, the Downtown Improvement District assessment and/or Tax Increment Financing) for the expansion of bicycle parking facilities downtown.
- BBA will:
 - Lead development and implementation of a bicycle parking program in collaboration with the City and other entities until DID/PTMD is established.
 - Promote existing bike parking facilities.
 - Coordinate bike locker rentals, and ensure the process is convenient for the public, which will be evaluated at the end of the pilot period and adjusted as needed.
 - Work with the DPW to secure additional funding (Traffic Fund, the Downtown Improvement District assessment and/or Tax Increment Financing) for the expansion of bicycle parking facilities downtown.
 - Work with bicycling organizations and the DPW to inventory existing facilities, prioritize new or expanded bicycle parking facilities, and then install those facilities during the pilot period.
 - Develop a program that will effectively publicize and promote downtown bicycle parking facilities in particular and bicycle transport in general with other entities that have installed lockers downtown (GMT, Local Motion).
 - Offer guidance and support to downtown businesses regarding siting, design, installation, and promotion of bike parking and storage facilities.
 - Work with DPW after the pilot period to determine the optimal roles for each entity to well manage the various aspects of the downtown bicycle parking system.
- FY17 deliverables:
 - BBA: Unify bike locker rental system with clear online rental information by April 31, 2017.
 - BBA: Include secure bike parking on the Go! Burlington / ParkBurlington interactive map tool by June 30, 2017.
 - City: Complete plan to improve bike parking adjacent to the Downtown Transit Center by June 30, 2017 with installation scheduled within the 2017 season.

3. Garage Improvements

Complete Garage Capital Repairs

Engineering firm Hoyle Tanner & Associates (HTA) has identified roughly \$9.2M in repair and replacement projects for the City's three downtown garages to achieve their full lifecycle and maintain functionality. Phase I work is completed in College Street Garage and underway in Marketplace Garage. DPW plans to execute the majority of this work over the term of this pilot, but has broken the work down into several phases for each garage.

- DPW will:
 - Complete design work for Phase II garage capital repairs.
 - Secure approval for financing for Phase II garage capital repair work.
 - Procure and oversee contractors to complete Phase II garage capital repair work.
- BBA will:
 - Communicate construction schedules and user impacts to downtown businesses and the community at large regarding parking garage construction schedules and user impacts.
 - Assist with identifying and securing alternate parking within either the private or public parking supply for parkers displaced by these events.
- FY17 deliverables:
 - City: Complete design work for Phase II capital repairs for Marketplace and Lakeview garages by June 30, 2017.
 - City: Initiate Phase II capital repairs in College Street Garage by June 30, 2017.
 - BBA: Provide widely-distributed construction updates including special accommodations no less than once a month during construction periods.

Upgrade Parking & Revenue Control Systems (PARCS)

A parking and revenue control system is the operational foundation for efficient garage management. Burlington's current system is dated and limits services that can be provided to customers. A new PARC system will provide merchant validation options, offer various leasing options such as nighttime leases, interface with employee identification cards and will enable the garage system to increase revenue by approximately 10% without rate increases.

- DPW will:
 - Oversee all aspects of PARCS equipment procurement and installation to achieve the identified system functionality.
 - Convene a PARCS Working Group that includes BBA representation.
 - Develop technical specifications outlining future system requirements, prepare bid documents and solicit bids for a complete upgrade of PARCS equipment – all with concurrence of the PARCS Working Group.
 - Review bids with the PARCS Working Group and advance the most responsive bidder through the City Council approval process.
 - Oversee the installation of the new / upgraded PARCS equipment.

- BBA will:
 - Serve as a member of the PARCS Working Group.
 - Identify specifications needed to respond to the needs of downtown stakeholders, including merchant validation program and an online sales service that could include monthly parking leases, garage parking advance purchases, and special event parking purchases.
- FY17 deliverables:
 - BBA: Deliver document summarizing prioritized PARCS features requested by the business community including a validation program that could replace 2 Hour Free parking in Marketplace Garage by February 28, 2016.
 - City: Convene the PARCS Working Group by January 31, 2017.
 - City: Contract for PARCS equipment upgrade signed by June 30, 2017, with installation scheduled to be completed no later than December 31, 2017.

Improve Garage Operations and Maintenance

The Downtown Parking & Transportation Plan recommended improvements to the operations and maintenance of the municipal parking garages and lots – to both improve the customer experience and preserve the lifespan of these aging assets.

- DPW will:
 - Oversee the development of a Standards of Care and a Maintenance Plan.
 - Oversee the implementation of, and adherence to, the Standards of Care and the Maintenance Plan.
 - Update job descriptions for garage staff based on the future operational needs of the municipal garages once the PARCS is installed.
 - Provide regular reports on performance to the Downtown Parking & Transportation Committee and BBA.
- BBA will:
 - Provide input on the Standards of Care and Maintenance Plans.
 - Communicate with customers to gauge their satisfaction with their garage parking experience and to proactively communicate any closures, repairs or other service disruptions to the public.
- FY'17 deliverables:
 - City: Complete Standards of Care and Maintenance Plans by February 28, 2017.
 - BBA: Notify public of closures, repairs or other disruptions that are occurring according to notification policy.

4. On-Street Meter Improvements

Adjust and Improve On-Street Meter System

The Downtown Parking & Transportation Plan recommended additional upgrades to the City's existing meter stock, as well as introduction of new technologies for accepting payment for curbside parking and reorganization of the current system of curbside regulation management and administration across the downtown area.

- DPW will:
 - Work with BBA to staff the Downtown Parking & Transportation Committee and bring forward their recommendations to the DPW Commission.
 - Advance policy changes for on-street meters according to the recommendations in the Downtown Parking & Transportation Plan.
 - Conduct assessment of pay-by-phone pilot and implement long-term pay-by-phone service.
- BBA will:
 - Prepare and issue communications informing the public of these initiatives as they occur.
 - The parties will collaborate to develop metrics measuring the success of each initiative BBA will publish periodically to the general public.
- FY17 deliverables:
 - DPW: Bring proposal for on-street meter adjustments to the Downtown Parking & Transportation Committee and the DPW Commission by June 30, 2017. If proposal includes consideration of Sunday enforcement, present proposal to City Council prior to sending it to the DPW Commission.

5. Communications, Online Tools & Promotions

The range of downtown parking and transportation services are only effective if they are well understood by the public and well used. Real-time parking availability, real time transit tracking, online ticket payments, bike parking locations, car sharing options are just some of the key tools we need to help the public use to improve the experience of those traveling to and from our downtown.

Develop Expanded Parking & Transportation Website for Burlington

- DPW will
 - Determine functionality needed for expanded website.
 - Host the website.
 - Work with BPD to develop an e-commerce solution to accept online payment for garage and lot leases.
- BPD will
 - Develop an e-commerce solution to accept online payment for permits, fees and fines – and help integrate this into the parking and transportation website.
- BBA will
 - Develop and maintain a comprehensive mobile-friendly parking and transportation web site through the pilot that will include the following components:
 - Identification of public parking assets in downtown Burlington – both publicly and privately owned – including their rates and hours of operations.
 - Creation of an interactive map to identify parking and transportation resources based on a user's identified location or mode.

- Inclusion of key transportation partner links to outline all transportation options available to the general public – parking, transit, bicycling, carpooling, ride matching, etc.
- A 'news crawler' function updating the general public of upcoming events which may impact the availability of parking or transportation.
- Link to City's to-be-developed online payment system for permits, fees, fines and pay-by-phone meters.
- General parking information to announce changes and promote new offerings to the general public.
- Other relevant real time information about transportation services.
- FY17 deliverables:
 - BBA: Procure firm to enhance website by March 31, 2017 and complete initial upgrade of website including interactive map by June 30, 2017.
 - City: Complete plan by June 30, 2017 for implementing online e-commerce solution in FY18 minimally for parking tickets.

General Communication/Marketing Responsibilities:

- BBA will:
 - Assist large downtown construction projects in addressing needs of adjacent businesses by helping to create effective traffic control and parking management plans and then broadly updating the public about current impacts and special accommodations.
 - Post weekly to social media accounts (i.e. Twitter, Facebook, etc.) as well as periodic postings to Front Porch Forum.
 - Design and implement communications; marketing and promotion activities associated with the various downtown parking and transportation options recommended in the Parking Transportation Management Plan.
 - The following communication tools will be developed by the BBA and kept current in collaboration with the City, downtown stakeholders, CATMA, and the Downtown Parking & Transportation Committee.
 - Go! Burlington / ParkBurlington website
 - Social media accounts
 - Press releases and announcements to all media sources
 - Print flyers, announcements, posters, newsletters as deemed appropriate
 - Meetings, workshops and programing as deemed appropriate
 - Design and develop an annual report incorporating the collected data and publishing the analyzed impact of various policy initiatives and system improvements in terms of utilization, availability, economic impact and success in achieving stated policy objectives. The information/data for the report will be collected through the assistance of the DPW and other city departments/agencies as deemed appropriate.
- FY17 deliverables:
 - BBA: Develop written agreements with project developers (City for Great Streets work, Devonwood for Burlington Town Center work, etc.) regarding business assistance and public outreach support BBA will provide during construction to mitigate traffic and parking impacts.

- BBA: Complete communications activities on the frequencies established above. BBA: Written plan developed by June 30, 2017 to complete FY17 annual report within 4 months of the end of the fiscal year.

Branding and Wayfinding

- DPW will
 - Work with BBA to determine scope and specifications of branding effort for public and private parking assets
 - Review and approve branding proposal for use in public facilities and within the City's ROW
 - Collaborate with BBA and other downtown stakeholders to expand the downtown wayfinding program for all modes
 - Contract to construct sign and wayfinding system in the public ROW and in municipal garages
- BBA will:
 - Coordinate the design of a universal signage and branding effort for all private/public parking assets that relates to existing City wayfinding and creates a professional and unified image of parking options in downtown Burlington.
 - Create a geolocation signage plan for each public/private facility indicating where the facility is located relative to surrounding businesses and attractions.
 - Lead the effort to add pedestrian-oriented signage within garage facilities, including a possible advertising program to give local businesses visibility while raising revenue for garage upkeep.
 - Work with private parking operators to promote the City's new wayfinding brand, including and up to acquiring signage in the same theme to identify and promote their facilities.
 - Collaborate with DPW and other downtown stakeholders to expand the downtown wayfinding program for all modes.
- FY'17 deliverables:
 - BBA: Complete design for an interior wayfinding signage package by June 30, 2017 to be installed in at least one garage by December 31, 2017.

Coordination and Collaboration with Private Parking Facilities

Private parking accounts for approximately 50% of all parking in the Downtown District. Partners will work collaboratively to open more private spaces to public use and create a coordinated public/private parking system.

- Planning & Zoning will:
 - Advance a proposal along with CEDO and DPW to the Downtown Parking & Transportation Committee and then the Planning Commission that would adjust the minimum parking requirements in the downtown and unencumber existing private off-street parking assets from past zoning requirements so that private parking resources can fully participate in shared parking arrangements.
- The BBA will:

- Work with private parking owners and operators to help ensure the efficient usage of private downtown parking.
- Create and maintain a comprehensive database of off-street parking spaces to include: property owner contact information, management entity contact information, total spaces, rates, usage, terms of public access, and any municipal permit limitations.
- Serve as a parking broker and respond to parking needs by downtown users including businesses, employees, special events and construction crews; working to match available resources with needs.
- Facilitate the incorporation of private parking facility owners in the overall marketing/branding, promotional, wayfinding and merchant validation programs to match the parking needs of employees, visitors and the community with available assets.
- Get private parking facility owners to adopt the ParkBurlington brand.
- FY17 deliverables:
 - City: Present proposal to adjust downtown parking requirements in a way that unencumbers existing private off-street assets to Downtown Parking & Transportation Committee and get Committee's feedback by June 30, 2017 for FY18 Planning Commission review.
 - BBA: Develop comprehensive database of downtown off-street parking assets by June 30, 2017.
 - BBA: Secure written commitment by June 30, 2017 to enhance public parking signage on at least one private parking facility by December 31, 2017.

6. Data Collection

The Downtown Parking & Transportation Management Plan recommended a smart use approach that uses data to set pricing and policies. A robust data collection program is needed to be able to have sufficient data to make informed pricing and policy decisions.

- DPW will:
 - Conduct at least quarterly counts on-street and in municipal lots and garages and produce the results into a summary format.
- BBA will:
 - Coordinate at least quarterly counts in private lots and garages and produce the results into a summary format.
- FY17 deliverables:
 - BBA: Collect off-street parking data on at least a quarterly basis and compile for inclusion into the annual report by June 30, 2017.
 - DPW: Collect and compile on-street parking data on at least a quarterly basis and provide to BBA for inclusion into the annual report by June 30, 2017.

7. Support Downtown Parking & Transportation Council

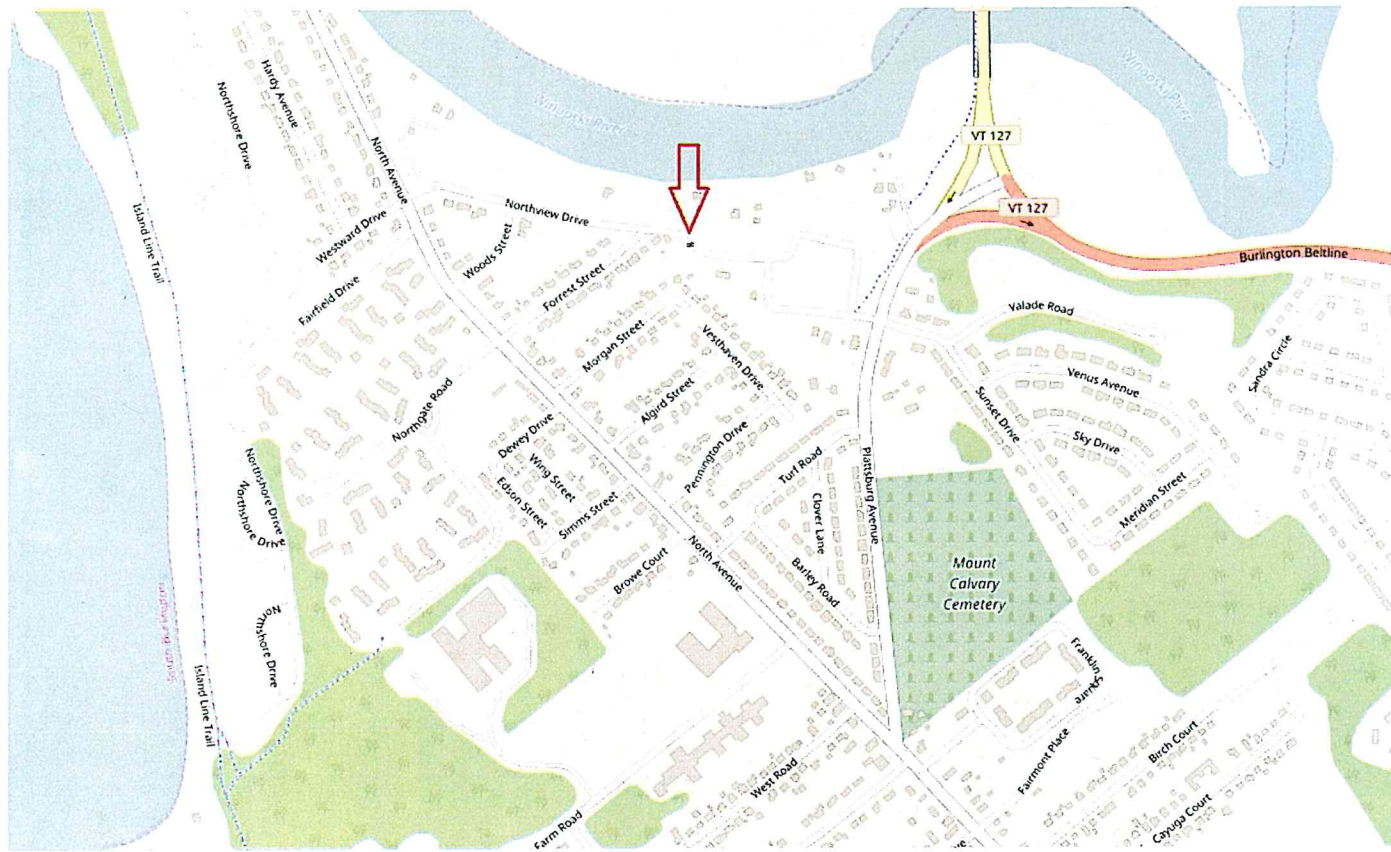
The advisory Downtown Parking & Transportation Council will be re-established by City Council resolution for the duration of the pilot and will advise the City of Burlington and the

Burlington Business Association on implementing the Downtown Parking & Transportation Management Plan including policy matters and proposed changes to parking rates and hours during this pilot period.

- DPW will:
 - Attend Parking & Transportation Council meetings and provide committee with information and tools to ensure a productive experience for committee members – including proposed changes to parking rates and hours.
 - Bring Council recommendations to the DPW Commission for consideration and action.
- BBA will:
 - Staff and provide administrative support to the advisory committee.
 - Attend Council meetings and provide Council with information and tools to ensure a productive experience for committee members.
 - Bring Council recommendations to the DPW Commission for consideration and action.
- Downtown Parking & Transportation Council will:
 - Advise DPW on parking rates, policies, and prioritization of investments.
 - Guide the implementation of the Downtown Parking & Transportation Management Plan.
- FY'17 deliverables:
 - BBA: Convene and facilitate at least quarterly Council meetings with meeting notes and other key documents on the ParkBurlington / Go!Burlington website.
 - DPW: Ensure that the Council reviews and guides proposed policy and rate changes prior to advancing items to the DPW Commission for approval.

RESIDENT'S RESPONSE TO JOYCE WALSLEBEN'S PETITION TO REMOVE THE GATE AT THE END OF RIVER'S EDGE DRIVE

On April 26, 2016, Joyce Walsleben was instructed by the Mayor's office, that for the DPW to conduct further assessment of opening the emergency gate at the end of River's Edge Drive, she needed collect signatures from at least 30% of the impacted households on Northview Drive, Woods Street, Riverview Drive, Forest Street, River's Edge Drive and Borestone Lane. On 9/21/2016 she presented a petition to the DPW but failed to collect even 3% of signatures. 89 of the 90 households reached were strongly opposed to the petition. We ask that all consideration of Ms. Walsleben's petition be halted until the mayor's requirements are satisfied.



The residents of the 6 neighborhoods are not opposed to opening the emergency access gate for an emergency. The City Fire Marshall has verified the gate satisfies requirements for emergency access and the gate can be easily opened by emergency responders.

River's Edge Drive is a street inside a resident-owned neighborhood. Ms. Walsleben's claim that River's Edge Drive has been maintained at taxpayer expense is misleading. The street has received only minimal services (a few cold-patches) since its construction by a private contractor. Since 2001, the River's Edge Community Association (RECA) has spent over \$195,000 servicing River's Edge Drive and Borestone Lane. This includes road maintenance in the form of paving, repairs and marking. Residents also pay for private snow removal.



River's Edge Drive and Northview Drive are local access roads not built for through traffic. Taxpayers' expense to upgrade roadbeds, install curbs, fix drainage issues, install signage and traffic calming measures would be massive, with negligible benefits to all residents of the New North End.

River's Edge Drive and Northview Drive are located in a river corridor and could require even further expenditures to satisfy riparian development concerns.

River's Edge Drive and Northview Drive roadways are the only bikeway connector from North Avenue to Plattsbury Avenue and the bike route into Colchester. RECA paid for the bike lane marking.



There are already several existing planned access points for households at the North end of North Avenue, including multiple access points to Plattsburg Avenue.

The end of North Avenue already has more access points to North Avenue than other neighborhoods in the North End: Starr Farm Road, Sunset/Valade Park and Ethan Allen parkway east of Farrington (goes right past Smith Elementary school).

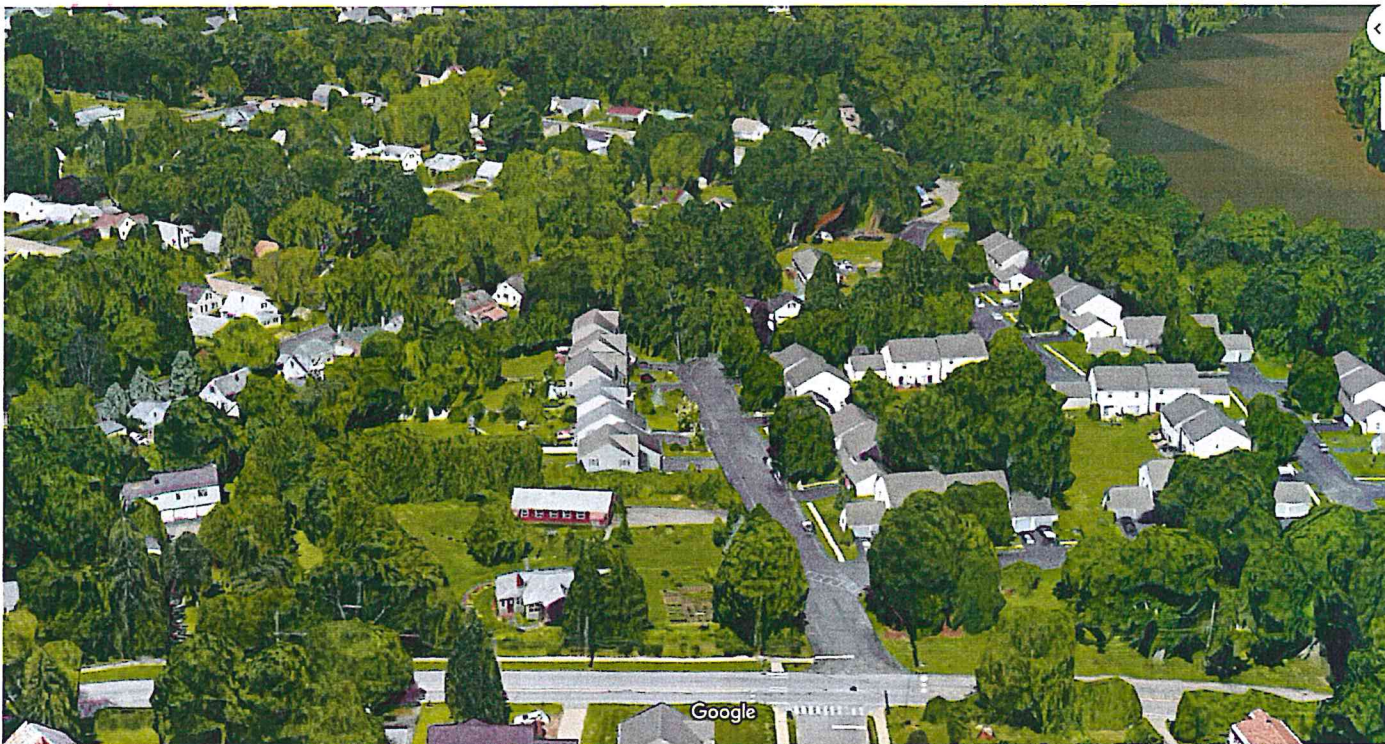


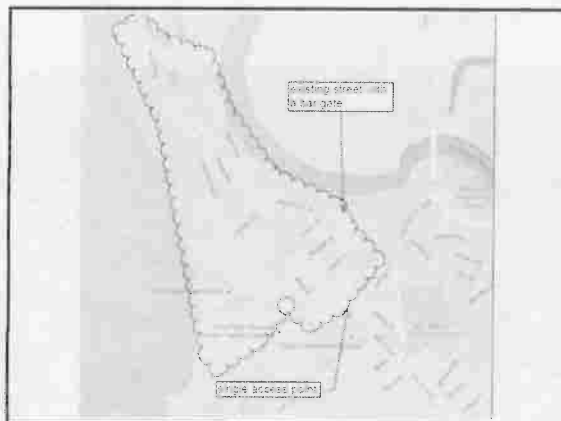
Contemporary city planning challenges the idea of “car first” methods to street design. Burlington is moving away from a “faster is better” approach with programs like Safe Routes to school and the Complete Streets initiative. Traffic and vehicle incidents are a fact of city life. Sending traffic down unplanned routes is not the way to combat this.

As it was presented, the petition to open the gate at the end of River’s Edge Drive is dividing neighborhoods on the east and west sides of North Avenue. The disingenuous claims the author used to scare people into signing a petition for an unsafe shortcut from North Avenue to Plattsburgh Avenue are distasteful. How many of the signees have ever gone into the neighborhoods they are proposing to disrupt the safety of?

The residents of Northview Drive, Riverview Drive, Forest Street, Woods Street, River’s Edge Drive, and Borestone Lane are unanimously opposed to opening the gate. These families, many of whom are original homeowners, do not fear imagined catastrophes, terror attacks or “beach dwellers who make fires”. They respect our neighbors, enjoy the peace and safety of the New North End and trust that emergency services can easily open the gate if necessary.

The author of the petition, who lives in a private, no public access development, is asking families to sacrifice their safety for the sake of a shortcut to the Beltline, “simply to get to work or a long awaited doctor appointment in a timely fashion”.





City Responsibility

- It is the job of government to maintain standards for the health and safety of ALL residents
- ITE Neighborhood Street Design Guidelines
 - 2010; section 4.6.2 (Institute of Traffic Engineers)
 - It is recommended that dead end streets (only one outlet) be no longer than 1000' and serve no more than 30 dwellings. Within an otherwise connected street network, the length of dead end streets should be restricted to no longer than 200'.
 - This is for both efficiency of traffic circulation and emergency vehicle access.

Health and Safety

- Have been told 'there have been no emergencies and WILL be none!'
 - NorthGate fire
 - NorthGate auto crash
 - Starr Farms road crash
 - Beach fires!
 - Ambulance Hospital runs every 2-3 days north of Barley
 - Marathon
 - Monday's Snow traffic!

Carbon Footprint

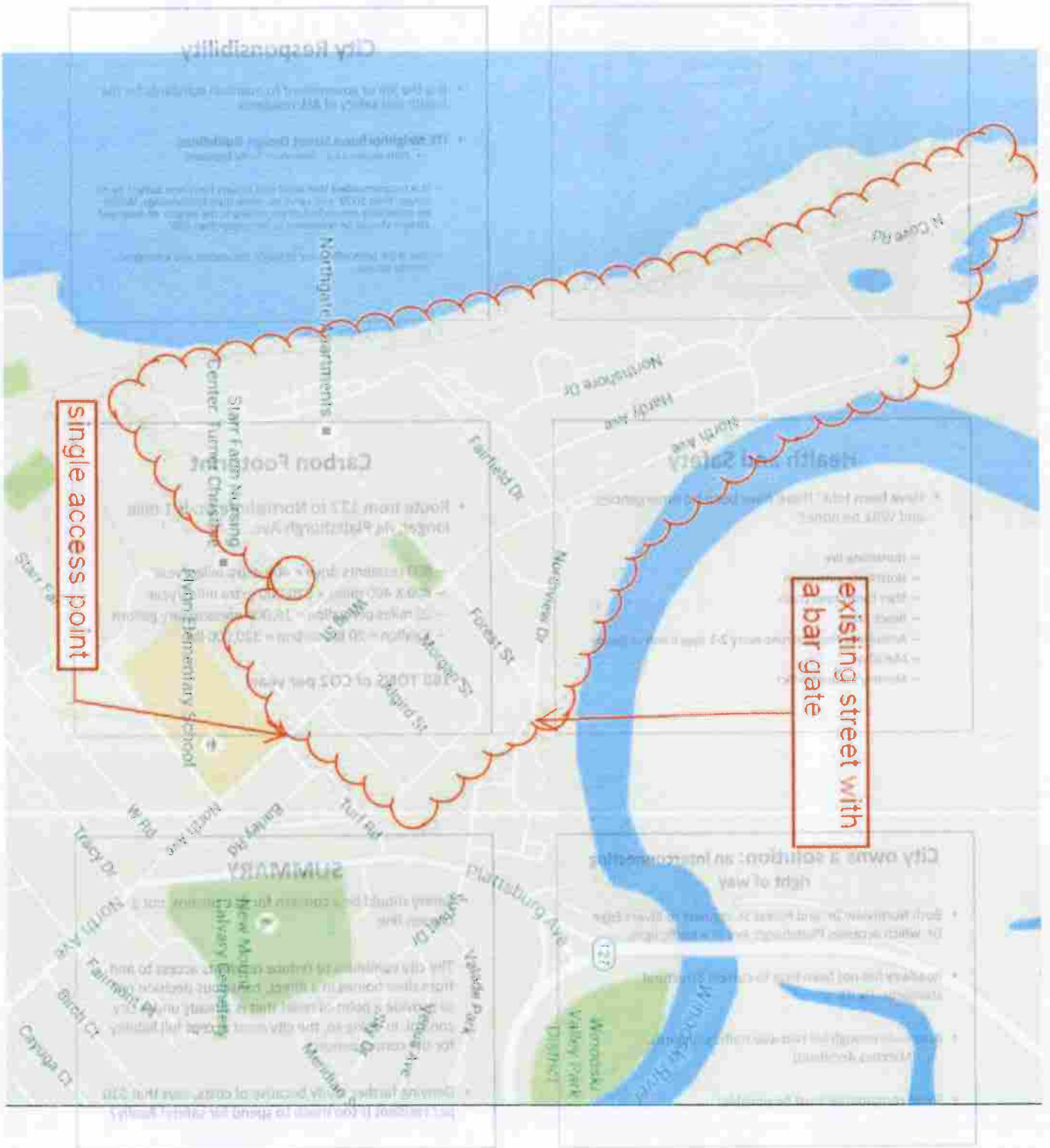
- Route from 127 to Northshore Dr. is 1 mile longer via Plattsburgh Ave
 - 800 residents drive = 400 extra miles/year
 - 800 X 400 miles = 320,000 extra miles/year
 - 20 miles per gallon = 16,000 unnecessary gallons
 - 1 gallon = 20 lbs carbon = 320,000 lbs.
- **160 TONS of CO2 per year!**

City owns a solution: an interconnecting right of way

- Both Northview Dr. and Forest St. connect to Rivers Edge Dr. which accesses Plattsburgh Ave at a traffic light.
- Roadway has not been kept to current Structural standards. Fix it!
- Area wide enough for two way traffic standards. (Matches Archibald)
- Some compromise must be possible!

SUMMARY

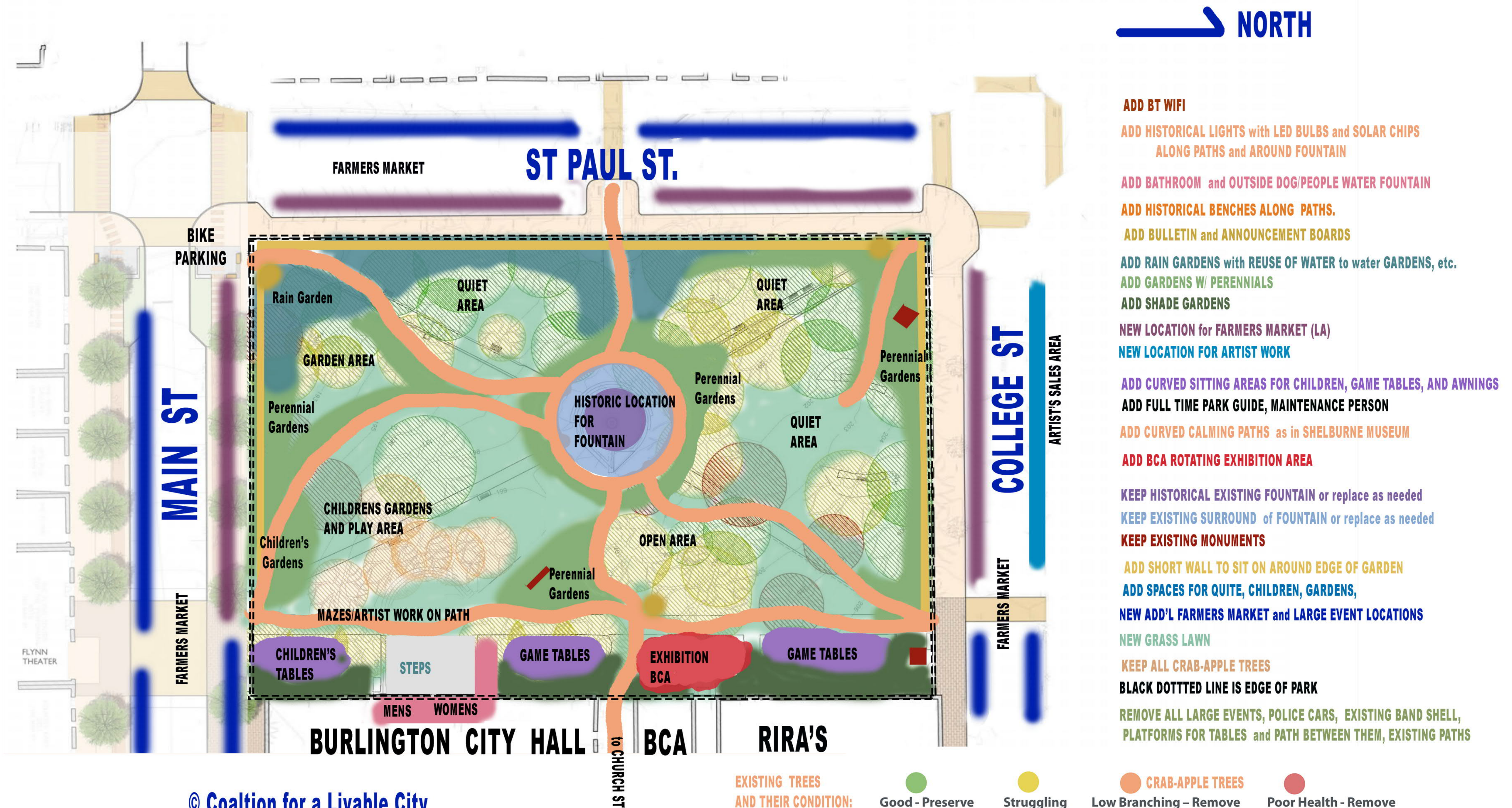
- Safety should be a concern for ALL citizens, not a chosen few.
- The city continues to reduce residents access to and from their homes in a direct, conscious decision not to provide a point of relief that is already under city control. In doing so, the city must accept full liability for the consequences.
- Denying further study because of costs, says that \$10 per resident is too much to spend for safety! Really?



In 1983, City Hall Park Historic District, Burlington, VT was created by the National Park Service at the request of Mayor Bernie Sanders.

Our vision of a beautiful sanctuary, sympathetic to the historic rendition of Burlington City Hall Park, upgraded to today's standards

USING IDEAS FROM: HISTORICAL CITY HALL PARK, TODAY'S EXISTING PARK, NEW DESIGN from WAGNER HODGSON (LA), KEEPING CITY HALL PARK HISTORIC, COALITION FOR A LIVABLE CITY



© Coalition for a Livable City
Facebook: Keep City Hall Park Historic



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

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Councilor Maxwell Tracy, Chair WARD 2
Councilor David Hartnett, North District
Councilor Joan Shannon, South District

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Transportation, Energy and Utilities Committee of the City Council
Wednesday, December 7, 2016 at 5:00 PM

Burlington Department of Public Works – Front Conference Room
645 Pine Street – Burlington, VT

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Attendance Sheet

Name	Contact Information
Marie Moisis	40 Borestone Ln.
David Francis	660 8644 67 Northview Dr.
Wendy Brennan	80 Borestone Lane
Linda Millington	5, North View Dr
Peter & Jackie Hawks	59 Northview Dr
Sherrie Lee Dube	96 No. View
Richard Dube	96 Northview Dr
Shirley - Amy Weishaar	58 Borestone Ln.
LESLIE WEISHAAR	58 BORESTONE LN
R. Douglas Johnson	45 Borestone Ln



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Transportation, Energy and Utilities Committee of the City Council
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645 Pine Street – Burlington, VT

Attendance Sheet

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Bud + Kate Kessel	658-0457
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Don McIntyre	802-775-4553
Barbara Heilman	865 9859
PATRICIA BRANCH	207-655-4645
Mike Branch	"



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645 Pine Street – Burlington, VT

Attendance Sheet

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Kirsten Memman Shapiro	CEDO
Kelly Devine	BBA
Martin Lee	DPW



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Transportation, Energy and Utilities Committee of the City Council
Wednesday, December 7, 2016 at 5:00 PM

Burlington Department of Public Works – Front Conference Room
645 Pine Street – Burlington, VT

Public Comment Sign-In Sheet

#

	Name	Discussion Topic
1	Carolyn Bates	City Hall Park
2	Lynn Martin	City Hall Park
3	Charles Simpson	City Hall Park, Gr Street
4	Unknowell	Gate
5	Phil [unclear]	Gate
6	Jim Carrier	Gate
7	Jean Rook	Gate
8	Lindy Millington	Gate
9	Eric Corbman	Gate
10	Nathaniel Moore	Gate



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
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Councilor Maxwell Tracy, Chair WARD 2
Councilor David Hartnett, North District
Councilor Joan Shannon, South District

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Transportation, Energy and Utilities Committee of the City Council
Wednesday, December 7, 2016 at 5:00 PM

Burlington Department of Public Works – Front Conference Room
645 Pine Street – Burlington, VT

Public Comment Sign-In Sheet

#

	Name	Discussion Topic
11	R. Doug Johnson	Rivers Edge Gate
12	Pat Hutchburn	Forest St
13	MARYANN Roy	5 Borestone Lane
14	Amanda Vella	
15	Martie Majors	Rivers Edge Dr
16	Emily Boedecker	Walk bike master plan
17	Judy Ververs	gate
18	Raul Perez	gate
19	Dave Francis	gate
20	Councilor Wright	gate

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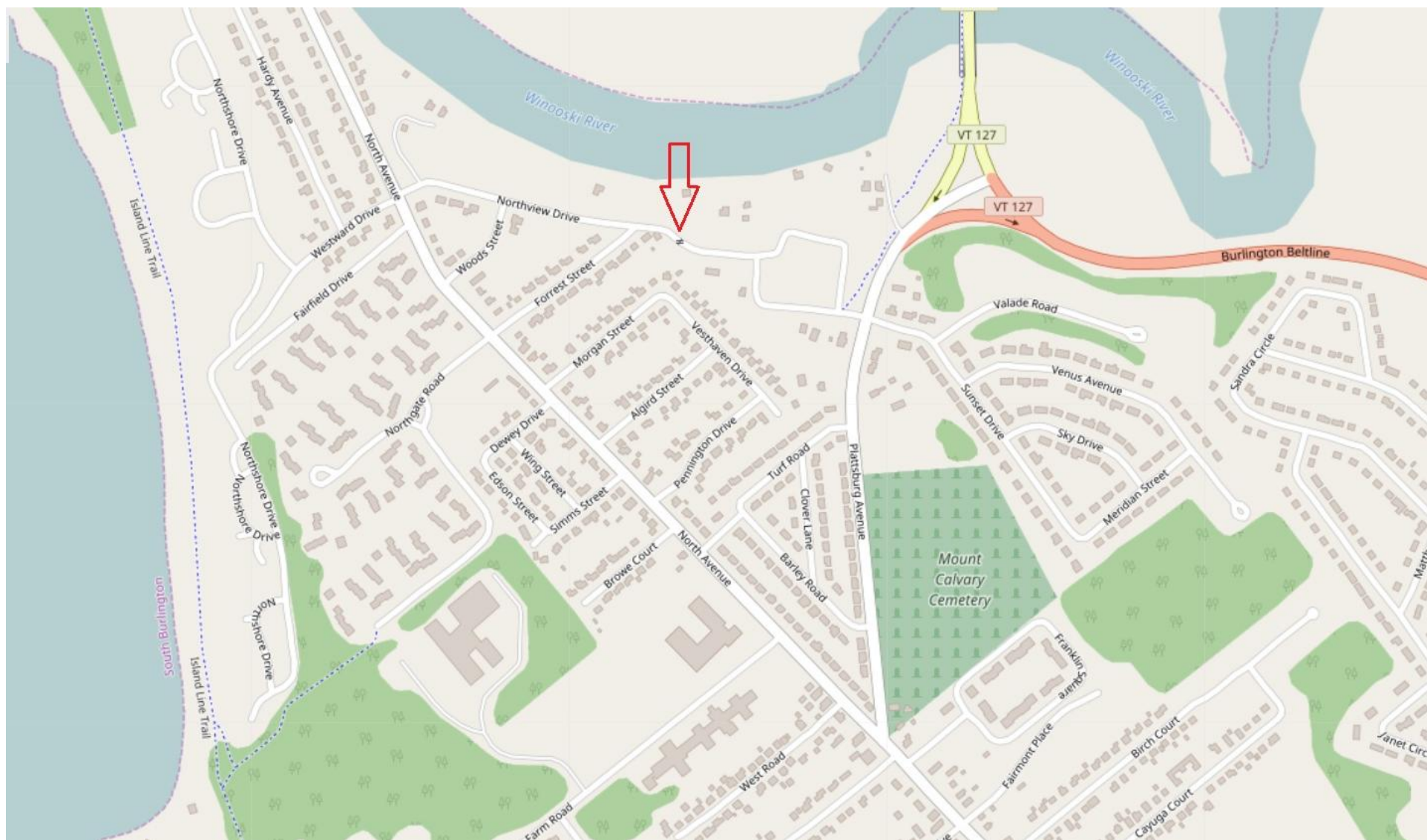
Transportation, Energy and Utilities Committee of the City Council
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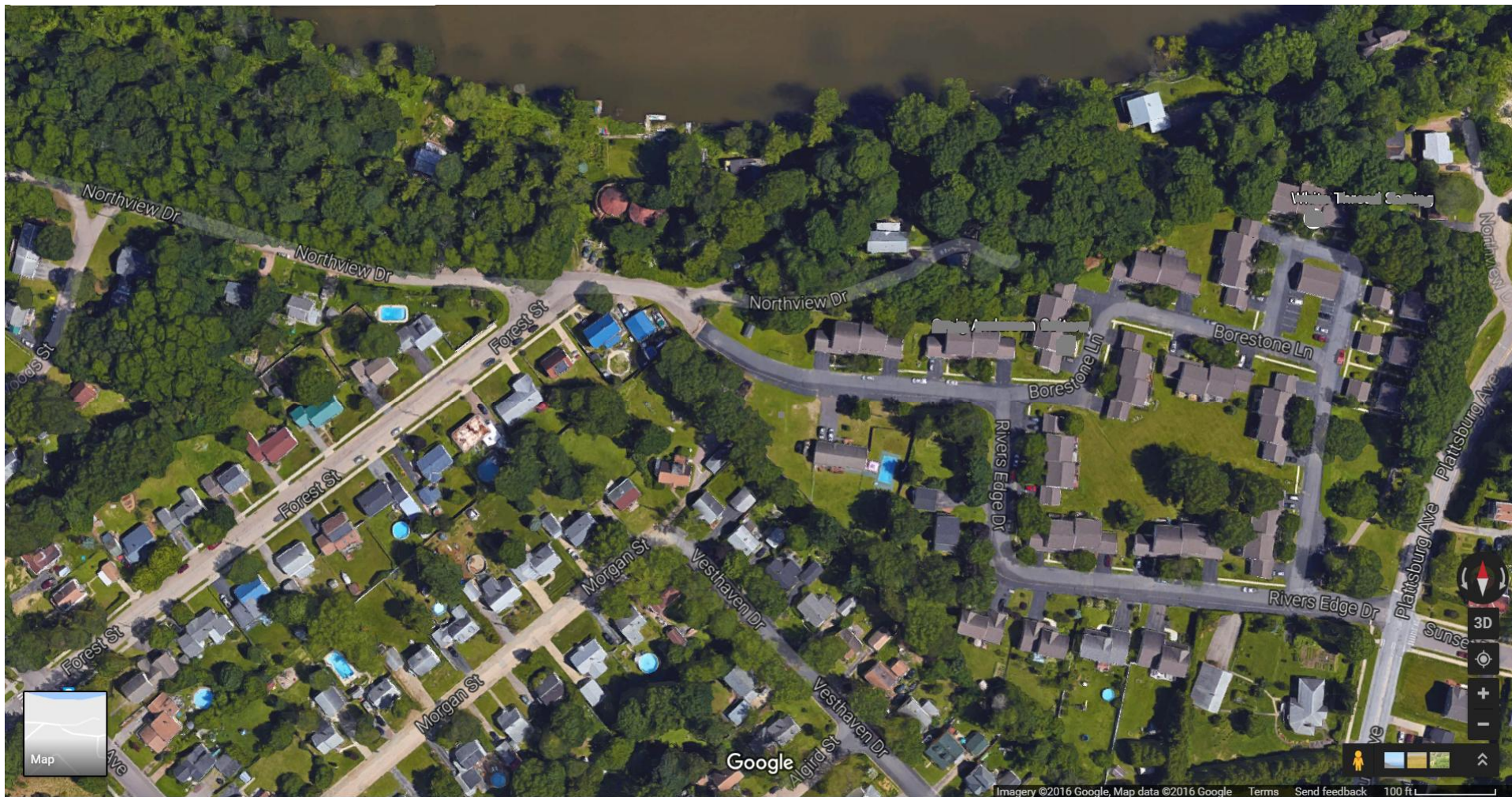
**Burlington Department of Public Works – Front Conference Room
645 Pine Street – Burlington, VT**

Public Comment Sign-In Sheet

[illegible]

RESIDENT'S RESPONSE TO JOYCE WALSLEBEN'S PETITION





- Failed to collect support from even 3% of households
- Threatens the real safety of 6 neighborhoods
- Emergency access already exists



- Local road; Inside a neighborhood
- Residents spent over **\$195,000** maintaining River's Edge Drive & Borestone Lane
- River's Edge Drive & Northview Drive are basic roadways only designed for local traffic
 - Along river corridor
 - Only bike connector

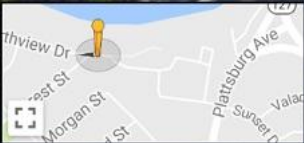


- Roadways are not up to code
- Issues with design, drainage, traffic calming, curbs, sidewalks, lighting
- Tax payer resources wasted in further study or development. Costs would be MASSIVE with negligible benefits to all NNE residents

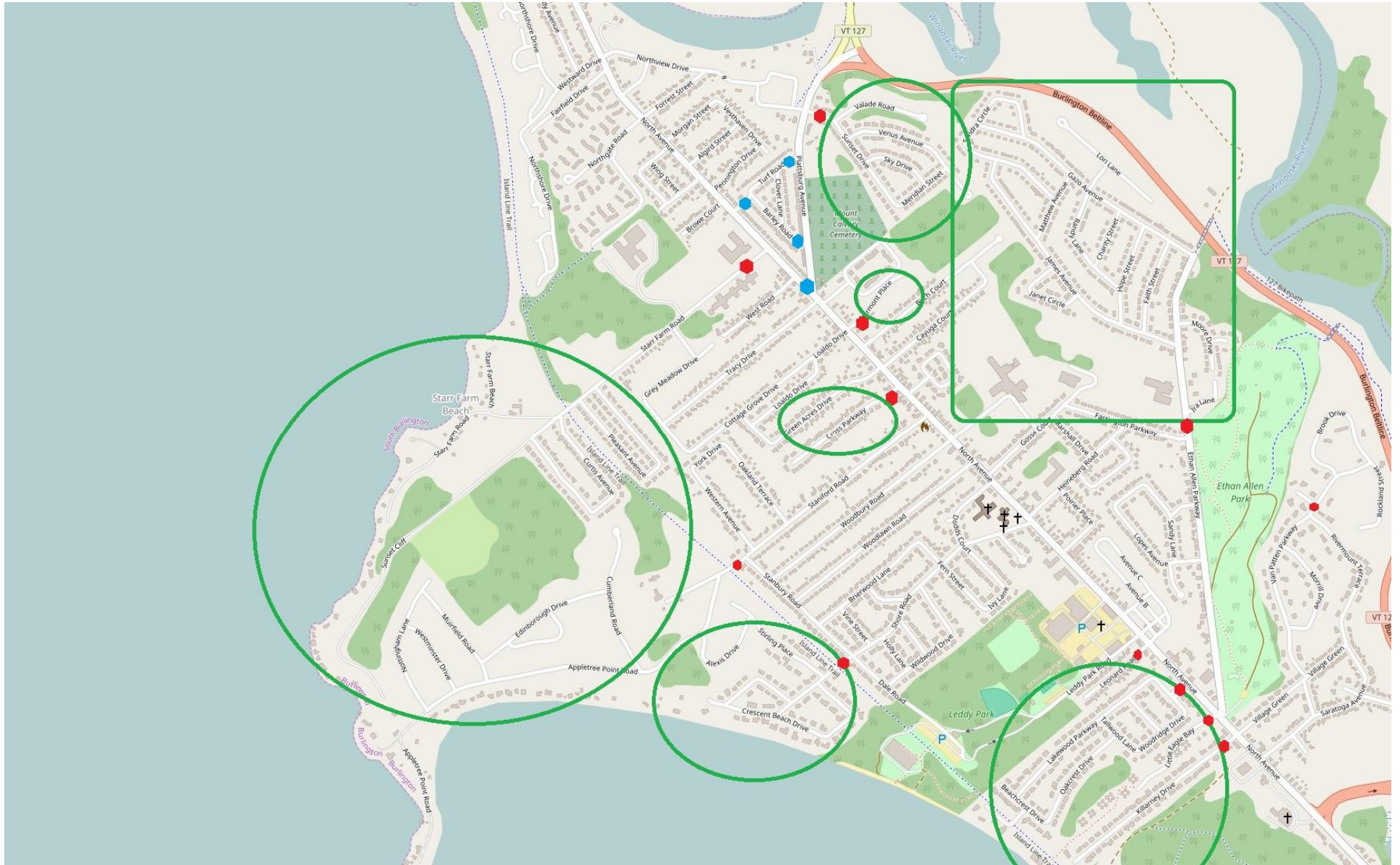




← 96 Northview Dr
Burlington, Vermont
📍
🕒 Street View - Oct 2014



- North Avenue has **PLANNED** access points
- Safer to keep traffic on intended roads
- Turf Road is 468 feet from the entrance to our neighborhood



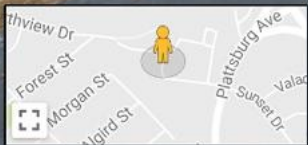
- Sending traffic down unplanned routes
- A road inside a private condo development
- Neighbors on both sides of the gate are unanimously opposed to opening the gate



127 Rivers Edge Dr

Burlington, Vermont

Street View - Oct 2014



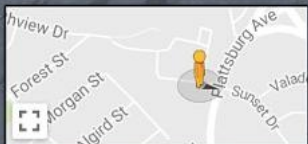
Google

Image capture: Oct 2014 © 2016 Google Terms Report a problem



101 Rivers Edge Dr
Burlington, Vermont

Street View - Oct 2014



Google

Image capture: Oct 2014 © 2016 Google Terms Report a problem

- Faster ≠ better
- North End is a safe, quiet neighborhood
- Emergency access already exists

The residents of :

- Northview Drive
- Riverview Drive
- Forest Street
- Wood's Street
- River's Edge Drive
- Borestone Lane

Thank you for your time.



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Transportation, Energy and Utilities Committee of the City Council

DRAFT MEETING MINUTES:

Wednesday, December 7, 2016 at 5:00 PM

**Burlington Department of Public Works – Front Conference Room
645 Pine Street – Burlington, VT**

–Meeting Minutes–

Members Present: Max Tracy, TEUC
Joan Shannon, TEUC
David Hartnett, TEUC

Other Councilors Present: Kurt Wright, Ward 4
Adam Roof, Ward 8

City Staff Present: Chapin Spencer, DPW
Laura Wheelock, DPW
Norm Baldwin, DPW
Dave Allerton, DPW
Nicole Losch, DPW
Martin Lee, DPW
Kirsten Merriman Shapiro, CEDO

Residents Present: See Attendance Sheet

Max called the meeting to order at 5:06 pm.

1. Agenda

Max moved for a motion on the agenda, Joan moved to adopt the Agenda and Dave Seconded. All in favor.

2. Public Forum

Councilor Tracy outlined guidelines for the public forum and requested that everyone be respectful.

Refer to the Public Comment Sign-In Sheet for a numbered list of residents who provided comment. Following are paraphrased summaries of the comments received during the public comment period:

Residents #1 and #2 presented together regarding an alternative plan and vision for City Hall Park. For details regarding their presentation material see the document labeled "City Hall Park Poster Presented by Residents on 12-7-16." The presenters are in favor of a park design that has differences from the City Hall Park design being developed by the City. Tree removal is a concern. Fountain changes are a concern because the fountain should be closer to the middle of the park. The new park should be a sanctuary. Paths should be curving through the park to cause a calming effect. The park needs to be kept clean. The park should be beautiful.

Resident #3 spoke later in the presentation. The resident noted a need for having a throughput study for Main Street as part of the Great Streets project. Parallel parking slows down traffic. Bus pull off would be good on Main Street. City Hall park should not be a place for big events. The park should be a destination space and not a pass through. A central fountain is good and should be better than the current fountain. Game tables should be part of the proposed park. Restrooms should be provided and they should be supervised. Cost is important to consider and he thinks that \$3 million is a lot when we are dealing with other tax burdens. He does note that there is \$1 million contribution to the park project from a local philanthropist.

Resident # 4 is against someone from North Shore desiring to open the gate. The gate should not be opened and the justification listed by the people in favor of opening the gate are not valid, for example: emergency vehicles will not have better mobility to serve the neighborhood if the gate is open, carbon footprint will not be improved if the gate is open, traffic will not be improved if the gate is open.

Resident # 5 stated that all efforts shall be made to keep traffic off local streets and not to keep them on it. This resident spoke again later and stated that the gate was put there at the request of the Fire Marshal and emergency vehicles do have ability to open the gate if need be.

Resident # 6 has done car counting that indicates opening the gate will be beneficial. Star Farm Road has the same width as River Edge, so the width of the road should not be an argument for keeping the gate closed. He thinks the gate should be open to remove traffic from North Ave and Turf Ave. It is Not fair to keep the gate closed.

Resident # 7 stated that a compromise should be considered to open the gate; make the road one way and add traffic calming.

Resident # 8 stated that many walkers and bikers use the corridor where the gate is closed. Through traffic would not be very safe for the ones that live there and walk there.

Resident # 9 offered a compromise to opening the gate. Put in a red light so someone can get through in an emergency. Don't allow traffic but allow emergency vehicles.

Resident # 10 referenced an email sent on November 10th that includes details of his opposition to opening the gate. Speeding traffic erodes the quality of life. Traffic calming is happening elsewhere in the City so opening the gate would be contrary to those efforts.

Resident # 11 stated that emergency vehicles do have a key to open the gate. The resident questions the expense necessary to study the idea of opening the gate

Resident # 12 is against opening the gate because the road does not have curbs, drainage is poor and pavement is thin.

Resident # 13 handed out an excerpt from a permit and the electronic file of this document is called "Rivers Edge Condominium Association Permit Excerpt Presented by Resident." The conditions of the permit state that the gate will prevent through traffic from North Ave to Plattsburg Ave.

Resident # 14 is against opening the gate because pedestrian traffic is prevalent. They bought the property with expectation that the traffic will remain low and the gate will remain closed.

Resident # 15 is against opening for all reasons mentioned by other residents. There are ways for an emergency vehicle to access this neighborhood even if there is a physical barrier on North Ave. traffic will be an issue in new areas if the gate is opened.

#16 - Emily from Local Motion thanked the City on rigor of process that has gone into the planBTV document. Good comments have gone into the PlanBTV document. Local Motion is in favor of the plan. Local Motion did submit comments on the plan.

Resident # 17 stated that health and safety issues have been cited as an argument for opening the gate. The resident has questioned whether the police and fire department have been contacted to validate these concerns.

Resident # 18 stated that the Rivers Edge Gate issue has come up 3 times over the 30 years that he has been a resident in the area. The gate was installed 25 years ago. Why does this item keep coming up?

Resident # 19 offered a story about traffic backing up on North Ave during snow storm this week. Emergency vehicle could get through during this high traffic event. Opening gate could increase environmental impact by contributing additional contaminants running off into the river and lake.

#20 - Councilor Kurt Wright is against opening the gate because it is unfair to add traffic to that neighborhood.

Resident # 21 would not have bought a home in that neighborhood if gate is opened and they may move if it does open.

Resident # 22 is against opening gate. Also against the North Ave Pilot Project continuing.

3. Minutes of 9/15/16

Max moved for a motion on the minutes, Joan moved to approve the minutes and Dave Seconded. All in favor.

4. Rivers Edge Gate Decision –

a. Norm Baldwin, P.E. DPW Presentation

Norm reviewed the items that are included in his packet and the electronic file for the packet material is called “Rivers Edge Staff Recommendation Packet.” Norm received a petition from a neighbor to initiate this process. The resources necessary for doing a study to open the gate are not known at this time. The disadvantages stated in the memo are preliminary comments and further study would be needed to evaluate the existing condition of the road.

The starting point of Norm’s work was to evaluate whether the gate should be closed or whether there should be further evaluation to open the gate. Norm has mostly heard from residents that are opposed to opening the gate. Norm has recommended not moving forward with this study and Norm recommends keeping the gate closed.

Councilor Shannon asked Norm whether emergency services have been consulted about this decision. Norm said not yet. Councilor Hartnett stated that emergency services are not concerned about accessing this neighborhood in an emergency, even with the gate there.

b. Julie Hill – Petitioner to keep gate Closed

The content of the presentation for keeping the gate closed can be viewed in the electronic files called “Document from Presenter Against Opening the Rivers Edge Gate,” and “PPT from Presenter Against Opening the Rivers Edge Gate.”

c. Joyce Walsleben – Petitioner to Open Gate

The content of the presentation for opening the gate can be viewed in the electronic file called “Document from Presenter For Opening the Rivers Edge Gate.”

d. Councilor Comments

Councilor Hartnett Comments – Everyone was thanked for coming. He does not have an issue with keeping the gate closed. He stated that emergency services do not have an issue. The new permit document brought by MaryAnn is new information for Councilor Hartnett. He thinks that there is little benefit for the cost of evaluating the gate opening. The pros of opening the gate are small. Councilor Hartnett is opposed to opening the gate.

Councilor Shannon Comments – The neighbors continue to maintain the road even though it is a City owned road. Other City streets in Burlington like Front Street and Hyde Street have been turned into a dead end street. Cut through traffic is a concern in many other streets throughout the city. Councilor Shannon has a story about her neighborhood being shut off on occasion by physical barriers in the road and her neighborhood also has a gate for emergencies. The Rivers Edge gate is not unique and there is not a good reason to open it. Emergency Services should be consulted about whether they have concerns. Is there a way to bring closure to this item? The existing permit condition shows that this item should not be further pursued. People buying a house in this neighborhood should know that the existing traffic pattern is not going to be changed.

Norm stated that permit condition may not be valid since it is now a City Street.

Councilor Shannon does not think moving ahead with a study is necessary.

Norm said, Current Council cannot bind future Council from future decisions according to City Attorney's Office.

Councilor Tracy Comments - Max mentioned that ITE guidelines in presentation are not familiar. NACTO guidelines have been brought before Council in the past.

Norm said that guidelines are not requirements. Engineering judgement needs to be used as well, especially in a scenario such as this Rivers Edge Gate item.

Councilor Tracy is opposed to opening the gate. He is concerned about safety and he has not heard about safety concerns from emergency services. Opening the gate and adding new traffic would likely decrease safety on this road. Rivers Edge residents are clearly against the gate opening and that is meaningful.

Councilor Hartnett asked Norm about process of hypothetically opening Front Street.

Norm said that a petition is needed and then we move forward with a public process.

Councilor Shannon stated that the municipal map has changed for Front Street so that is different than Rivers Edge.

Councilor Hartnett is seeking a way that we can come to closure on this item so we do not need to come back to address this issue in the future.

Councilor Shannon asked why TEUC needs to vote on this item.

Norm says the TEUC is voting on recommending a motion to the City Council. Norm read the draft motion for the Councilors:

- I recommend that the City Council Transportation Energy and Utilities Committee (TEUC) approve the following motion: To recommend that the City Council deny the request to study the concept of opening of Rivers Edge Drive Gate and deny the request to open the gate.
- I further recommend that the TEUC sponsor and support the following City Council motion: To deny the request to study the concept of opening of Rivers Edge Drive Gate and deny the request to open the gate.

Max moved for a motion, Dave moved to approve and to add the motion to the City Council Consent Agenda and Joan Seconded. All in favor.

5. PlanBTV Walk Bike Update – Nicole Losch, DPW

Nicole provided a verbal overview of the status of the PlanBTV Walk Bike document. For more information on this item please refer to the electronic file called “Plan BTV Walk Bike Packet Material for TEUC.” Comments received to-date, are included in the packet. Currently DPW is taking comments from the public. Nicole is soliciting comments or feedback from the TEUC at this time.

Councilor Roof and Councilor Kurt were asked to add comment also.

Councilor Roof has met with Local Motion and he feels there is a lot of common ground between DPW and Local Motion. Councilor Roof is in favor with this collaboration.

Resident stated that access to Leddy Park is an issue. Access to the Intervale is difficult because the road does not have a sidewalk. 2-inches of snow on the path is not fair to pedestrians

Councilor Tracey believes that it would be good to have more done in the short term. Councilor Tracy wants a bundled approach to PlanBTV documents to help with connectivity between the different areas of the City. Councilor Tracy does not want to study everything to death; some items do warrant further study but not everything. Tactical urbanism approach to many items will help things move quicker; over engineering everything makes progress slow.

Councilor Hartnett asked about Leddy Park access.

Nicole said that the recommendation will be an advisory lane marking on the shoulders of the existing access road to provide an area for bikers and walkers. A sidewalk would likely require tree removal.

Councilor Shannon asked about recommendation for snow pack on bikeways.

Nicole said that this recommendation helps with traction for bikers. Further evaluation to see impacts to pedestrians is needed.

Councilor Wright said that there is a bike path to Leddy Park and there is also a sidewalk from the shopping center into the park. Kurt believes there are multiple ways to get direct access to the park.

Councilor Tracey thanked Nicole for the presentation.

6. Great Streets Update – Main Street and City Hall Park Conceptual Plans, and City Standards Update – Laura Wheelock, DPW

Laura presented the Great Streets BTV update. Kirsten Merriman Shapiro from CEDO is present. Meagan Tuttle is another project manager from Planning & Zoning and she was not present.

For details on the content of the presentation, see the electronic file called “Great Street Packet Material for TEUC.” This project brings together past public planning efforts.

Councilor Shannon has a question about whether the new proposed streets are included on the plan. Laura confirmed that they are on the plan.

Laura stated that these standards being developed now, will apply to all future projects big and small in the Great Street area.

A cross section of a Great Street was presented and compared to the existing conditions along the planning corridor. The right of way on Main Street is 99 feet, some areas have small encroachments into the City right of way.

Parking on Main Street will change from diagonal to parallel: 73% of parking will be maintained from Winooski down to Battery.

Councilor Hartnett asked for an example of parking spaces being removed and asked if business know about this. Laura presented the relevant table in the presentation. Kirsten stated that property owners have been notified and meetings have been held with property owners. Some are for the changes and some are against the changes. There will be a trade off because we will lose stormwater and mobility improvements if parking is not

changed to parallel. Kirsten stated that parking removal as planned is key to keeping Great Streets consistent throughout.

Laura stated that there is a large group of people at public meetings who have not made their mind up on parking removal and they have productive questions. These questions are being used to help improve the project, such as better signage being needed to direct motorists to alternative parking locations.

Kirsten stated that this project is intended to compliment the businesses and make the businesses more appealing to visit.

Garden, terrace and deck are proposed at bumpouts by intersections. Stormwater treatment is proposed in the garden spaces. Terraces can be used for art, bikes, tables, chairs, etc. The deck can provide a map and kiosk for pedestrians.

Project goes from Union Street down to Battery Street to provide connectivity. A plan view of the proposed changes was presented as well as some images of proposed amenities.

There is a connection between Great Streets and the City Hall Park project and the presentation shifted to presenting the new City Hall Park Conceptual Plans.

Historical plans of City Hall Park were presented. Important historical elements of the park have been defined.

Public Survey Responses were presented.

2012 conceptual plans for the park were presented.

Impervious area has been calculated. Tree inventory has been performed. Some trees are in decline due to the way the park is being used and some trees need to be removed immediately regardless of this project advancing.

The current water fountain has some issues. The pathways are being worn down.

The new park provides a new fountain, new pathways that meet accessibility standards and new benches. The farmers will be placed on the outside of the park to alleviate stress to other parts of the park. Logistics still need to be worked out with farmers market vendors. Farmers market administrators feel the current amount of vendors is too high by between 10 to 20 vendors

Public comment for Great Streets and City Hall Park will be open until December 16, 2016 to allow for a longer comment period.

Councilor Hartnett had a comment about the message he hears from residents. Residents feel that removing parking is another concern for car drivers and New North End

residents who are more likely to drive into the downtown. Councilor Hartnett is skeptical about parking spaces being removed and he feels that cars will continue to be necessary. Burlington is an aging City and cars are important.

Councilor Shannon has a question about the street cross section and why the 8' pedestrian area is not pervious. Laura stated that a non-pervious surface is easier to maintain and to clear snow from.

Councilor Shannon thinks the 5' frontage may not be enough and it would be a good time decide what space should be leased to the businesses in the future, if any. Councilor Shannon does not want to lease out too much City space because pedestrian mobility is important.

Councilor Shannon shared some of Councilor Hartnett's concerns about traffic. Additionally, removing bumpouts will remove protected turning movements and increase traffic. Laura said that the design consultant is looking at traffic impacts very closely to come up with a recommendation. Kirsten stated that intersections are being evaluated on a case by case basis.

Councilor Shannon asked about the block between South Winooski and Church Street; is it possible to keep diagonal parking there? Laura stated that there is not currently space to do this. Councilor Shannon thinks this could be a tradeoff to consider.

Councilor Tracey thinks that we should be open to alternative modes of transportation as we look at this plan. Covered bike parking is important to this plan because this will lead to real gains for the businesses.

Carolyn Bates likes the new Great Streets concepts. Currently driving downtown is difficult and alternative methods like walking downtown are enjoyable.

Carolyn handed out her proposed plan that was presented at the beginning of the meeting called. The electronic file is called "City Hall Park Poster Presented by Residents on 12-7-16".

Councilor Shannon asked if this alternative plan presented by Carolyn Bates is responsive to the public survey.

Carolyn stated that it is not completely in-line with the surveys but it has been done with thorough research and evaluation of the recent conceptual plans.

Councilor Shannon asked about the trees being proposed

Carolyn stated that they are presenting a concept that may require different trees. The tree placement will be used to create different areas presented in the plan.

Councilor Shannon asked about proposed events such as a community showing of World Cup Game

Carolyn said Small events that will accommodate small groups and will last less than 4 hours should be accommodated. Big events such as the farmers market should not be accommodated.

Councilor Shannon pointed out that the farmers market is important according to the survey.

Carolyn stated that the survey is 5 years old and the location of the surveys was likely during a big event.

Clarification was made that the surveys were publically available and was not sent to special interest groups.

Councilor Shannon asked about the fountain location.

Carolyn stated that there is a proposed splash pad in the children's area.

Councilor Shannon asked about safety concerns in park.

Carolyn said that solar or LED lights similar to St Albans should be used to illuminate all pads and walkways. Also Christmas lights should be used during the holiday season. Carolyn stated that the fountain should be central to match historical designs of many parks in Vermont. Game tables should be added in the park. Single unit bathrooms should be used that are not attached to City Hall. Art work should be added throughout the park.

Councilor Tracy asked about the fastest route through the park.

Carolyn said that this park is a place of sanctuary and it shouldn't be a thorough fair. Curving paths calm people.

Councilor Tracy asked about preventing goat paths.

Carolyn said that there will be park guides present in the park.

Councilor Tracy said that curved paths are not historical.

Carolyn acknowledged this and said that she is open to straight paths. The curved paths are being proposed to accommodate mental health folks.

Councilor Hartnett has a vision of the park being more like an extension of Church Street and he is open to the space being paved over and St. Paul Street being closed off to traffic. Councilor Hartnett thinks that Carolyn's vision of the park is more in line with

the Waterfront park where quiet spaces are present. Councilor Hartnett is leaning more in favor with the current design being developed by the city versus Carolyn's vision.

Kelly from the Burlington Business Association (BBA) stated that the City's Park design does have paths with some curves. A lot of input has gone into the City's design process. The current park is not enticing for most people. There will be community gathering events in the park. Kelly is supportive of the City design and she thanked the councilors.

Councilor Roof thinks the park needs to be balanced between throughway and gathering space. Councilor Roof thinks there are too many different concepts presented by Carolyn but he appreciates the effort that has gone into it.

Councilor Roof thinks that cars are going to be a reality with regard to Great Streets. There needs to be a balance. Stormwater impacts and improvements would be good to present to show the proposed benefits. Either designate a bigger frontage space or don't designate it at all.

Lynn Martin who presented with Carolyn Bates earlier wants to remove all of the farmers market. Most of the trees will be removed as part of the City's proposed plan. Big events should not be accommodated at the park. The park should be a sanctuary. The park is recognized as a historic park. No more commercialization should be brought to the park. The stage area should be removed from the City's proposed park. Different types of trees should be planted in the park and it can be an educational experience.

Kelly from BBA had a comment about parking and there will hopefully be a study completed which will be informative to the impacts of the proposed design.

Councilor Shannon had feedback on Carolyn and Lynn's plan. Councilor Shannon does like the central fountain and the City's proposed fountain is no longer a focal point in the park. Councilor Shannon thinks that the park is calming but it still needs to be part of the transportation network. Concerts in the park probably are not a good idea. Other community events such as watching a World Cup game could be a good fit.

Laura stated that tables and chairs next to RiRas is not envisioned to be leased by RiRas and it will be open to the public in general.

Kirsten clarified that the patio where the tent is presented is not a band shell; it is an open space that does not include any permanent structure above ground.

Councilor Shannon stated that the paths do not radiate out in her opinion which is one of the historical features identified for the park.

Laura said that the conceptual plan is going to the DRB to get feedback now.

Laura showed where the kiosk is located on the plan and clarified that there are no bathrooms there.

Bathrooms have not been finalized but proposed bathrooms will accommodate daily use, not special event use.

Councilor Tracy is hesitant about proposed vendors and commercialization. Councilor Tracy is definitely opposed to the RiRa space which has already been removed. Councilor Tracy does like wifi, public art and recognizing historical elements of the park like the fountain. Councilor Tracy sees the history of the park is defined in an abstract way and does acknowledge that there will be an informational panel.

Councilor Hartnett says that the fountain is the most important defining part of the park.

Councilor Shannon does not disagree but states that the existing fountain is unsanitary.

Councilor Shannon thinks that vendor carts could be good in the park and Councilor Hartnett agrees.

Councilor Tracy states that a built in kiosk is problematic especially in the winter.

Councilor Hartnett likes the idea of having a Christmas tree with lights at the park. Councilor Hartnett asked about the possibility of having ice skating in the park.

Councilor Tracy thanked meeting participants for engaging in the conversation for this agenda item.

7. Downtown Parking & Transportation Partnership Agreement – Chapin Spencer, DPW

Chapin Spencer, Director of Public Works, provided a brief overview of the proposed partnership between DPW and BBA. More details of the partnership are available in the electronic file called “DRAFT Partnership Workplan & Deliverables COB and the BBA.” There will be a 2 year proposed pilot in the plan. This will be a public private partnership to move forward under the goals defined in the Downtown Parking & Transportation Management Plan. Chapin is preparing to go before Council in January regarding this plan.

Councilor Hartnett asked if we are already doing this partnership elsewhere.

Kelly from BBA said that this will formalize the process for where some partnership already exists.

Chapin said that Traffic fund revenues are funding this.

Kelly said that creating a downtown improvement district is a goal.

Councilor Tracy likes that bike elements are in the plan.

Kelly will meet with Local Motion prior to going to City Council in January.

8. Councilors Updates

None given.

9. Adjourn

Dave motioned to adjourn and Joan seconded. Meeting was adjourned at 8:36 pm