



DESMAN

Winooski Parking Management Plan

April Project Meeting
April 28, 2021

Agenda

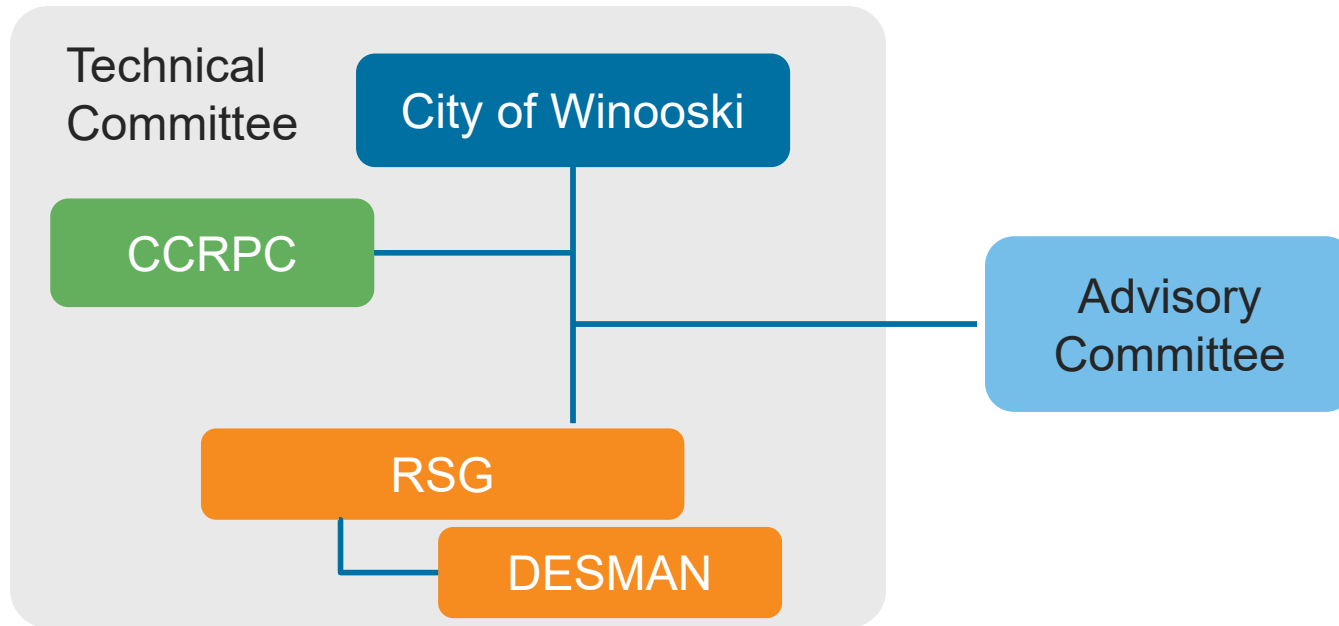
- Introductions
- Public comment
- Summary of Observed Parking Demand
- Survey Results
- Initial review of policies and management strategies
- Schedule & Next Steps





Introductions

Team Structure



City of Winooski

- Eric Vorwald
- Jon Rauscher
- Jessie Baker

CCRPC

- Jason Charest
- Chris Dubin
- Sai Sarepalli

RSG/DESMAN

- Jonathan Slason
- Corey Mack
- Aaron Lee
- Gabby Freeman
- Justin Culp
- Andy Hill [DESMAN]





Public Comment



Parking Observations

Parking Observations

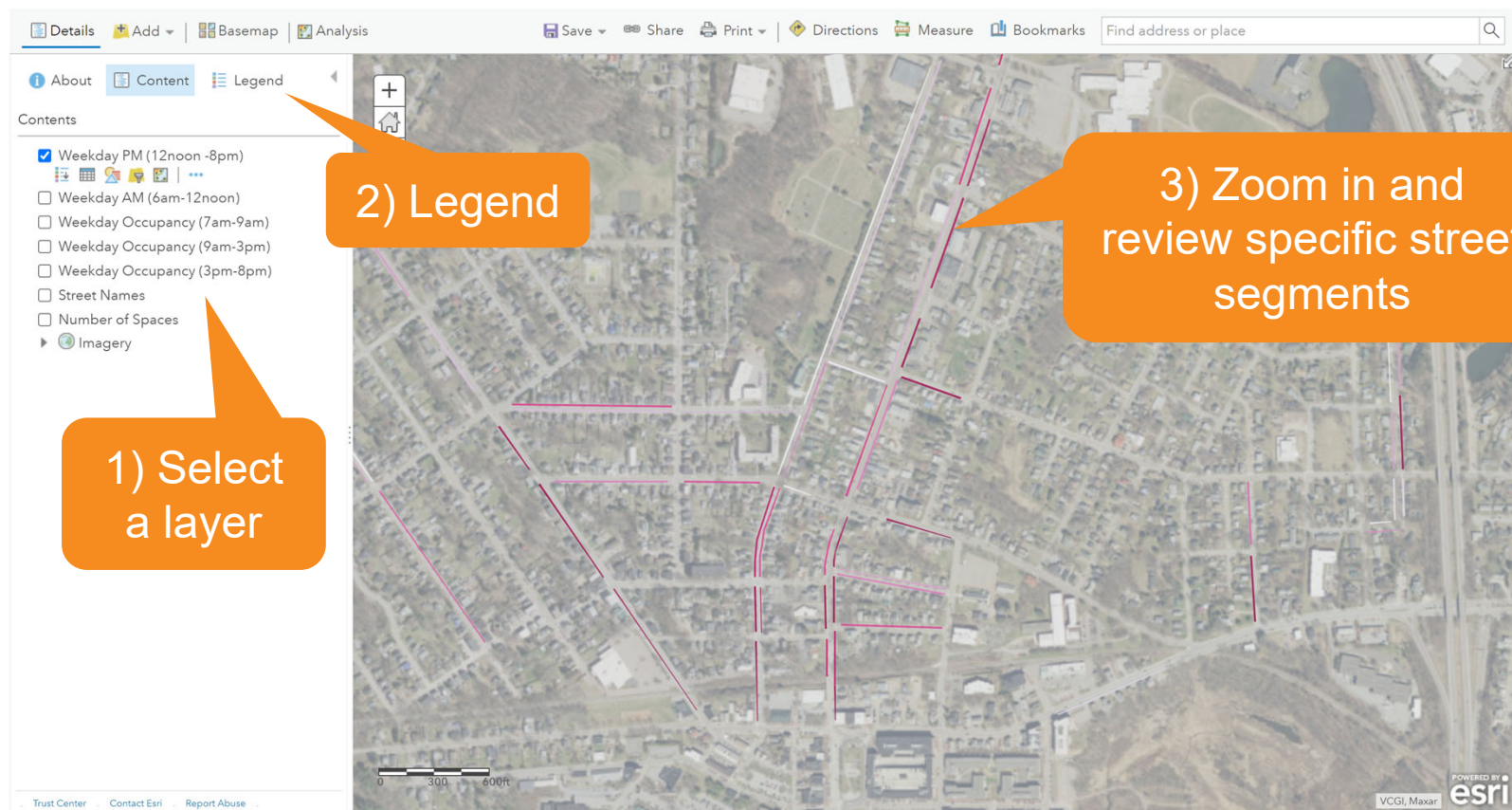
- 1,222 on-street observations.
 - 978 weekday
 - 244 weekend.
 - Between Nov 16, 2020 and April 6, 2021
- 609 off-street observations. Each property has at least 1 observation of demand.



Parking Observations

ArcGIS Online Parking Occupancy Map

<https://arcg.is/10qvvt0>



Parking Observations

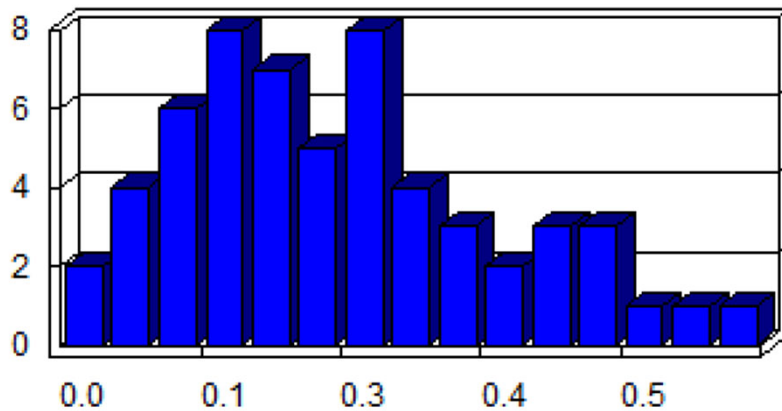
Each street with two or more segments are summarized for an AM (6am-12noon) and a PM (12noon -8pm) period in the following charts.

Example Chart for On-Street Occupancy



Weekday AM Observations

Frequency Distribution



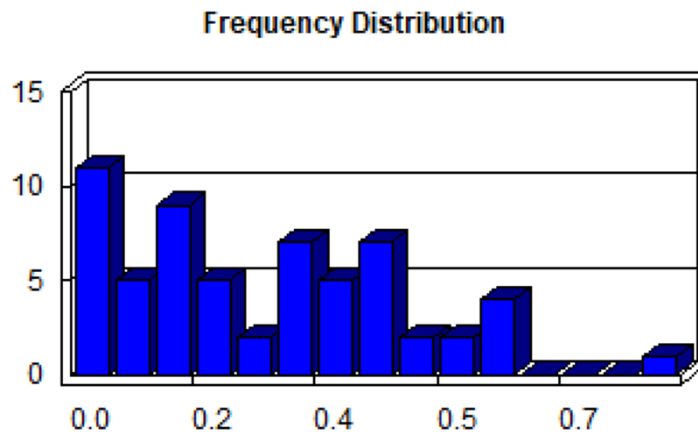
Occupancy distribution

- 53 links had observations during AM weekday
- 27% average occupancy

Street	Segment	Parking Occupancy
Manseau Street	High St to E. Allen St (SB)	64%
Malletts Bay Ave	Union St/West Ln to W. Allen St (SB)	58%
Malletts Bay Ave	Elm St to W. Spring St (SB)	56%
Manseau Street	Lafountain St to High St (SB)	50%
Weaver Street	Maple St to W. Allen St (SB)	50%
Weaver Street	Union St to Maple St (SB)	49%
Weaver Street	W. Spring St to Union St (SB)	46%
Malletts Bay Ave	W. Spring St to West Ln (SB)	44%
Main Street	Railroad Bridge to Mansion St (NB)	44%
Weaver Street	Union St to W. Spring St (NB)	42%
Main Street	Colchester TL to Tigan St (SB)	41%



Weekday PM Observations



Occupancy distribution

- 60 links had observations during PM weekday
- 28% average occupancy

Street	Segment	Parking Occupancy
Lafountain Street	Main St to Leclair St (EB)	89%
Malletts Bay Ave	W. Spring St to West Ln (SB)	67%
Malletts Bay Ave	Elm St to W. Spring St (SB)	66%
Malletts Bay Ave	Union St/West Ln to W. Allen St (SB)	63%
Lapointe Street	La Fountain St to Bruce St (NB)	63%
Weaver Street	Maple St to W. Allen St (SB)	57%
Weaver Street	Union St to Maple St (SB)	56%
Manseau Street	High St to E. Allen St (SB)	55%
Main Street	W. Allen St to Railroad Bridge (NB)	50%
Main Street	Mansion St to Platt St (NB)	49%
Main Street	Lafountain Street to Burling St (NB)	48%



Occupancy Conclusions

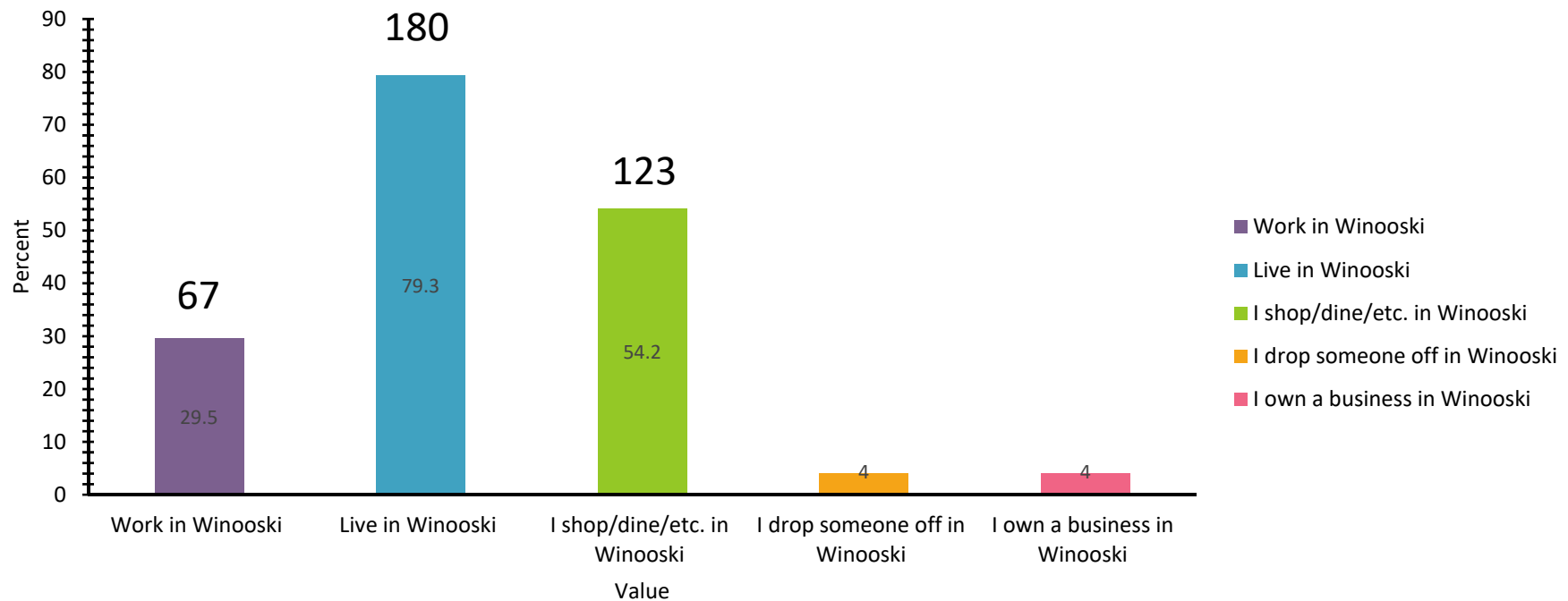
- The city is getting ahead of issues
- Overall sufficient on-street capacity to accommodate current demands.
- Most observations are below the commonly used 85% occupancy threshold to determine when other management practices may be needed.
- High demand streets have been identified and can be monitored.
- Capacity enables choices – either greater land use development or reconfigurations.





Survey & Data

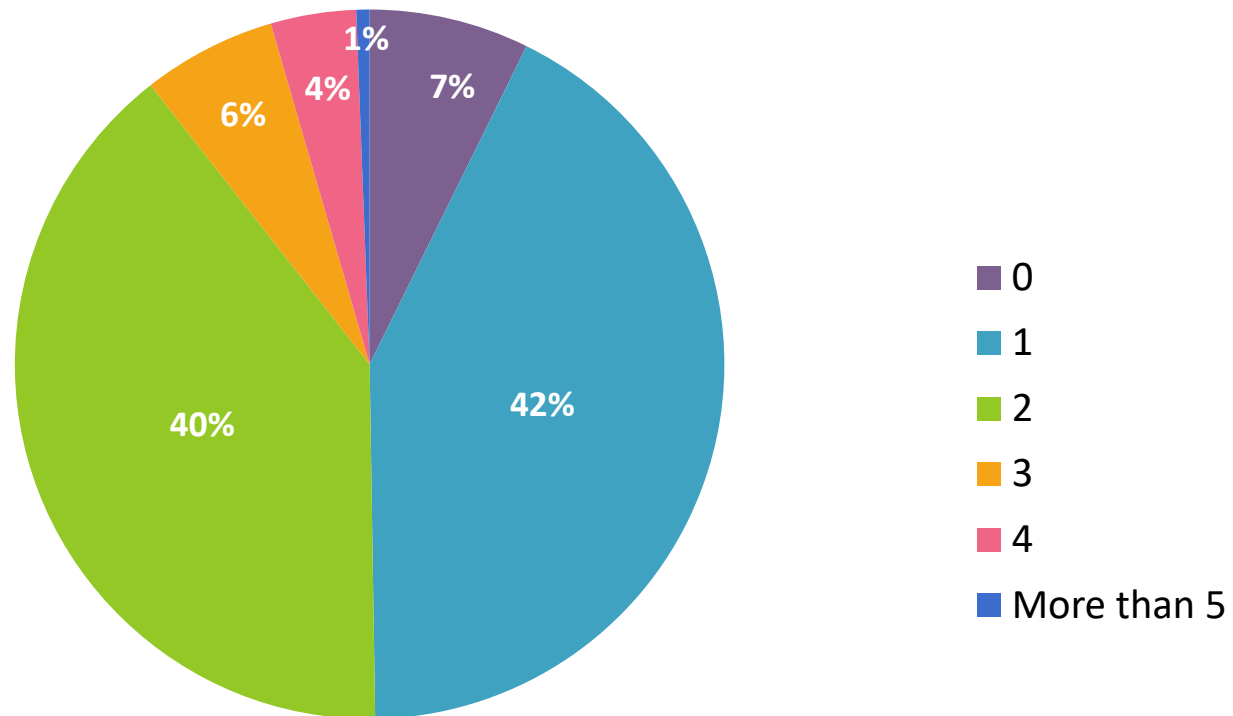
1. Why do you park in Winooski? (all that apply)



227 respondents

29 respondents Live and Work in Winooski
(12.7% of sample compared to 8.2% ACS)

5.How many vehicles does Your household typically need to find parking for?



Average Veh per HH in survey
(179 responses) = 1.55

Vehicle Ownership

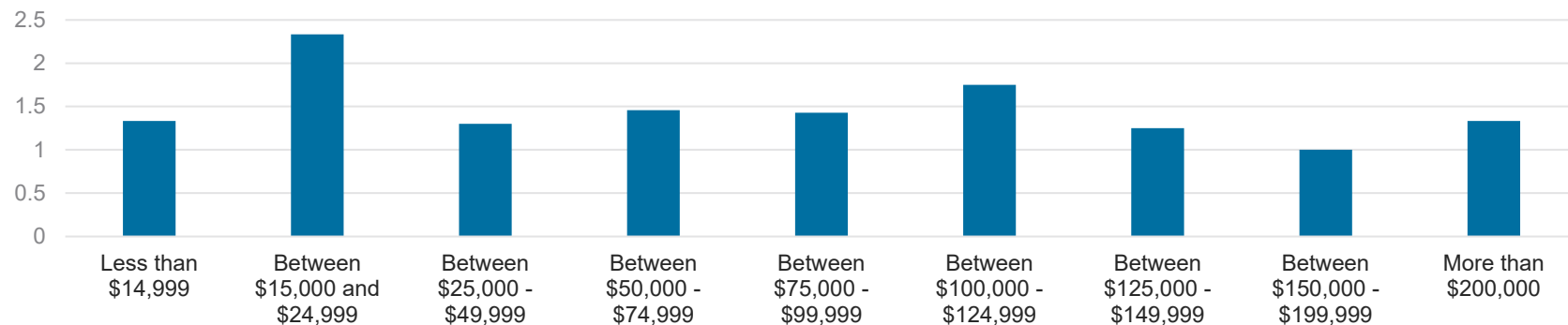
Vehicles Available	ACS 2019	Survey	Survey Representation (<100% is under-represented, >100% is over-represented)
0 veh	15.5%	7.3%	47.1%
1 veh	45.2%	42.5%	94.0%
2 veh	31.3%	39.7%	126.8%
3+ veh	8.00%	10.5%	131.3%

	Autos per Household
City of Winooski, VT	1.63 (range 1.51 – 1.79)
Chittenden, VT	1.84
Vermont	1.93

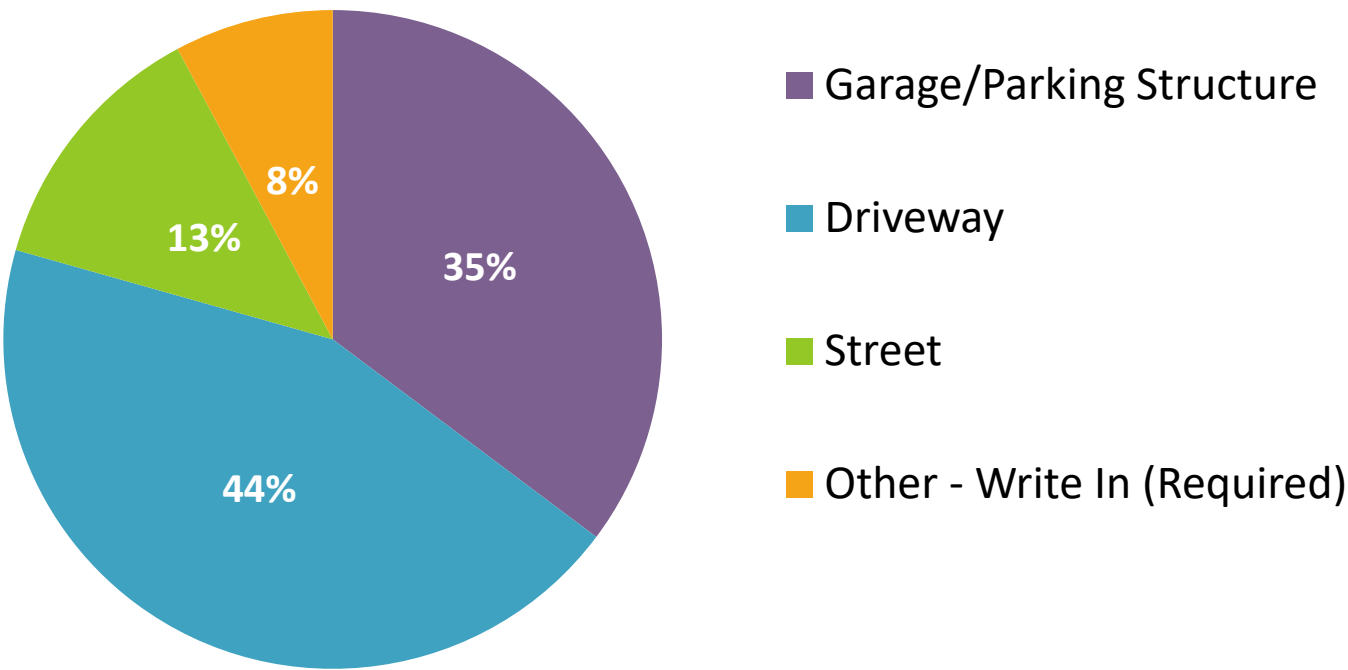
Source: Center of Neighborhood Technology 2021 using ACS data

Average veh per HH in survey
(179 responses) = 1.55

Avg. Reported Vehicles per HH by Income Bracket



3. When the vehicle is 'home', where do You park your vehicle most of the time?



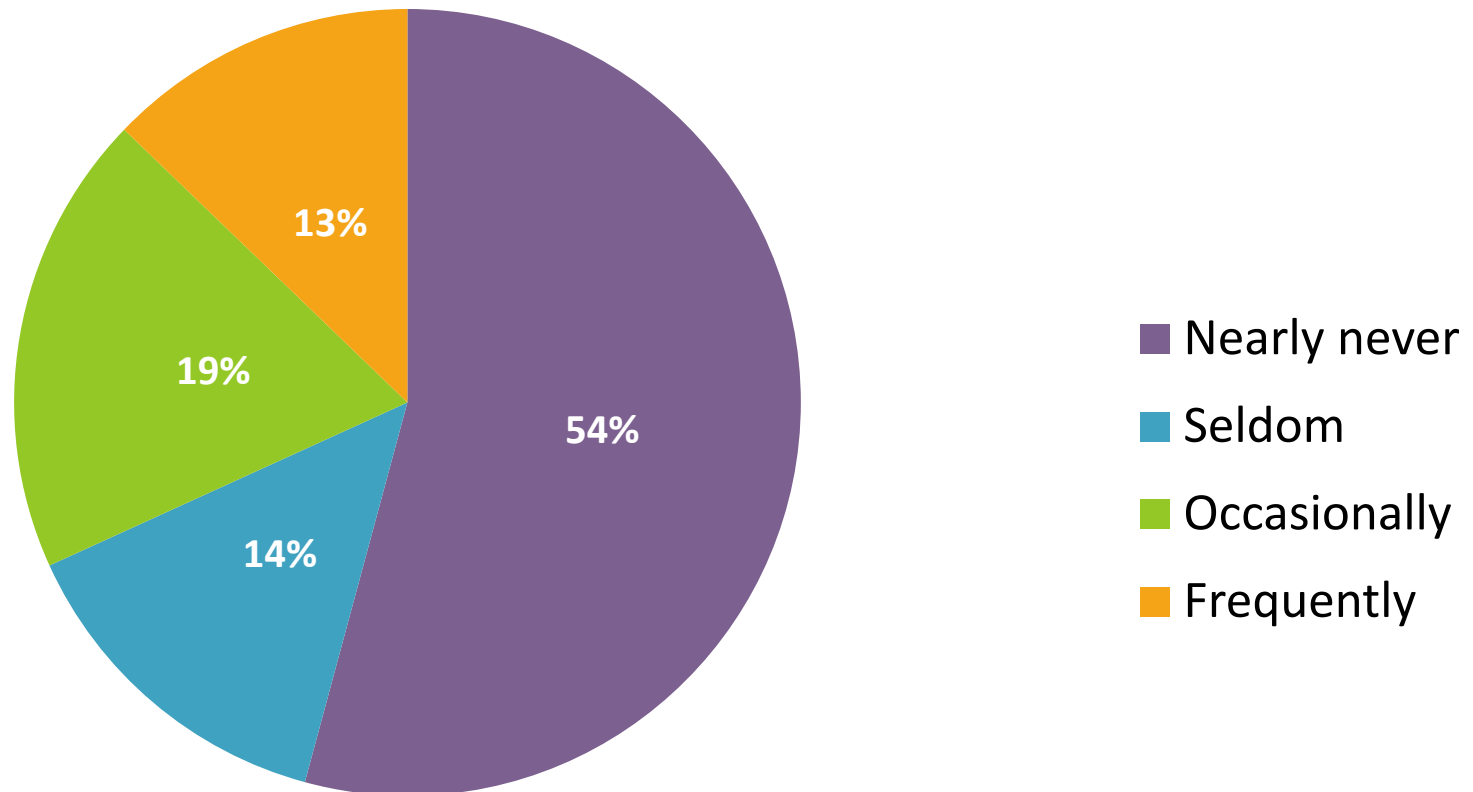
Source: Winooski City PMP Survey

Parking Observations suggest slightly higher on-street parking demand

Street	On-Street	Off-Street
Manseau St	34%	66%
Bellevue St	13%	87%
Lapointe St	45%	55%
Lafountain St	73%	27%
Platt St	39%	61%
West St	21%	79%
Average	37%	63%

Source: Project collected parking occupancy data

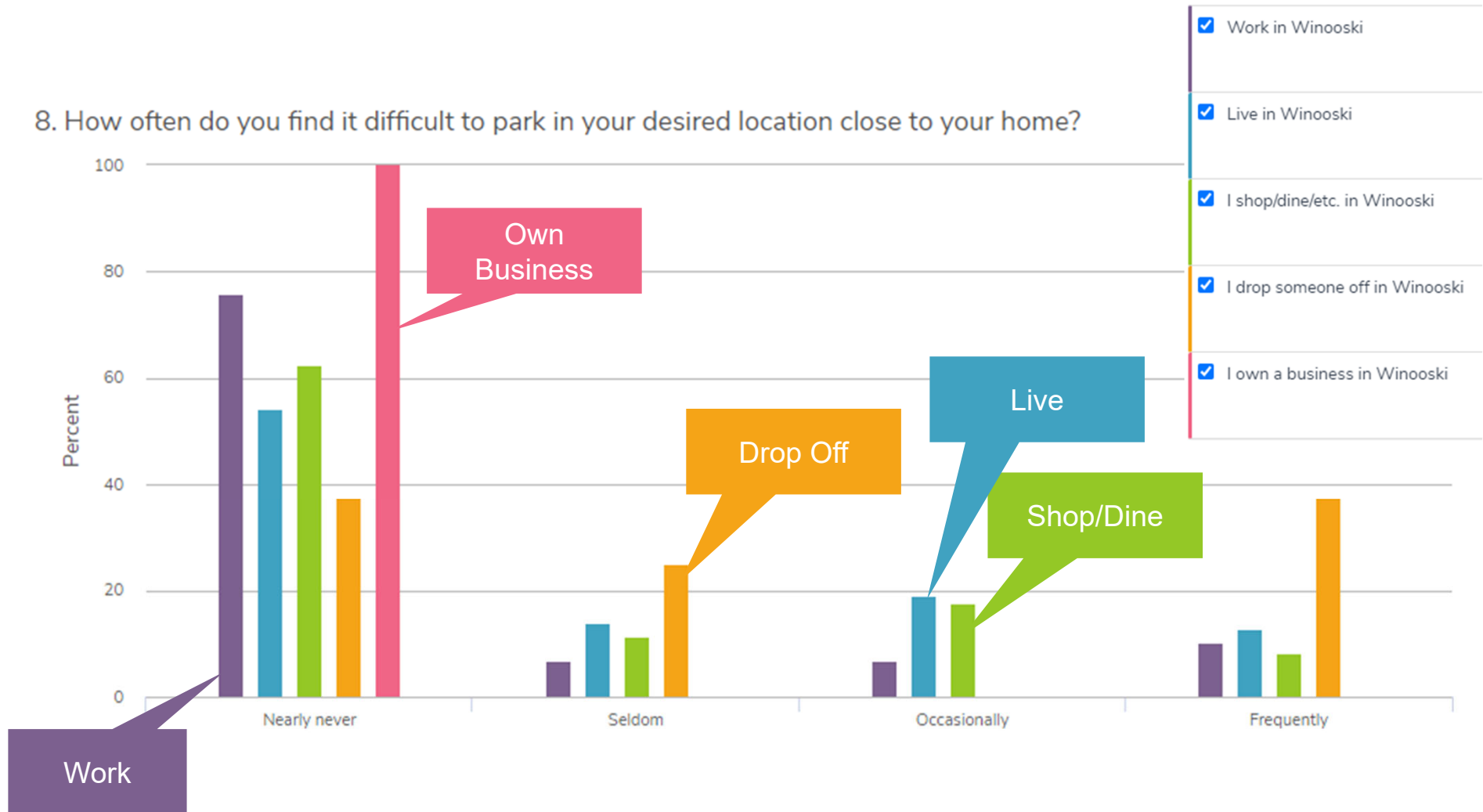
8.How often do you find it difficult to park in your desired location close to your home?



Source: Winooski City PMP Survey

Residents who also work, shop, dine, or own a business

8. How often do you find it difficult to park in your desired location close to your home?

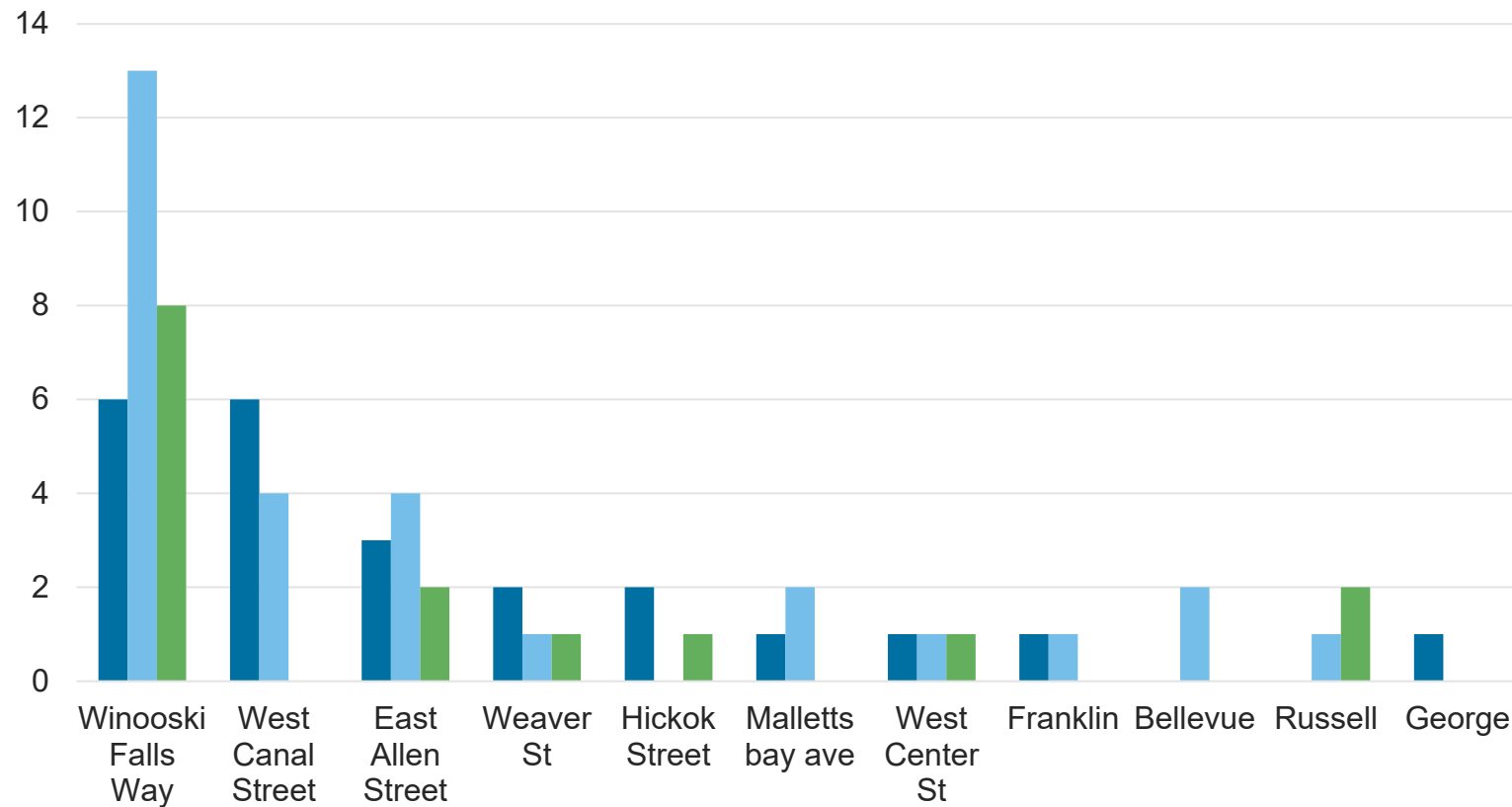


Source: Winooski City PMP Survey

Most Frequently Identified Streets

Streets with the Most Identified Parking Issues
(number of times mentioned by severity)

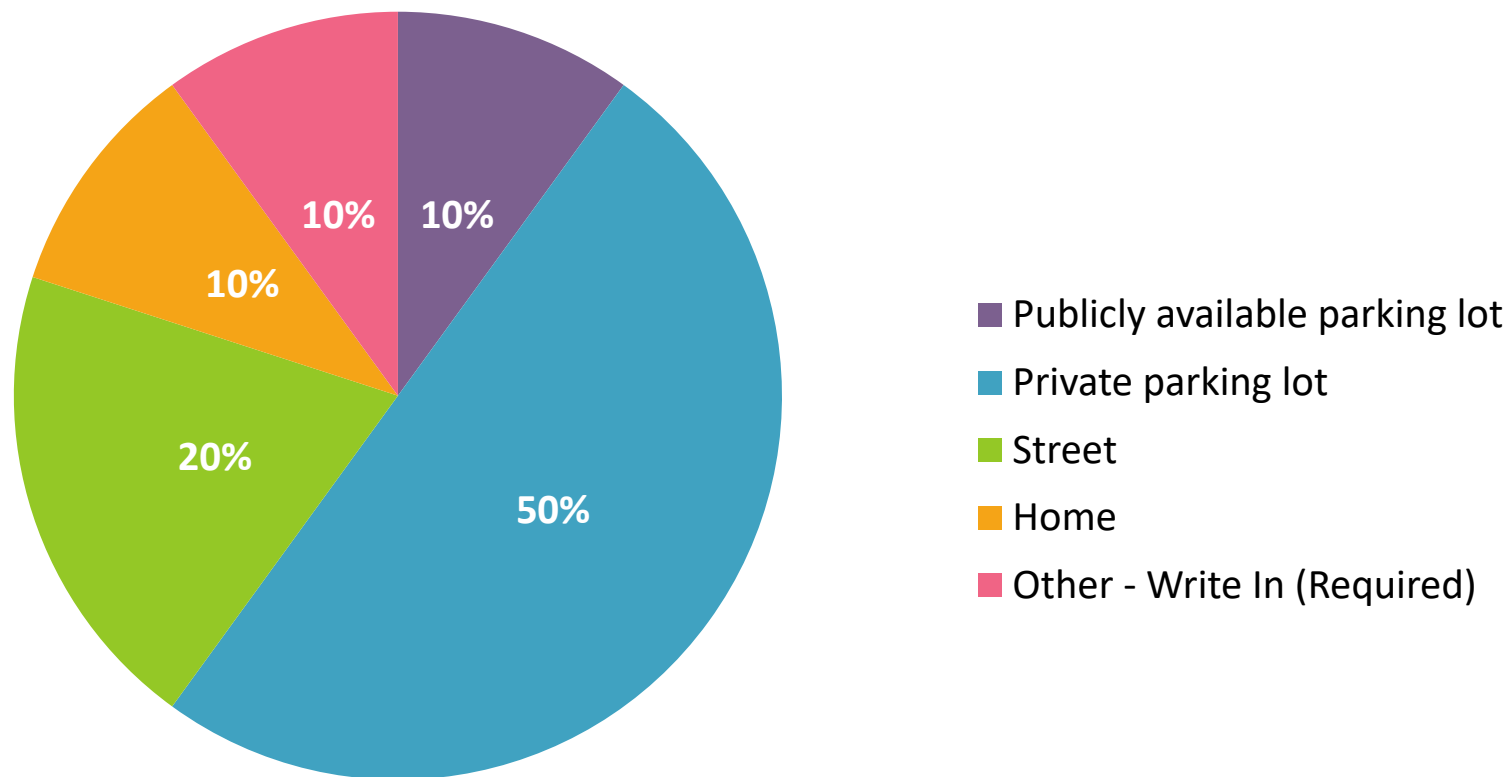
■ Frequent ■ Occassional ■ Seldom



Source: Winooski City PMP Survey

Employed Persons in Winooski

16.When at work where do You park your vehicle most of the time?



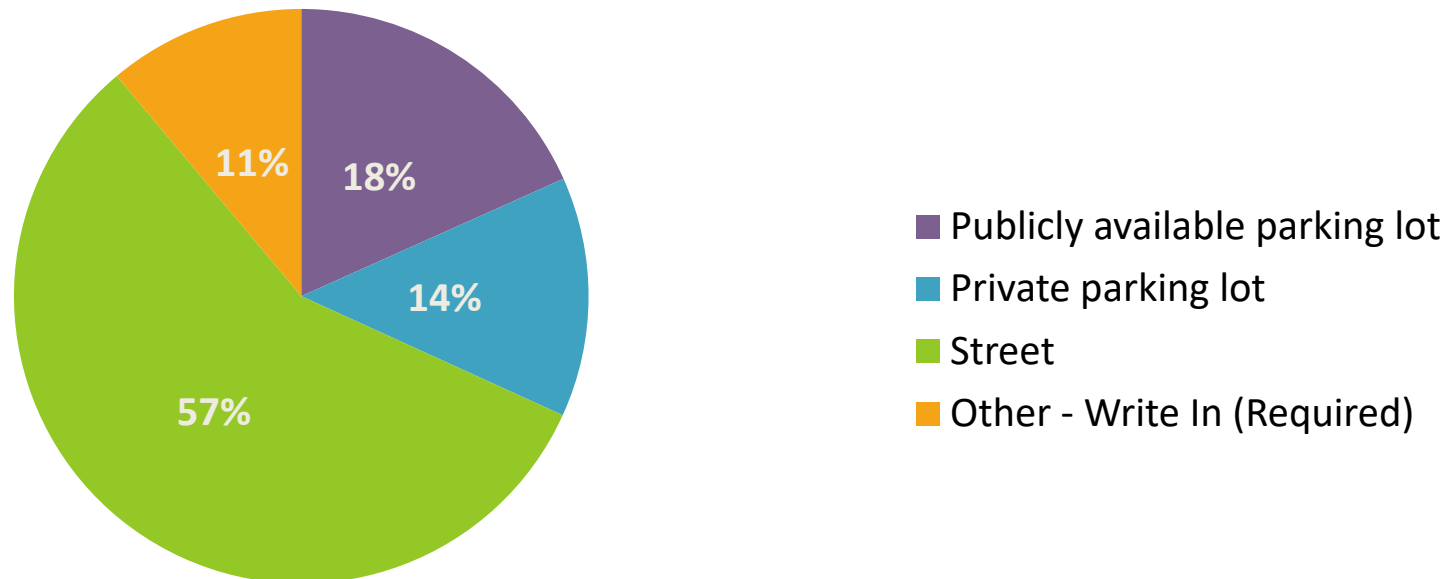
Source: Winooski City PMP Survey



Shopping and Dining

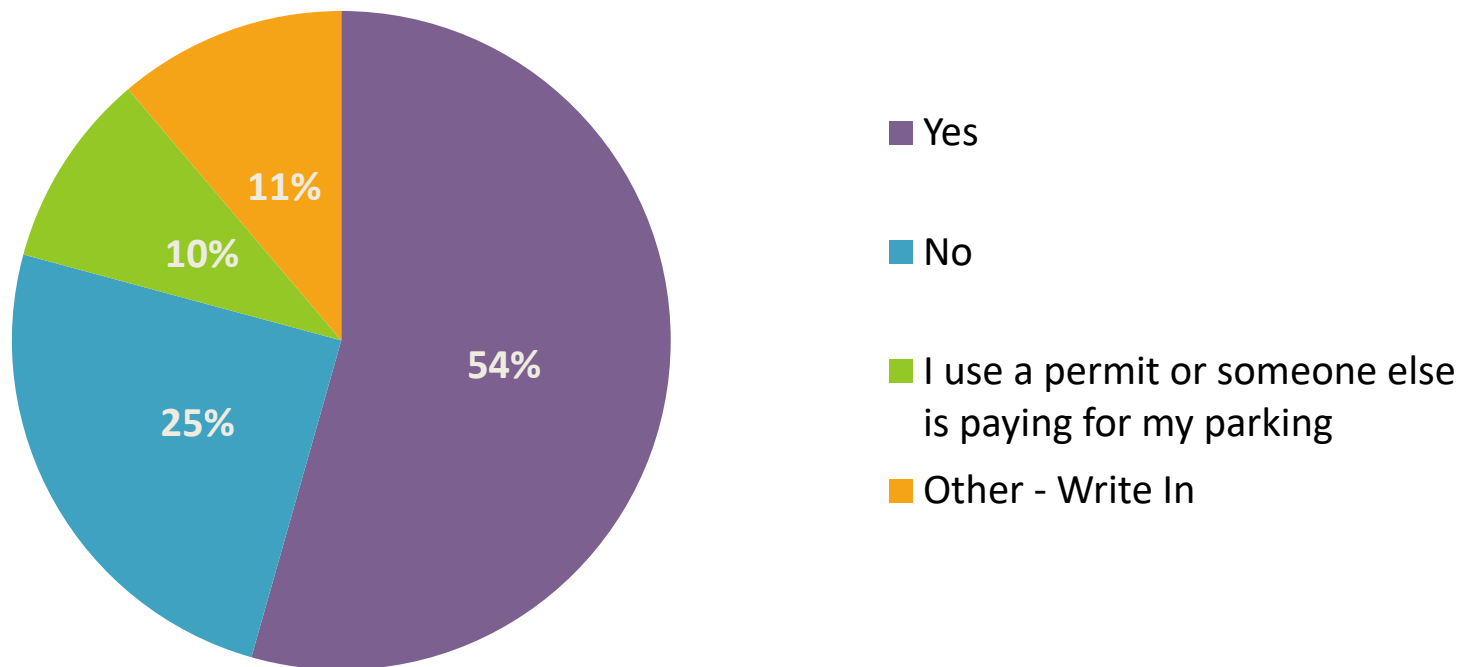
Shopping and Dining

24. Where do You park your vehicle most of the time?



Value		Percent	Count
Publicly available parking lot	<div><div></div></div>	18.3%	23
Private parking lot	<div><div></div></div>	13.5%	17
Street	<div><div></div></div>	57.1%	72
Other - Write In (Required)	<div><div></div></div>	11.1%	14
Totals			126

25.Do you pay for your parking when you come?



Source: Winooski City PMP Survey



COVID Effects

COVID Effects Summary

- 52% of residential seeing some degree of increased demand during workday. (e.g., same vehicle ownership and need to park at night).
- 36% of employees who DON'T live in Winooski are currently working remote. However, only 20% of employees typically park on the street.
- Slight decrease or no change in parking demand for majority of business owners (5 of 7 responses)
- 58% of all employees have some degree of reduced parking need compared to pre-COVID
- Weaver Street (nearly 100% residential) saw a slight increase in occupancy during pandemic across 245 observations.
 - Southbound dir: 10% during AM and 2% during PM
 - Northbound dir: 4% during AM and 8% during PM

Bottom line: Observations are within margins of error and are not substantially different from pre-covid observations.





Parking Management & Policies

Initial Objectives

1. Review current codes, regulations and policies as they apply to the provision and management of parking in Winooski.
2. Review policies and regulations in comparable communities to establish local benchmarks.
3. As warranted, comment on parking industry best practices relative to the preceding reviews.
4. Identify areas where parking policies and/or regulations, including those referencing bicycle parking and promotion of alternative modes of transportation, could be improved upon.



Comparable Set

Community	Total Population	Total Area (sq. mi.)	Population Density (pp/sq mi)	Median Income	Median Property Value	Self-Driving Rate	Average # of Cars/ Household
Winooski	7,232	1.51	4,789	\$ 49,663	\$ 221,800	64.1%	2.0
Burlington	42,513	15.49	2,745	\$ 50,234	\$ 279,000	52.7%	2.0
Rutland	15,577	7.68	2,028	\$ 45,229	\$ 152,800	76.9%	2.0
Brattleboro	6,771	32.41	209	\$ 40,056	\$ 193,300	62.2%	1.0
Middlebury	6,855	14.1	486	\$ 53,150	\$ 272,300	49.4%	2.0
Montpelier	7,547	10.25	736	\$ 64,405	\$ 247,600	65.3%	2.0

- All data taken from 2018 American Community Survey
- Winooski leads set in population density
- Winooski has comparable population values with Brattleboro, Middlebury, and Montpelier, as well as similar downtown dynamics
- 60% variance in Median Incomes, 82% variance in Median Property Values
- 45% swing in driving rates
- Similar average vehicles/household except for Brattleboro



Parking Management Structure

Community	Management Agency	Enforcement Agency	Garages	Lots	On-Street Meters	Meter Rate (per hour)	Off-Street Rate (per hour)	Pass Rate (per month)
Winooski	DPW	Police	1	1	Yes	\$1.00	\$1.00	N/A
Burlington	DPW	DPW	3	5	Yes	\$0.40-\$1.50	\$1.00	\$55.00-\$96.00
Rutland	DPW	Police	1	2	Yes	\$0.50	\$1.00	\$45.00-\$55.00
Brattleboro	Police	Police	1	6	Yes	\$1.00	\$0.40-\$1.00	\$18.33-\$66.66
Middlebury	Police	Police	0	6	No	n/a	n/a	n/a
Montpelier	Police	Police	0	4	Yes	\$1.00	\$0.50-\$0.75	\$80.00

- Winooski's parking system capacity is comparable to Montpelier, Rutland, and Brattleboro
- Only Burlington has brought enforcement "in house" (*Parking industry best practice)
- Winooski's 'universal' parking rate structure runs counter to best practice and common practice
- Winooski does not have a 'public pass' system currently, although passes are issued to institutional user groups
- Brattleboro does pass on a per quarter or annual basis, not monthly



Residential Parking Permit Programs

Community	Residential Parking Permit Program	RPP Designation	Resident Permit Limit	Guest Parking Passes	RPP Zone Exception Passes	RPP Credential	Permit Annual Cost
Winooski	Yes	City Manager	1	2	Yes	Sticker	\$ -
Burlington	Yes	Petition	4	2	Yes	Sticker	\$ 10.00
Rutland	No	n/a	n/a	n/a	n/a	n/a	n/a
Brattleboro	No	n/a	n/a	n/a	n/a	n/a	n/a
Middlebury	No	n/a	n/a	n/a	n/a	n/a	n/a
Montpelier	Yes	Police Dept.	Unknown	Unknown	Unknown	Unknown	Unknown

- Most RPP's are created to establish a barrier to intrusion into residential areas from adjacent commercial districts
- Parking industry best practice holds with a petitioning methodology for creation/establishment
- Best practice also recommends limitation on issue to support supply/demand balancing and/or pricing to reduce oversubscription, but RPP rules are often political calculations
- It is critical to clearly state the objective(s) of RPPs (which are not always readily apparent)
- RPPs can be established to coexist with other land uses



Exemplary Municipal RPP Programs

City of Fort Collins, CO: <https://www.fcgov.com/parking/residential-parking-permit/index.php>

City of Arlington, VA: <https://transportation.arlingtonva.us/parking/residential-permit-parking/>

City of Lexington, KY: <https://www.lexpark.org/reserve-garage-parking/residential-permit-parking>

City of San Mateo, CA: <https://www.cityofsanmateo.org/2105/Residential-Parking-Permit-Program>

City of Missoula, MT: <https://www.ci.missoula.mt.us/479/Permits-Programs>



Enforcement Mechanisms

Community	Parking in a Prohibited Area	Parking to Inhibit Pedestrians	Life Safety Violations	Parking in Permit Zone w/o a Permit	Handicapped Parking Violations	Exceeding Posted Time Limit	Failure to Pay the Meter	Penalty for Late Payment	Scofflaw Policy
Winooski	\$20.00	\$20.00	\$35.00	\$50.00	\$200.00 ¹	\$5.00	\$12.00	Yes ²	Yes ³
Burlington	\$75.00 ⁴	\$75.00 ⁵	\$75.00 ⁶	\$75.00 ⁷	\$125.00 ⁸	\$75.00 ⁹	\$15.00	Yes ¹⁰	Yes ¹¹
Rutland	\$50.00 ¹²	\$50.00	\$50.00	\$10.00 ¹³	\$50.00 ⁸	\$15.00 ¹⁴	\$15.00 ¹⁵	Yes ¹⁶	Yes ¹⁷
Brattleboro	\$50.00 ¹⁸	\$20.00 ¹⁹	\$20.00 ¹⁹	\$20.00 ¹⁹	\$100.00 ⁸	\$20.00 ¹⁹	\$10.00 ²⁰	Yes ²¹	Yes ²²
Middlebury	\$5.00 ²³	\$10.00 ²⁴	\$25.00 ²⁵	\$5.00 ²³	\$25.00 ^{8,25}	\$5.00 ²³	n/a	Yes ²⁶	No
Montpelier	\$15.00 ²⁷	\$15.00 ²⁷	\$50.00 ²⁸	\$15.00 ²⁷	n/a ²⁹	\$15.00 ²⁷	\$10.00 ³⁰	Yes ³¹	Yes ³²



Parking Requirements (Per Zoning)

Community	Residential	Commercial Uses			Lodging/	Theater/	Industrial/	General
	Uses (per unit)	Retail (per KSF)	Restaurant (per KSF)	Other (per KSF)	Hotels (per room)	PAC (per seat)	Manufacturing (per KSF)	Office (per KSF)
Winooski ¹	1.00-2.00 ²	3.00 ³	3.00 ³	3.00 ³	1.00 ⁴	0.25	3.00	4.00
Burlington ¹⁰	1.00-2.00 ¹¹	1.30-4.00 ¹²	4.00 ¹³	1.00-3.33 ¹⁴	1.00	.25	1.30 ¹⁵	2.00-3.00 ¹⁶
Rutland ²²	n/a ²³	n/a ²³	n/a ²³	n/a ²³	n/a ²³	n/a ²³	n/a ²³	n/a ²³
Brattleboro ²⁵	1.00 ²⁶	3.33-6.66 ²⁷	3.33-6.66 ²⁷	3.33-6.66 ²⁷	0.80-1.00 ²⁸	0.17 ²⁹	0.67-1.66 ³⁰	1.12-1.67 ³¹
Middlebury ³⁴	1.50-2.00 ³⁵	6.66 ³⁶	n/a ³⁷	n/a ³⁸	.50	n/a ³⁹	n/a ⁴⁰	4.00
Montpelier ⁴⁴	1.00 ²⁶	3.33-6.66 ²⁷	3.33-6.66 ²⁷	3.33-6.66 ²⁷	0.80-1.00 ²⁸	0.17 ²⁹	0.67-1.66 ³⁰	1.12-1.67 ³¹

- Winooski has Minimum “Reserved” Parking Requirements; asks for projections by user type and land use
- Winooski has separate requirements for the Downtown Core District.
- Burlington has different requirements for Neighborhood, Shared Use, and Multimodal Mixed-Use districts.
- Rutland does not have any requirements, but defers to ULI’s *Shared Parking: 1st Edition* (1983)
- Brattleboro and Montpelier have identical requirements
- Several of Middlebury’s requirements are based on seating capacity, staffing or other metrics.



Zoning Relief Mechanisms

Community	Shared Use Allowances	TDM Plan Allowances	Satellite Parking Allowances	Other Waivers/ Allowances	Bicycle Parking Requirements
Winooski ¹	Yes ⁵	Yes ⁶	Yes ⁷	Yes ⁸	Yes ⁹
Burlington ¹⁰	Yes ¹⁷	Yes ¹⁸	Yes ¹⁹	Yes ²⁰	Yes ²¹
Rutland ²²	No ²⁴	No ²⁴	No ²⁴	No ²⁴	No ²⁴
Brattleboro ²⁵	Yes ³²	No	No	Yes ³³	No
Middlebury ³⁴	Yes ⁴¹	Yes ⁴²	No	Yes ⁴³	No
Montpelier ⁴⁴	Yes ³²	No	No	Yes ³³	No

- Winooski allows for Shared Parking reductions on projects > 10K non-residential SF (up to 60%)
- Winooski allows for TDM reductions not to exceed 10%
- Winooski allows for application of **public** parking to meet transient parking needs
- FBC allows for use of tandem parking up to 75% of total requirement
- Burlington has more robust methodology for TDM Allowances and Waivers
- Burlington, Brattleboro, and Montpelier all have “Parking Maximum” clauses
- Only Winooski and Burlington have bicycle parking requirements
- Only Middlebury offers “In Lieu” wavers for **auto** parking requirements



Recommendations (for discussion)

1. Create a “mobility manager” position in Winooski to be a champion
2. Revise rate structures to place a premium on curbside parking and adjust enforcement as needed
3. Amend the RPP program to allow residents to initiate the creation of zones
4. Amend the RPP program to mandate a feasibility study prior to institution which includes an equitable “allocation ratio” of permits
5. Apply time limitations on RPP guest permits
6. Use license plates and LPR for RPP administration and enforcement
7. If you’re not willing to limit the number of RPP permits issued, then adopt an escalating rate structure
8. Consider raising the fine for overtime parking
9. Revise parking requirements to recognize greater nuance in land uses
10. Do not allow credits/waiver against requirements for on-street, public parking
11. Consider “In Lieu” fees



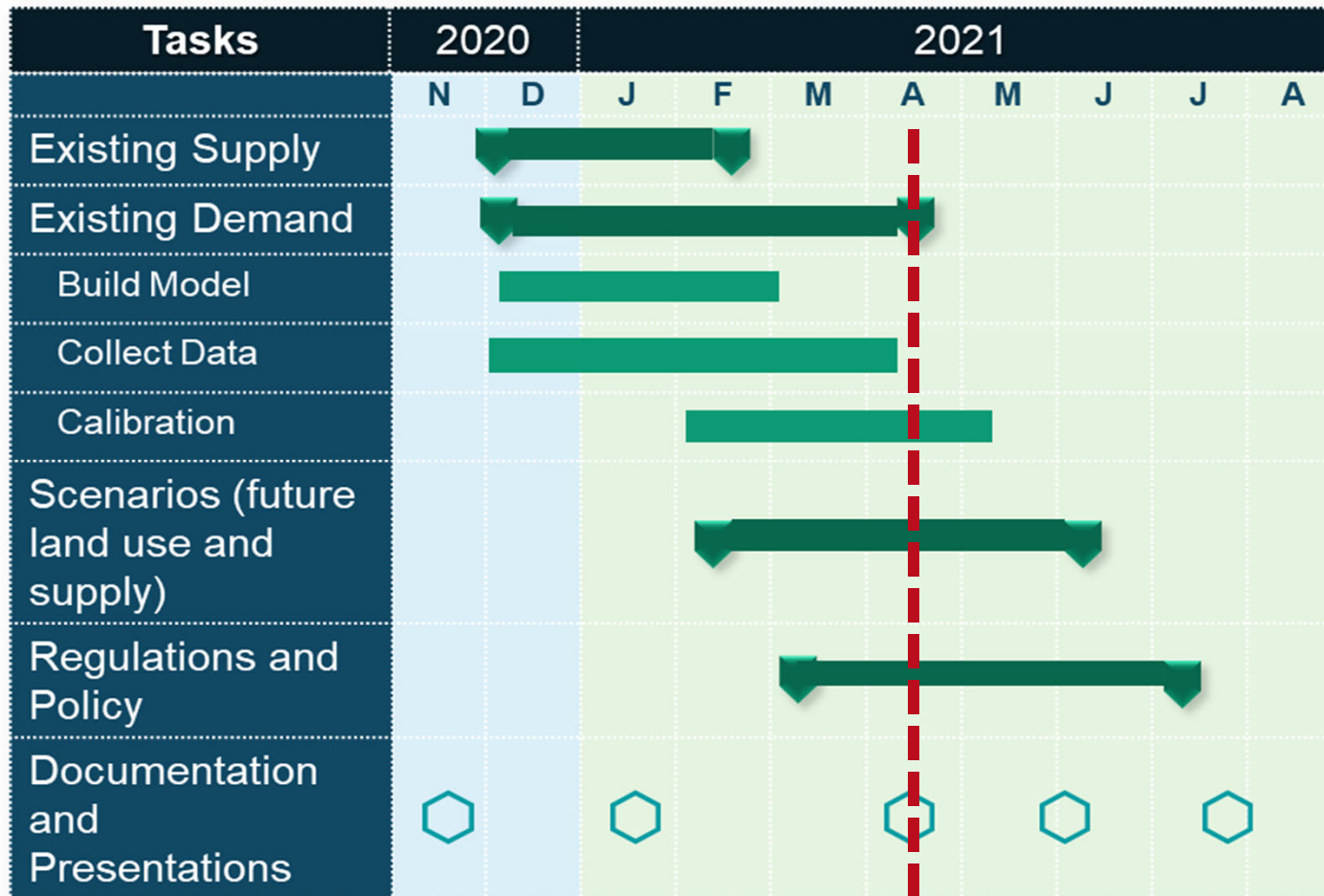


Committee Comments



Schedule

Schedule





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