

MEMO

TO: Advisory Committee
FROM: Jonathan Slason
DATE: September 22, 2021
SUBJECT: Advisory Committee Meeting #3 Notes

Advisory Committee:

- Laura Dlugolecki (Infrastructure Commission)
- Meredith Bay-Tyack – **absent** (Downtown Winooski/Business community)
- Seth Leonard – **absent** (Affordable housing advocate)
- Erik Hoekstra – **absent** (Development community)
- Terry Zigmund (Planning Commission)
- Robert Millar (Renter/Housing Commission)

Technical Committee:

- Eric Vorwald (City of Winooski)
- Jason Charest (CCRPC)
- Sai Sarepalli (CCRPC)
- Jonathan Slason (RSG)
- Andy Hill (DESMAN)

No public comment period was held due to the absence of general public members. Jason Charest initiated the meeting and confirmed no members of the general public wished to speak.

Jonathan Slason reviewed the agenda with the meeting attendees. He noted that the material presented at the meeting was not provided in advance given that the parking model and some other materials were very long in the making and were completed just days before the meeting. This is unfortunate, but sometimes just the nature of software, coding, and modeling.

Jonathan covered the anticipated growth and development in the city as well as the changes in parking demand that corresponds to those change land use conditions. Approximately 300 new housing units and 15,000 new square feet of non-residential

space is anticipated over the next five years along with an expected increase of 500 parking spaces.

Jonathan reviewed the existing and the 5+ year near term conditions in terms of land use changes, parking supply, and parking demand using the parking model developed for the city. It was noted that the final configuration of the Main Street corridor needs to be looked at again to try to get those on-street spaces confirmed in the model.

Robert asked if the model accounted for handicapped spaces. The model did not, it used overall spaces as handicap spaces are part of the overall demand, although they are reserved for certain users. The model and analysis didn't go into that level of resolution in the parking supply or demand.

A comment was made about the interest or demand for loading spaces. The city may want to start setting out guidance for where and how short-term loading or short-term parking spaces are located. This is part of the later policies discussed by Andy.

Jonathan reviewed the results of the parking model and noted which streets are likely to see increased pressure for parking as growth and development happens in the city. Most of these locations were in and adjacent to the form based code zoning areas and the gateway districts. Jonathan stressed that the values of shouldn't be used explicitly but the trends and the changes are indicative that if things don't change and behaviors remain similar as to today, these are the areas that will see increasing parking pressure. The model assists the city by identifying the streets and time of day where the streets may face pressure, and which streets will start to experience that pressure before other streets.

Andy walked through the menu of parking management actions with a long term goal of reducing the need for vehicles (and therefore parking). The menu is a list of options that is generally in a scale of easier or less costly to implement to higher cost and more difficult to implement.

Terry and others initiated a conversation on the unbundling of parking. If parking is unbundled, as is happening ad hoc in the city currently, there is an observed increase in users searching out the free and unmanaged side streets. Andy discussed the complexities and interrelationships that do suggest that when unbundling occurs there should be additional management and restrictions to free parking. These may be time limits, fees, resident only zones, etc.

Andy discussed that on-street management should be pursued when there are consecutive hours of on-street occupancy exceeding 85%. This is the gold standard for when additional management practices should be initiated. Many of the streets and blocks today are below this threshold, but per the modeling a handful of block faces may exceed that within five years.

Discussion involved which policies are of most interest and practice to implement. Eric Vorwald discussed that enforcement has to be part of the picture and currently that is a limiting factor to the management of existing parking supply. Andy mentioned that the



ability to enforce the parking regulations is critical to the success of any management regiment.

Andy reviewed the remaining set of policies and sequence on implementing various parking management practices.

The project team will start to create a process that will enable the city to segment zones within the city whereby specific management practices can be designed. A sequence of initiatives will be identified in the implementation chapter of the parking management plan. The parking model as well as templates for monitoring on-going parking occupancy will be provided to the city.

It was noted that the city will have access to the parking model and the inputs to allow for on-going assessment on how the non-household (commercial and retail) land uses respond coming out of the COVID-19 pandemic. The parking rates for commercial and non-residential land uses may change over the coming years and the city needs to be prepared to respond to those changes.

Jonathan concluded the meeting by summarizing the work that has happened since the previous meeting and the next steps which includes preparing a draft parking management plan. This plan is intended to be complete by the end of October to enable an early November meeting of the Advisory Group.

Meeting ended at 8:00 pm EST.