

October 28, 2021

Meeting of the City Council-Stakeholder Committee

North Winooski Parking Management Plan Committee Members present:

- Councilors Barlow, Hanson, Stromberg
- Community members: Kirsten Merriman Shapiro (KMS), Maxwell Horowitz, Kelly Duggan
- The project team: Nicole Losch (Burlington Department of Public Works), Jonathan Slason (RSG), Bryan Davis (CCRPC)

Approximately 16 members of the public were present.

1) Welcome, Introductions, Changes to the Agenda

Committee members – any changes to agenda? No changes

Reminder that the Committee adheres to open meeting laws, meetings are warned and publicly broadcast.

Materials available on project website after conclusion. <https://www.ccrpcvt.org/our-work/transportation/current-projects/technical-assistance/north-winooski-avenue-parking-management-plan/>

Committee procedures available in link.

https://www.burlingtonvt.gov/sites/default/files/WinAvePMP_CommitteeProcedures_DRAFT%202-23-21.pdf

2) Public Comment Period

- Jean Bessette – for North to Grant block, when was parking survey done? During COVID? Very little parking is available, concerned about the plan. Consultant responded that data collected in 2018, agree that there is high occupancy rate.
- Riis, Pathways staff – advocated for ADA parking space in front of building, supports bike lanes but concerned about ADA spot and the people the organization serves. Is there an opportunity for partnership with bikeshare program to get a station nearby?
- Jane Knodell – will the proposed strategies fill the projected gap between supply and demand? What will be the effectiveness?
- Liz Curry – who gets to define what is meant by “essential parking,” how was outreach conducted specifically to underrepresented populations?
- Chris Rivers bikes, drives, etc. Seems like the bike lanes are a done deal, but hasn’t heard practical strategies to replace parking. Why can’t bikers go one street over to Union instead of taking over parking?
- Kara Greenblott – what defines essential parking, couldn’t find criteria in the presentation. Also wants to point out data errors, Grant to Pearl has 141 units, not 118 as July model used, need to use correct data for modeling. Filled out the survey, there were a lot of questions about permit parking, presentation shows that half of households would get permits, where would the rest of the people park? Personal experience of driving around the block to look for parking.
- Zoom chat from Ellen, Community Health Center – concerned for patient parking in already congested area
- Zoom chat from Steph Pappas – Crombie St doesn’t match experience of always full parking

Consultant walked through presentation which is available online: https://www.ccrpcvt.org/wp-content/uploads/2021/11/WinAvePMP_AC_mtg3_EvaluationMtg_updated.pdf
Recording of the meeting will be available on the CCTV website at <https://www.cctv.org/welcome>

3) Review survey results

4) Parking model results

5) Draft parking management options

The presentation included a review of the survey, public outreach and data analysis, a description of weighting the data to make resident respondents representative of census data for neighborhood, the results of the updated computer modeling, and a review and discussion of the draft parking management strategies.

KMS not necessarily a fan of residential parking permits or meters/paying for parking because we all pay taxes to use the street and right-of-way

Max – how do permit guest passes work? Nicole noted that a guest pass is available for each resident parking pass, and noted the policy was revised recently.

6) Future conditions

Jonathan (RSG) said the parking model suggests that in the absence of changes in demand or travel behavior, will have 39 users at the busiest time of the day (2pm weekday) unable to find parking within 600 feet of their destination. This is equal to approximately 5% of estimated total demand.

Jack – one inherent strategy is installing the bike lanes, which will have an impact

Mark – we don't know what impact bike lanes will have. People may also own cars and bikes and use them at different times.

Kelly – during the ONE Mobility Audit project by Old Spokes Home, people said existing bike lanes aren't maintained so they aren't really used. Infrastructure needs to be maintained. Agree that residents are multimodal.

Jack – we don't know which strategies will influence behavior, but we know what happens in other examples plus the survey.

7) Evaluation and implementation strategies Process/Discussion

Segment by segment review:

Riverside to Archibald

KMS – 1 hour parking doesn't work for employees. This is a concern, CHCB is a large employer that provides critical services. On site parking is split, and who gets to park is rotated monthly. Difficult field of work especially during pandemic, what impact will this have on the health center? 55,000 visits during the pandemic.

Nicole – should 1 hour parking be changed to serve employees?

KMS – not sure, depends on type of appt, if they're running on time.

Nicole – are user group priorities correct? Should employees be higher?

Ellen O'Brien in chat notes that average appointment time is 1.5-2.5 hours depending on the service.

KMS – hard to prioritize any way, it's public so anyone should be able to use it.

Nicole – without defining user group priorities it will be challenging to identify any strategies.

Jack – so 2 hour parking would be eliminated? Yes, so what is impact – employees aren't using 2 hour parking now. Aren't there only a handful of residents on this block? Jon – some residential, seem to be fine after 6 pm. Jack – not as worried about residential during midday, impact would be on visitors so they should be priority.

Overnight – priority is residential

Evening – KMS does support resident as priority, Bus Barn has businesses and residents, need on-street parking, their success is necessary.

Mark – how many spots lost? KMS says 22, Ellen in chat questioned isn't it 33? Jon said 18 spots are used in the analysis.

KMS noted another Champlain Housing Trust building on the block with no parking. Asked if the city has money to buy land, build parking lots, how remote is a remote lot, will people use it? Need to know if these are viable options. Nicole said the city won't allocate funding if the need isn't identified, such as through this type of process; but wouldn't be near-term solution.

Summary: leave evening hours unrestricted, add more options for CHC employees during day off the corridor, prioritize on Riverside for long-term parking or find new off-street capacity.

Archibald to Union/Decatur

Currently unmanaged parking.

Committee agreement on priority user groups presented.

KMS concerned about Food Shelf and number of visitors served, size of parking lot, deliveries, etc.

How do people feel about time limits? Jack asked if time limits should be shorter? There are options.

Mark we don't know who users are and if they would be displaced.

Comment that parking wouldn't have to be metered, but there could be time limits using signs

Note the Food Shelf also has volunteers, and they do lunches and other activities besides food distribution

Summary: similar strategy to upper block where new short-term parking spaces (<2hrs) are to be considered. Specific loading zones and maybe a handful of long-term spaces could be considered. Leave unmanaged during evenings.

Union to North

Jack – if demand goes up to 60-70%, and typical occupancy goal is 85%, then do we need to do anything? This block isn't losing parking. KMS – will bike lane be disconnected? No, street here is wide enough to accommodate parking and bike lanes because it's wider than other blocks.

Summary: suggest no changes to this block. Develop a monitoring plan for the parking occupancy.

North to Grant

Heard a lot of comments about this block. Some units have limited parking, others have a lot. Some on-street demand is likely coming from south of the corridor. Demand here is largely residential.

Max – I live on this block, it's mostly residents, lot of off street parking available, my roommates and I use about 2-3 of 6 available off street spots. Could bump up priority of employees, think that residents could be least priority for midday timeframe.

Jack agrees with Max.

Nicole asked about meters or time restrictions.

Mark said we know there will be impacts to businesses on the block further south, we don't want to discount downstream effects so might want to bump priority of business and commercial.

Jon said that if we're talking about visitors and employees who don't have enough parking then could add 9 hour brown meters because just to south they are a price people are willing to pay. KMS asked what time do meters end because we want to acknowledge the resident concerns we've heard. Jon noted the meters are currently 9am-6pm.

Summary: prioritize residents starting at 6pm. Conversation included getting community input on the need for a RPP as well as considering extending paid parking meters into this section. The paid parking could include both long-term brown meters and shorter term blue meters.

Grant to Pearl

Do we need to change what's working in the middle of the day? No comments.

KMS said this block can't be residential 24 hours a day.

Max said needs to include high turnover spaces since it's closer to downtown.

Jon asked if there needs to be some 15 minute spaces? Max thinks so because there are some short pick ups like for restaurants.

With parking changes the current loading would have to shift to west side.

Could there be a shared loading/bike lane like on Colchester Avenue? Nicole said specific designs would be addressed later

Jack said loading zone is essential but could be on other side. Mark would like to leave it to businesses to decide.

Jane asked Nicole to briefly explain the Residential Parking Permit program.

Jane asked if this project will be presented to another NPA? Council resolution directs project to Ward 2/3 NPA. KMS said we'll bring this to NPA in next phase for their feedback and encouraged people on this call to participate there as well.

Jon clarified that he's hearing consensus for Residential Parking Permit in this block.

Summary: keep mix of short-term and long-term meters, add pick up / drop off space(s) near businesses, establish loading zone on west side near Pearl St, consider Residential Parking in evenings.

Jon shared the Parking Management Plan Process slide with the goal stated and the 3 bulleted questions, then asked the committee if we've missed anything, do we need to address anything else more specifically?

Mark asked if we can pilot anything? Jon said this is for City discussion but parking changes take time to settle and might not suit a pilot timeframe.

Mark notes that resolution says bike lanes should be on the ground this year. How to limit amount of impact, part of that might be to be more iterative about it, he shares some of Jane Knodell's concerns that this might have downstream effects and we could lose businesses, anything we can do, even if it elongates the process, we should consider it.

Jon notes that Council members have the authority to change the process.

Jack noted the three questions on the slide, we didn't really talk about TDM (Transportation Demand Management) which has the power to be a useful tool, other employers have used it to drive down parking needs, that should be a piece of the puzzle. To what Mark was saying, we want to be careful about going back to the process we finished before this, there was a bunch of meetings, there was a

project committee, there was unanimous recommendation for this configuration, went through TEUC and Council, we've done more than what was laid out in the resolution, we did a large survey to get more data, at this point to go all the way back isn't appropriate.

Mark said he isn't suggesting we do that but rather do some things temporarily to see behavior change, but Jon reminded that behavior change takes time.

Jack said the original plan was to get this on the ground before the state repaved Winooski Avenue so could be changed if needed, but the process got delayed.

KMS said she doesn't think it was unanimous decision by the other committee but there was overall support. There was a longer term option to create a corridor that creates all the things we want to see. Washington DC is on the cusp of passing the Transportation Bill, can we think about a plan that does in fact have it all?

KMS I'm not convinced that we've balanced supply and demand or met essential parking demand, particularly for CHCB and Feeding Chittenden.

Jon asked if she has specific changes or recommendations? KMS said she will continue to get info from the neighborhood.

8) Public Comment Period

Thomas – 5% estimated demand will be concentrated in my block of North to Grant, so we'll lose half of those, residents will be harmed by this and not helped by remote lots. There isn't a lot of spare capacity in Burlington. Needs of residents and business owners are being deprioritized to people who don't live in town. Given existing facilities, how is this change a benefit?

Kara – I'm on the same block between North and Grant, couple points on numbers: our block has 63% of users, then moderator said 50% at night, I don't know where those numbers come from, concerned that modeling data is not accurate. There are probably only 1 or 2 available tonight, I have to circle nearly every night. Since it's the highest density block I hope you give it extra attention to residents on this block. Going block by block, it sounds like this group is struggling to prioritize users...at what point do we go back to beginning and ask is this necessary, can we improve what we have rather than push through something that has challenges at every turn? If this does go through, is there a way to ensure a management plan works before removing spaces? I don't trust the numbers so I want to be sure there is a place for cars.

Brian Pine speaking as resident – this project has someone involved that knows what they're doing based on what they did with North St, this process hasn't been like that one, take advantage of KMS and her expertise and experience. I bike and find that share road works well. First big public meeting pre-COVID, I threw out an idea that got support to remove tree belts instead of parking, that satellite lots are far-fetched. Look at corridor and see if we can fit both bike lane and parking, could we use the tree belt rather than assume using current curb to curb width. This neighborhood is intentional, it didn't happen this way by chance, we have incredible assets, it's a hub and neighborhood appreciates this, we don't want to look back on this as a mistake.

Beth – have enough parking for herself and tenants, also bikes, worries about neighbors, has seen increase in parking demand and the way that people are parking on their property, but haven't seen an

increase in bike riders. Hope that you're taking residents' concerns seriously in terms of residential parking needs, they haven't been addressed, I'm between North and Pearl, been here for 20-30 years, doesn't seem like you're interested in what it's like for residents to park here or change course based on feedback which is based on actual needs. It's based on data or observations which aren't accurate. Maybe city of because of COVID didn't want to hear feedback that there isn't sufficient parking, I'm concerned that by not listening then you're not doing it right, just doing what you're charged to do is wrong, calling it impact or stress is harmful and disrespectful, the idea that you can lose 36 spaces and not have impact, it's not respectful. Jack, you said it doesn't make sense to restart the 18 month process, I think starting it with right data and resources is right thing and support that decision. I'm disappointed in this process, you can continue to say it was far reaching and you got perspectives, but info you got is incorrect, it's disappointing and insulting

9) Next steps

Next step is take to the Ward 2/3 NPA, then have another committee meeting before going to the TEUC and City Council.

MEETING CHAT LOG

From TOWN MEETING TV to All Panelists: 05:56 PM

We're recorded

Recording

From janeknodell to All Panelists: 06:05 PM

Can you tell us which committee members are present?

From eobrien to All Panelists: 06:18 PM

Hello, Ellen O'Brien from the Community Health Centers of Burlington. We're equally concerned for patient care and where our patients will park in an already highly congested parking area.

From steph pappas to All Panelists: 06:54 PM

U have counted cars on Decatur and Crombie....it is FULL ALWYAS

Are you suggesting parking meters down towards the Health Center?

Yes, more control but still not enough spots

From steph pappas to All Panelists: 07:08 PM

there was even a car counter placed on the street...

From K Shapiro to All Panelists: 07:11 PM

Thank you for the clarification

From Chris Rivers to All Panelists: 07:11 PM

Yes, more control but still not enough spots

From eobrien to All Panelists: 07:25 PM

Average appointment time is 1.5-2.5 hours depending on the service.

From steph pappas to All Panelists: 07:30 PM

Right on K Shapiro

From eobrien to All Panelists: 07:36 PM

I thought it was 33?

CHCB employees that work during the evening are allowed to move their cars and park on site. The hours they're allowed are from 4-9 at night.

Daytime parking is crucial for CHCB employee parking.

Sorry for all the chat. My sound isn't working

From Me to eobrien, All Panelists: 07:38 PM

thanks for the comments, since this is a webinar format, attendees are muted. I'm capturing your comments in the notes and the team sees them as well.

From eobrien to All Panelists: 07:38 PM

Thank you

From Kelly Duggan to All Panelists: 07:41 PM

Hey all, I have to hop off in a few - is there anything the committee needs/can I review the recorded end of meeting and follow up?

From steph pappas to All Panelists: 07:42 PM

Jack u missed the whole presentation there is not tons...

From Jack Hanson to All Panelists: 07:43 PM

I was talking specifically off-street parking. We've been talking about on-street in terms of availability.

From steph pappas to All Panelists: 07:55 PM

Tom and this gal r correct..

From Beth Sightler to All Panelists: 08:06 PM

if as you say the parking model underestimates the number of parking spaces, and that is what was used to make the decision, wouldn't it make sense to bring that important information back to the City Council? It's a significant difference.

From steph pappas to All Panelists: 08:13 PM

i told u it's FULL there...

From eobrien to All Panelists: 08:20 PM

I need to exit the meeting tonight. If I can be of any assistance I would be happy to talk with you further. I can be reached at [REDACTED] or my office number which is [REDACTED]. Thanks Ellen

From Me to eobrien, All Panelists: 08:21 PM

thank you Ellen, we appreciate your participation

From Thomas Pashby to All Panelists: 08:22 PM

Please can there be no parking not available to residents overnight (Given that this bike park seems to be a done deal.)

From Thomas Pashby to All Panelists: 08:29 PM

Residents overnight please!!

From Jean Bessette to All Panelists: 08:30 PM

Why do you assume that residents only need overnight parking? Where are they to put their cars during the day if they work at night?

From Thomas Pashby to All Panelists: 08:40 PM

What is wrong with the current arrangement

At no point has anyone justified the need for this, other than a survey where only 4.4% were residents.

Why are Burlington residents being ignored?

Collecting a survey isn't sufficient to meet the needs of the constituents if you don't pay attention to them

From Jean Bessette to All Panelists: 08:41 PM

As a resident and home-owner, I wasn't informed of this plan until there were signs posted on the greenbelt about the survey. Yes, you need to go back and get actual residents' perspectives. Since you haven't listened to any of the survey data (which says that 42% of people REGULARLY CANNOT PARK NEAR THEIR HOME), then you aren't listening.

From Thomas Pashby to All Panelists: 08:45 PM

Thank you Councillor Shapiro!

From Jean Bessette to All Panelists: 08:45 PM

Ms. Shapiro is the only one here speaking for multiple constituents.

From K Shapiro to Everyone: 08:48 PM

I can be reached at kmerrimanshapiro@getahome.org should you wish to share any further thoughts.

From Thomas Pashby to All Panelists: 08:55 PM

Thank you

Thanks to all for staying so late

MEETING Q&A LOG

Where would it allow for medical patients to park and easily access the Health Center. It also leaves CHCB on hold to expand services if parking is taken up with bike lanes.

Please read ..from King Of Crombie str- There was much community input over the past some years about not cutting parking and that North Winooski Ave already has bike lanes..why r we still here on this matter..North St has always been bike traveled yet we put in lamp post and cobblestone instead of a bike lane...just say'in.. if we r to take away parking then the restricted parking is even more of a disaster..thankU

Chris Rivers 06:42 PM

I agree Steph, we already have a bike lane! Question? Please confirm for us concerned with this plan; Yes, this bike lane is going in or No, this bike lane may or may not go in. Please answer....

Liz Curry, she/her, CommonLand Solutions, LLC 06:50 PM

How was the data that Kirsten raised incorporated into the model? If 1200 visitors are coming to the food shelf each year, what percentage are picking up groceries with their cars and where will they park when they go in to get their food?

Anonymous Attendee 06:56 PM

I agree Steph, we already have a bike lane! Question? Please confirm for us concerned with this plan; Yes, this bike lane is going in or No, this bike lane may or may not go in. Please answer....

There are some faulty facts and assumptions here:

- 1) "50%" occupancy at night between Grant and North is absolutely inaccurate. Please come by, any night, and observe.*
- 2) It makes no sense to me to discount college students from the analysis. They live here. Accounting for them would explain to you why "units" are not helpful indicators. Young adults live here,*

with multiple roommates. The vast majority of “units” are not inhabited by families who can share a car.

3) It is a faulty assumption that daytime parking is full between Grant and North because people to the south are parking here. Because our residents are college students, they are walking to school. They often drive to their jobs during other hours. They are parking on the street during the days. My tenants are these residents and they are not unique. They already drive around

4) No one has explained why we need a bike lane when we have bike lanes going north and south already.

janeknodell 07:16 PM

There is another behavior change that has not been discussed: people and businesses moving out, some to more peripheral areas of Burlington or the region — where they will be more dependent on use of cars. Will we consider this a success?

Liz Curry, she/her, CommonLand Solutions, LLC 07:31 PM

If staff and committee members don't really know what the needs are of employees and visitors associated with the health center (and other low income services like the food shelf), what are people basing their decisions on? Questions like Kirstens are just being considered now - this reflects that the cart is before the horse. When it comes to transportation planning, we expect those who hold that responsibility - and privilege to set policy - to be the ones considering the kinds of questions and issues that Kirsten raises before designing strategies - not on the fly.

Responses from staff and other committee members suggests that people don't really know what happens within the largest institution in the study area

Liz Curry, she/her, CommonLand Solutions, LLC 07:36 PM

Why doesn't the consultant know if there is a need for commercial loading? When Kirsten undertook the North St. revitalization project, she went door to door and spoke with every single business. Isn't this the job of consultants and public officials? Why are these questions coming up at the 11th hour?

Liz Curry, she/her, CommonLand Solutions, LLC 07:37 PM

Commercial loading is performed by delivery trucks that are part of a supply chain with a schedule. The RSG consultant suggested that these deliveries could be made at different times. Was this question posed to businesses that rely on delivery trucks (like the food shelf)?

Liz Curry, she/her, CommonLand Solutions, LLC 07:40 PM

What if the employees have to drop off kids at school before coming to work? Are we asking them to leave their homes earlier with young kids who are really hard to get out the door, so they have to add time to park remotely and get to their place of work with yet another mode? Have any committee members actually grappled with commuting to work with kid drop-off? How does the committee composition reflect a diversity of ages, and include parents who rely on a car to get to school and work?

Liz Curry, she/her, CommonLand Solutions, LLC 07:41 PM

Is City staff suggesting surface parking lots when we have an acute, unprecedented housing crisis that needs those lots? Surface lots are the worst smartgrowth and storm water strategies

Liz Curry, she/her, CommonLand Solutions, LLC 07:46 PM

Is there sufficient data about the food shelf and CHC? Did anyone go and talk with them to study the most heavily trafficked sites?

jacob 07:57 PM

When I visit my sister in brooklyn they have regular street cleaning which means that a side of a block needs to turn over each night. Is that a management plan that would be beneficial here?

janeknodell 08:02 PM

I am not seeking the floor. My question is largely rhetorical.

Liz Curry, she/her, CommonLand Solutions, LLC 08:02 PM

I don't need my questions answered

Liz Curry, she/her, CommonLand Solutions, LLC 08:03 PM

I was raising them for the Committee to consider

steph pappas 08:04 PM

North Winooski Ave has a bike lane what about North St

Thomas Pashby 08:05 PM

Yes, the model is obviously faulty! This is not the "average" neighborhood.

steph pappas 08:05 PM

oopps never mind..

steph pappas 08:05 PM

Brian covered that

Anonymous Attendee 08:07 PM

WHY DO WE NEED THIS BIKE PATH?

Anonymous Attendee 08:24 PM

I'm happy for Max that he has spare parking. Making decisions for Grant-North based on his lush parking situation is anecdotal and elitist. Residents are then last priority because he has parking?

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