WINOOSKI AVE TRANSPORTATION STUDY

BURLINGTON, VT PUBLIC WORKS

CHITTENDEN COUNTY RPC
Communities Planning Together

RSG
the science of insight

North Winooski Ave Parking Management Plan (PMP)

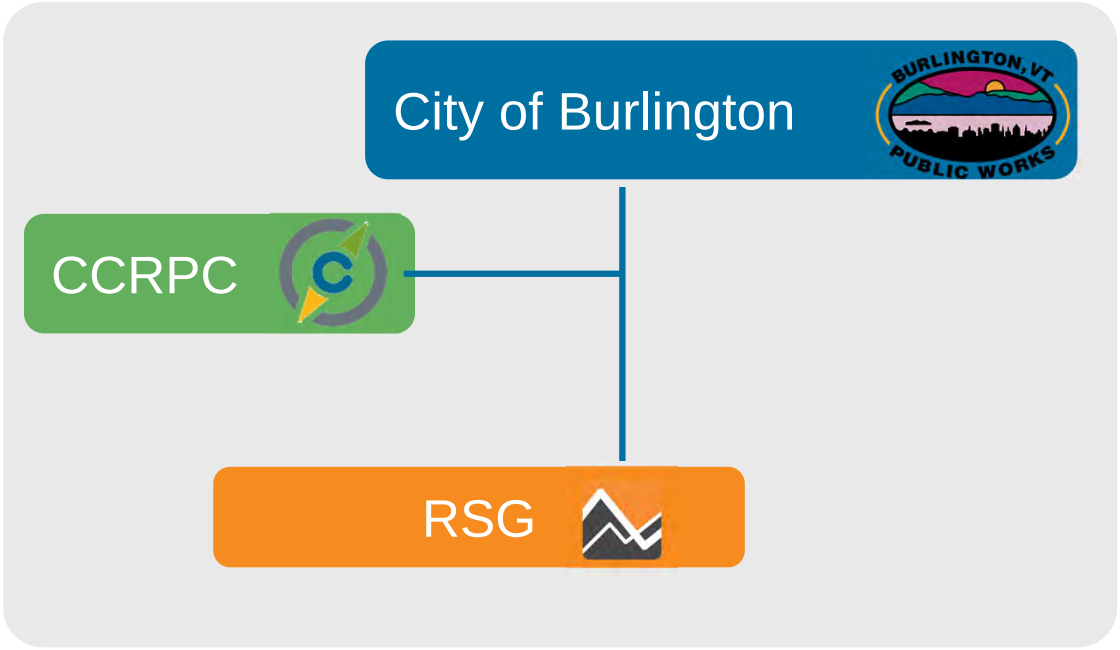
Ward 2/3 Neighborhood Planning Assembly

December 9, 2021

Today's Goals

1. Introductions
    1. Project Team
    2. Project Initiation
    3. City Council-Stakeholder Committee
    4. Parking Management Overview
2. North Winooski Avenue Parking: data + experiences
3. Management options: presentation & discussion
4. Next Steps
5. Discussion

Project Team



City of Burlington

- Nicole Losch

CCRPC

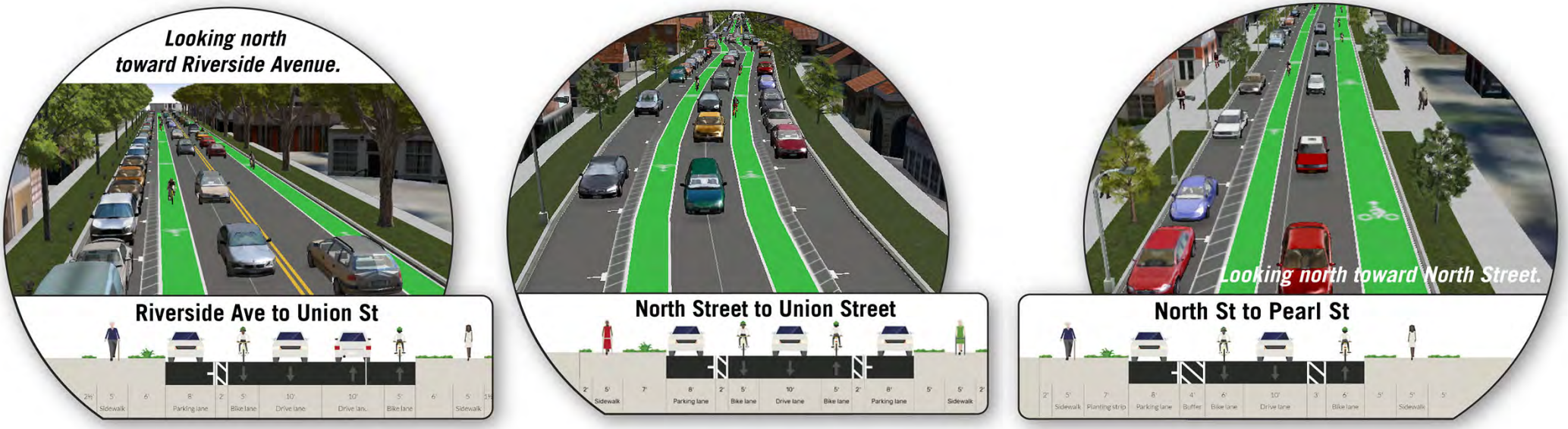
- Bryan Davis
- Chris Dubin
- Sai Sarepalli

RSG

- Jonathan Slason
- Aaron Lee
- Justin Culp

Context: Council Directives

- Winooski Avenue Study (created and evaluated 13 corridor options)
- Zoning changes have removed parking minimums along corridor
- Preferred option was accepted by the City Council
- Install bike lanes in each direction and remove east side parking except from North St. to Union St. (see below)



Bike lane / parking lane concepts

Click here to learn more about the Winooski Avenue Corridor Study

Why a Parking Management Plan?

City Council directed the Department of Public Works to:

1. **Install on-road bike lanes in both directions** along Winooski Avenue between Pearl Street and Riverside Avenue

2. **Remove parking** on the east side between Pearl St to North St and Union St / Decatur St to Riverside Ave

3. **Complete a Parking Management Plan** (PMP) prior to bike lane installation in order **to identify practical strategies for balancing supply and demand** with the goal of providing essential vehicle parking needs

City Council-Stakeholder Committee Oversight

Seven Members as directed by City Council:

City Council TEUC:

- Mark Barlow
- Jack Hanson
- Jane Stromberg

Community members:

- Charles Sizemore
- Kelly Duggan
- Kirsten Merriman Shapiro
- Maxwell Horovitz

Committee will approve the PMP after this NPA meeting, then present to City Council prior to PMP approval by the Public Works Commission

Parking Management Plan Overview

How to identify practical strategies for balancing parking supply and demand, with a goal of meeting essential parking needs?

- Convene the Committee
- Develop a parking model
  - Understand the source of parking demand
  - Compare parking demand to parking supply
  - Using nationally accepted methodology and adjustments to local pre-COVID conditions
- Engage the community to better understand parking needs and interests in management strategies
  - Committee meeting public forums
  - Web-based survey
  - NPA meeting
- Identify management strategies that influence parking demand

Why did we use a Parking Model?

On-street supply

- Number of spaces by block
- Existing parking restrictions

Off-street supply

- Field observations + desktop review of supply

Map-based (GIS) model

- **Estimates demand by land use and assigns where that demand occurs across the possible parking spaces**
- **Informed with pre-COVID parking counts**
- **Assists with comparing demand to supply**

Nationally recognized standard is the Urban Land Institute (ULI) Shared Parking methodology.

Includes parking generation rates for different land uses and sensitivity for that demand hour by hour, month by month.

Click here to see the presentation that included more information on the model and its initial results.

Existing Parking

- All parking spaces: 1,679
- On-street: 379 (238 along North Winooski, 141 on side streets)
- Off-street spaces: 1,300

Strategy is to improve use of total supply:

- Significant off-street supply creates opportunities to improve sharing and utilization.

Source: RSG using Google Earth background image

Source of data: RSG counts for Winooski Avenue and Google aerial photos for off-street spaces. City and CCRPC staff supported some additional field data collection.

Public Survey

Goal: Understand travel behaviors, parking needs and experiences, and travel / parking preferences

Dates: August 11th through September 8th

Distribution: email, direct mail to all study area addresses, FPF, lawn signs, postcards hand-delivered to businesses and gathering places, flyers

Special outreach: AALV translation services, direct outreach to communities

Response: 766 total (29 through AALV)

Survey representation

- Most respondents were visitors, followed by residents, then employees, property owners, and business owners
- Residential responses were given more weight to more closely match census data representation

Click here to see the presentation to the steering committee with the summary of the survey.

Public Survey: Preferences

- **Residents** would park in a dedicated off-street space within 1 block, are not opposed to residential parking permits, and do not want to pay for dedicated parking
- **Employees** would park in a dedicated off-street space within 1 block, do not want to pay for dedicated parking, and are not motivated by employer-paid alternatives to parking
- **Visitors** (majority food / shopping) would not be impacted or may visit *more* if off-street parking or short-term (30-minute) spaces were available, would not be impacted or would visit *less* if parking meters, remote lots were used, or 1 hr / 2 hr parking were applied; and would bike more if it were safer

Public Survey: Preferences, cont.

- **Business owners** agree it would be difficult to attract or retain employees if parking was more difficult, are not interested in sharing their off-street parking, are split regarding additional metered spaces / time-limited spaces or remote parking lots, and agree that very short-term parking would benefit all users.
- **Commercial / residential property owners** agree that it would be more difficult to rent or lease property if they charged for parking, and they are not interested in sharing their off-street parking.

Other Public & Committee Feedback

- Residential on-street parking between Grant St and North St is already very difficult
- Community Health Center employee parking is an important public service that Winooski Avenue & Riverside and other adjacent streets provide
- Tension between balancing parking for residents vs employees/visitors, particularly in blocks closer to Pearl Street.

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Parking Management Strategies

Management Strategies

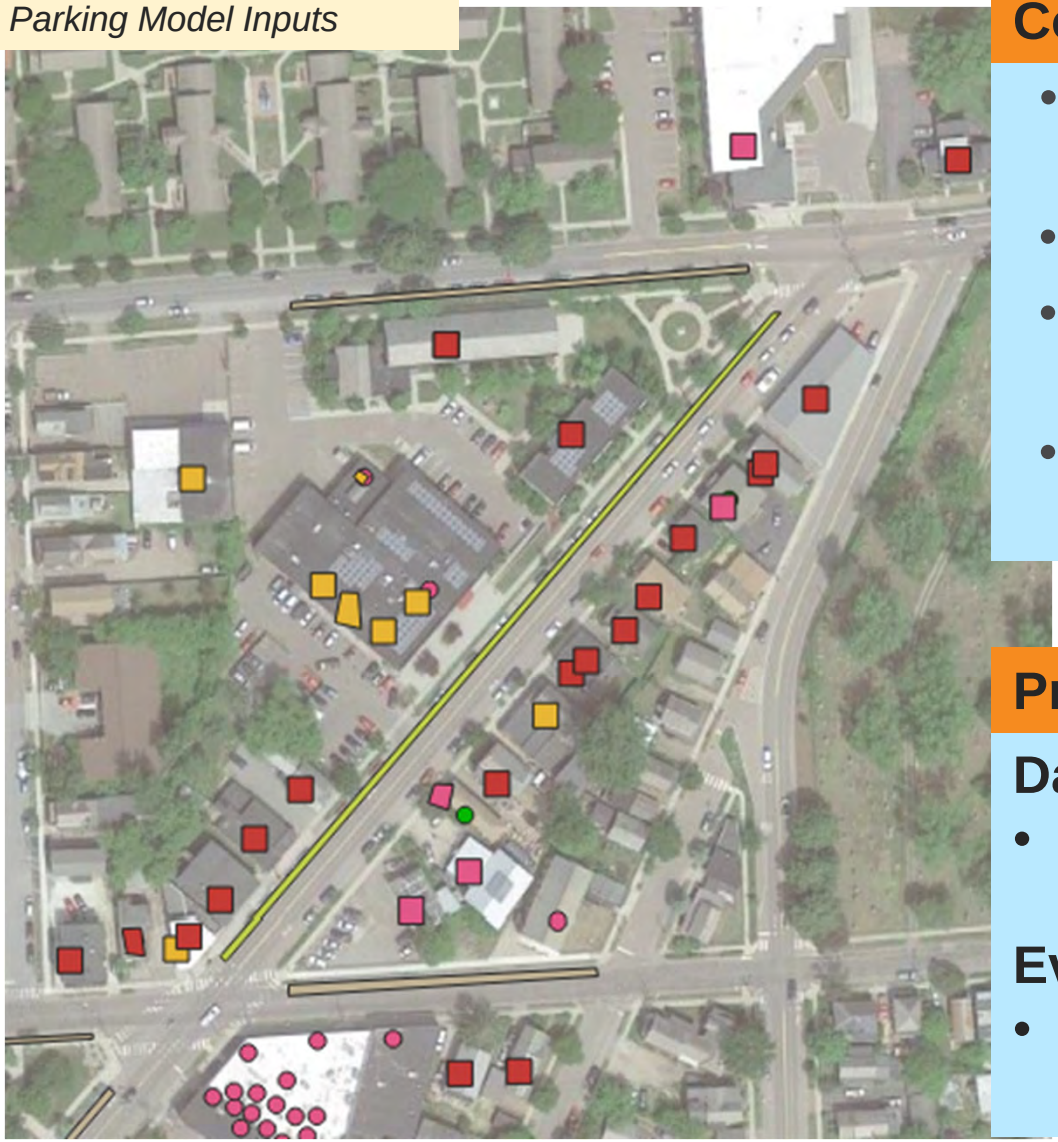
- Improve definition of parking spaces
- Designate more short-term drop off/ loading spaces
- Time limits
- Paid parking
- Residential parking permits (RPP)
- New off-street capacity
- Remote lots
- Mode shifts

Moving Towards Parking Management

- Removing on-street spaces will increase parking occupancy and competition for remaining spaces
- Specific segments are affected more than others
- Without any changes to behaviors or changes in management strategies: 50% of the affected vehicles can find other on-street parking within 600 ft from destination
- Developing PMP Strategies
  - Block by block approach
  - Assign priority for essential parking needs of specific user groups at different times of day (Residents, Visitors, Employees, Businesses)
- Next: evaluate impacts of PMP strategies with specific attention to equity and fair impacts

Riverside Ave to Archibald Street

Parking Model Inputs



Conditions

- 22 spaces on east side would be removed
- Actual observed occupancy: 70%
- Parking model average occupancy without PMP: 64% now / 72% future
- Riverside remains in very high demand with low turnover if unmanaged

Proposed Management

Daytime:

- time limited parking (2hr or longer time limits) with some loading spaces.

Evening:

- unmanaged (maintain existing configuration).

Archibald to Union/Decatur

Parking Model Inputs

Conditions

- 18 spaces on east side would be removed
- Actual observed occupancy: 77%
- Parking model average occupancy: 100% now / 100% future
- Largest off-street supply
- On-street heavily occupied weekday evenings

Proposed Management

Daytime:

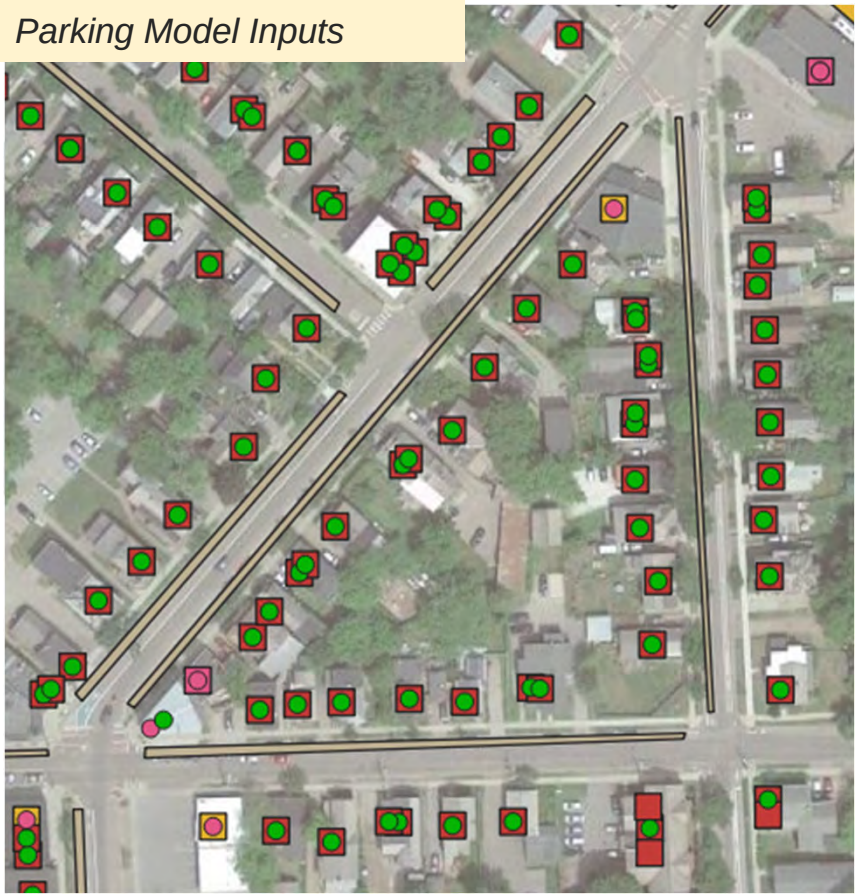
- time limited parking (~2hr limits) with some loading zones (~15min limits)

Evening:

- unmanaged (maintain existing configuration)

Union/Decatur to North Street

Parking Model Inputs



Conditions

- Retain parking on both sides
- Actual observed occupancy: 64%
- Parking model average occupancy: 55% now / 60% future

Proposed Management

All times:

- unmanaged (maintain existing configuration)

North Street to Grant Street

Parking Model Inputs

Conditions

- Densest residential block
- 29 spaces on east side would be removed (31 on west side to remain)
- Observed on-street parking occupancy: 84%.
- Parking model average occupancy at 80% now, 100% with no management and 80% in the future with management.

Proposed Management

Daytime:

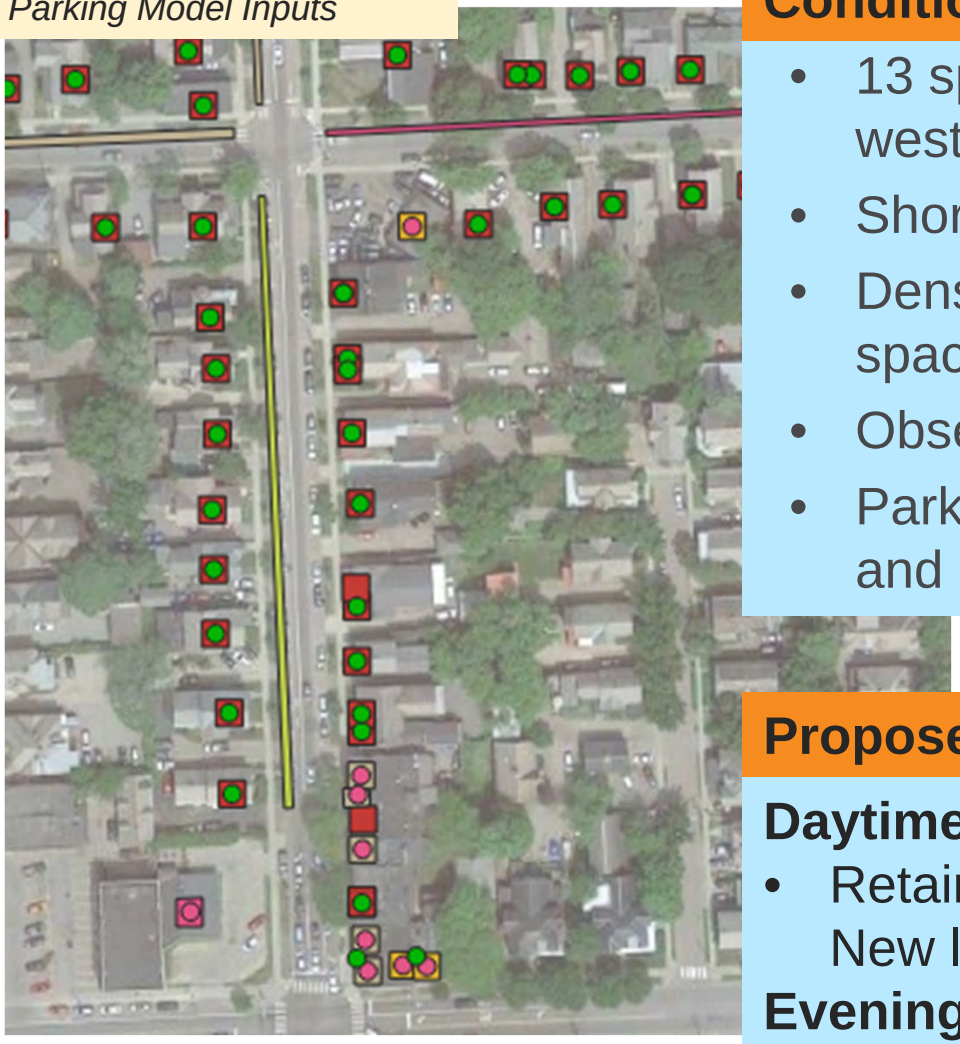
- Mix of Brown (9hr) and Blue (3hr) meters

Evening:

- Consider Residential Parking Permits – time to start TBD

Grant Street to Pearl Street

Parking Model Inputs



Conditions

- 13 spaces on east side would be removed (14 on west side to remain)
- Short-term (Blue) and long-term (Brown) meters
- Dense residential block with lowest off-street spaces per unit
- Observed on-street parking occupancy: 88%.
- Parking model average occupancy at 100% now and 100% in future.

Proposed Management

Daytime:

- Retain mix of Brown (9hr) and Blue (3hr) meters. New loading zone south end of block, west side

Evening:

- Consider Residential Parking Permits – time to start TBD

Schedule & Next Steps

Complete Parking Management Plan	
NPA Meeting	**Tonight**
Committee Meeting to approve PMP	January 2022
City Council & Public Works Commission	February 2022

Prepare for 2022 Paving	
Stantec hired to identify opportunities to build pockets of parking in place of greenbelt	Nov 2021 - Jan 2022
VTrans paving	Summer 2022

Discussion & How to Reach Us

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Burlington Public Works Website: https://www.burlingtonvt.gov/dpw/WinAveImprovements
CCRPC Website: Winooski Avenue Corridor Study