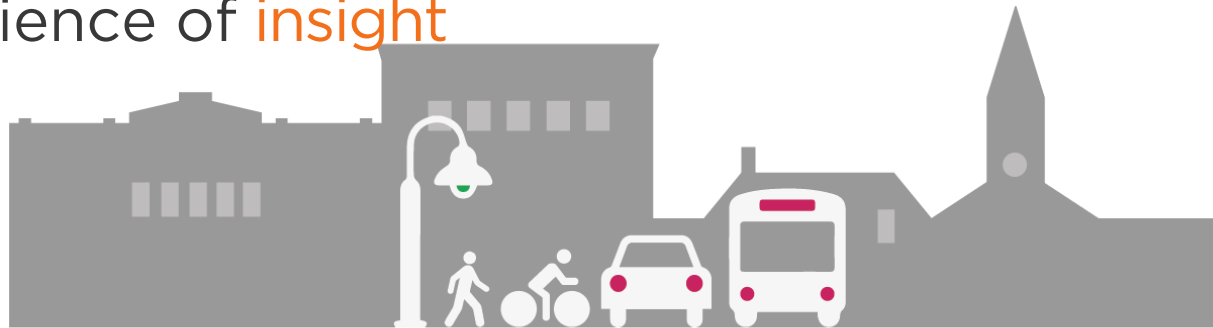




the science of insight



WINOOSKI AVE

TRANSPORTATION STUDY



North Winooski Ave Parking Management Plan (PMP)

City Council-Stakeholder Committee Meeting #4

January 20, 2022

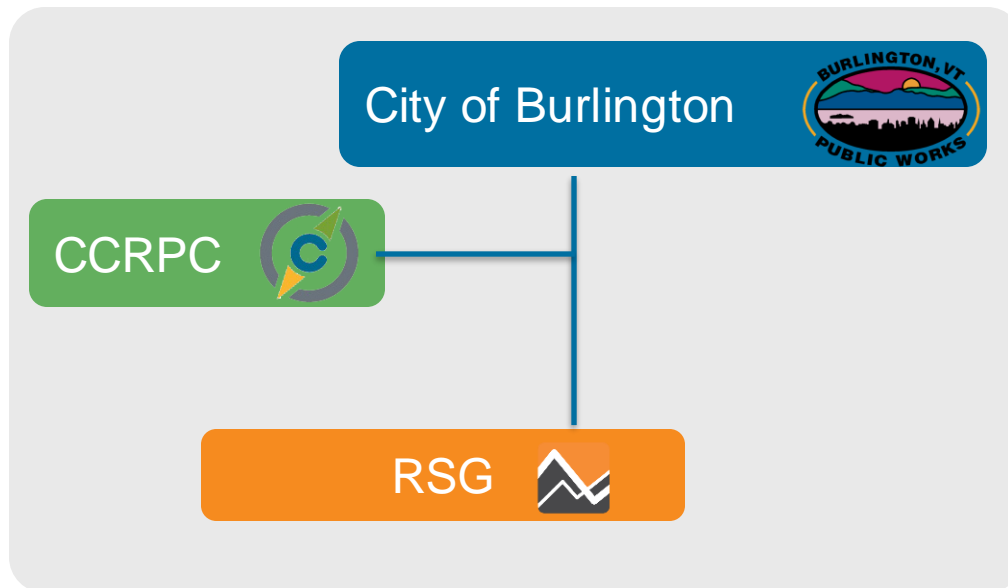


Today's Goals

- 1. Welcome, Introductions, Changes to the Agenda**
- 2. Public Comment Period**
- 3. Discuss Draft PMP Report and Recommendations**
- 4. Public Comment Period**
- 5. Action: Approve Parking Management Plan Strategies**
- 6. Next steps**



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)
- 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)
- Zoning changes have removed parking minimums along corridor



Bike lane / parking lane concepts



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 asked to approve the PMP, then present to City Council prior to PMP approval by the Public Works Commission



Schedule & Next Steps

Complete Parking Management Plan	
Committee Meeting to approve PMP	January 20, 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



Public Comment



Parking Management Strategies



Management Strategies

Easier

Typical sequence

- 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

Harder



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 parking within 600 ft from destination
- A 5% decrease in parking rates through travel demand management, greater walking, biking, and transit, and longer term shifts away from vehicle ownership will more than offset for the parking spaces.

Proposed Management

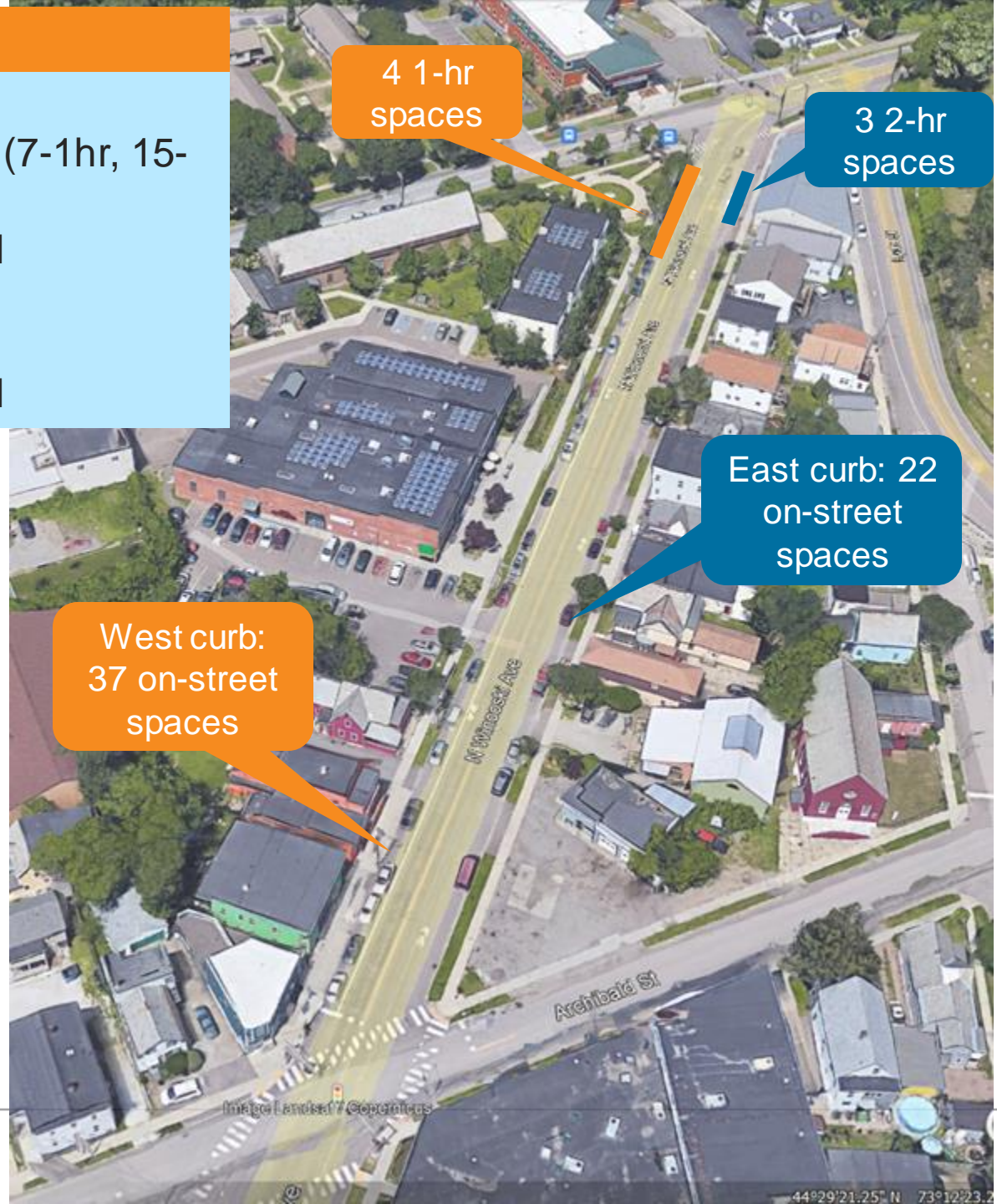
Daytime:

- 22 spaces time limited (7-1hr, 15-2hr)
- 15 spaces unmanaged

Evening:

- 37 spaces unmanaged

Riverside to Archibald



Archibald to Union/Decatur

Bus Stop and
15-min space

30-min
space

West curb:
26 on-street
spaces

Loading Zone
(2-3 spaces)

East curb: 18
on-street
spaces

Proposed Management

Weekday Daytime (8am-6pm):

- 1 space accessible
- 1 space (30 minute). Near McClure Center.
- 3 spaces (loading). Near McClure Center.
- 21 spaces (2-hour limits)

Evening (6pm-8am) and Weekend

- 1 space accessible
- 1 space (30 minute). Near McClure Center.
- 24 spaces (unmanaged)

Union/Decatur to North

Proposed Management

All Times

- 1 space accessible
- 1 space (30 minute) across from the African Market.
- 1 space (15 minute) at the African Market.
- 1 space (15 minute) at Barrio Bakery.
- 45 spaces (unmanaged)

West curb: 8 on-street spaces

15-min space

West curb: 13 on-street spaces

East curb: 27 on-street spaces

to

15-min space

30-min space



North Street

North to Grant

Proposed Management

Weekday Daytime (8am-6pm)

- 1 space (15-minute)
- 15 spaces (Brown-top meters)
- 15 spaces (Blue-top meters)

Evening (6pm-8am) and Weekend

- 1 space (15-minute)
- 30 spaces (unmanaged)

15-min space

East curb: 29 on-street spaces

West curb: 31 on-street spaces

Grant Street

Grant Street

West curb:
14 on-street
spaces

East curb: 13
on-street
spaces

Loading
Zone

Grant to Pearl

Proposed Management

Weekday and Saturday Daytime (9am-6pm)

- 1 space accessible
- 6 spaces (9-hr Brown-top meters)
- 7 spaces (1-hr Blue-top meters)
- 1 loading zone. Currently a de facto loading zone is used on the west side of the street opposite from the formal signed zone. The loading zone may temporarily block the second access to the 184 Pearl Street parking lot or bicycle lane.

Evening (6pm-9am) and Sunday

- 1 space accessible
- 13 spaces (unmanaged)

Pearl St

Image by Google/Copernicus



Public Comment

Committee vote on the management strategies for the North Winooski Corridor



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](#)



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.



Extra Slides



Phase B notes

- Equity considerations: How will various strategies help or harm specific groups? Who gets the benefits and who bears the costs?
 - Survey will refine demographics
 - Racial equity will be a criteria
 - Other groups?
- Define who, the benefits, and the costs
- Reference PMP goals: meet essential parking needs