

APPENDIX E. PUBLIC COMMENT

Dear Project Advisory Committee and Project Team,

I would like to once again voice my support for the proposal to add bike lanes to North Winooski Avenue. While drivers have enjoyed a continuous network of roads designed primarily for them for the last 100 years, we do not have a network for bicyclists yet. The bike lanes on North Winooski Avenue are a key part of that future network, connecting downtown to the Riverside bike path and all of the businesses in between. "Sharing the road" does not work well when one mode uses a vehicle that weighs 100 times as much and goes five times as fast as another. It is no wonder that most people do not feel safe riding their bikes on N. Winooski Ave., given the lack of dedicated bike infrastructure.

While it is true that not everyone bikes, it is also true that not everyone drives a car. Regardless of our mode of travel, we all deserve to have a safe way to travel around town. That is why we need sidewalks and bike lanes. Our public right-of-way is for everyone.

Sincerely,

Greg Hostetler

Hi folks,

Just wanted to send a quick message to say that the motion as passed last night is supported by Outright - if nothing else, it gives us all time to work with the city on alternatives to help mitigate impact on our program participants.

I was on the call for as long as my two kids would allow it last night, but ultimately bed time won out.

Thanks for your efforts to slow down and ensure there is a collective process that takes into account the most impacted.

Best,
Dana

Hi Nicole,

Thank you for this email with the updates and to confirm that you are all in fact trying to juggle the many sides, I totally get it! For us, parking is critical -- as are bike lanes and walkability. We thrive from a combination of all of these modes of transportation. We also did a survey in 2019/2020, pre-covid, and over 70% of our students said they drive to class. Honestly, this number surprised me at how high it was. If parking becomes a challenge to the effect that we can't grow our business levels to the point they were pre-covid, we would look at vacating our space. We would have to. For a while I imagine this will be fine as we are still re-stabilizing from the impacts of covid attendance wise, but already there is very limited bike parking in the old north end, in addition to car parking challenges - that means we would end up relying heavily on walkers, and there just aren't enough to sustain at the levels we need with the rent we pay for that space. I am unable to attend the meeting tomorrow, but appreciate the notice. Whatever the plan is that moves forward we, as all businesses, will do our best to work with the changes the best we can. From what I have read online in the agenda and the included attachment it seems that there is a strong leaning towards the plan moving forward, and the advance notice is helpful - so thank you. And, thank you for taking time to take in all perspectives.

I am happy to connect verbally if you'd like

Thank you,
Caitlin
(Sangha)

I am unable to attend the Parking Management Plan Stakeholder Committee on Thursday so I am writing to support adding bike lanes on Winooski Avenue. I urge you to vote yes to approve the parking management plan.

I strongly support shifting our infrastructure away from cars and low-occupancy vehicles and toward minibuses and other transit options. It is vitally important that we provide safe options for bicyclists and pedestrians. Too many who choose these no-emissions options are killed or maimed each year when forced to use shared roadways. I personally would use my bicycle far more for routine errands if we had bike lanes separated from traffic.

As a neighborhood resident, I thank you for your interest in this issue.

Sincerely,
Mary Andrews
181 N Willard Street

Hi, Chapin

Thanks for the call this morning and your personal efforts to get commitments for off street parking. I wanted to share with you some statistics on our tenants in the study area, so you are aware of who will be impacted. 93% of the tenants are at 65% AMI or less and 88% are less than 50% AMI. Additionally, 43.6% are non-white and 14% of households have more than four people.

CHT continues to be concerned about the impacts of removing parking on N. Winooski Ave on our residents, our commercial tenants and those seeking to access the service providers.

-kms

Kirsten Merriman Shapiro
Real Estate Project Developer
Champlain Housing Trust

Dear North Winooski Ave Parking Management Plan Committee members, city councilors, and city officials:

I am submitting this public comment to be considered at committee meeting #5 on Feb 17, 2022. **I am writing in full support of the installation of two-direction bike lanes and the removal of all 82 parking spaces this year** and appropriate parking management for remaining on-street parking and private partnership parking. I live a few blocks from the corridor and travel along it every day. I have two young kids who plead with me to take our bike to travel around town, and it breaks my heart that I often have to tell them that it's unsafe to bike to our destination.

I was saddened and frustrated to read Chapin Spencer's memo to the committee (dated Feb 14), which recommends delaying changes south of Union St to an unspecified future date. PlanBTV Walk-Bike was approved nearly 5 years ago. Even the planned changes do not fulfill PlanBTV for North Winooski, which includes fully protected bike lanes in both directions. Bike lanes and parking removal on North Winooski Ave were further approved 2 years ago and the parking study, residents of the ONE were assured, was simply to manage parking that would remain. It seems the choice to delay the parking study for a full year during the pandemic has now served to keep North Winooski in an unsafe configuration for an undetermined amount of time. This is unacceptable and exactly what the residents of the ONE feared a lengthy study would cause.

I acknowledge that I don't understand how road maintenance funding is structured and timed, but I want to note that **N Winooski Ave is in much greater need of safe bike facilities than a re-paving**. It would be a tragedy if this project is delayed further in order to replace perfectly fine pavement and re-paint it in the current unsafe situation, which prevents me from safely traveling by bike with my young children. Please let me know if I misunderstand the situation.

Please act to add safe bike facilities on the full N Winooski corridor as soon as possible.

Sincerely,
Matthew Vaughan

Patience Bannerman, African Market

February 8, 2022

In person

- She said two people have talked to her already.
- BD shared project info and she said she needs parking for her customers.
- When asked if there is any parking that comes with her lease, she said whatever is outside. (Looks like space for one vehicle, but would block sidewalk. If parking is removed, existing driveway apron could serve as parallel parking spot (1-2) notched into greenbelt)
- When asked if her customers needed short term parking (e.g., 30 min), she said yes.
- When asked if she needed loading zones, she said yes. Trucks come throughout the day but they don't stay long.
- She also described how she has to unfold a ramp to go over the stairs inside to accommodate ADA.
- She noted the bus doesn't run on North Winooski Ave. BD noted this and said there is a bus stop near CHC.

Dan, Old Spokes

February 8, 2022

In person

- New Exec Dir doesn't start for 1-2 weeks, Kelly Duggan no longer at OSH, Dan Hock currently out of country.
- BD shared project update and left info with Dan who said Alex (programs) may reach out with questions or comments.
- Follow up email comment from Alex Cobb: "As far as I understand OSH doesn't have specific on-street parking space needs. Generally, the parking lot is sufficient and your proposed provides plenty of spots."

Rob Meehan, Feeding Chittenden

February 9, 2022

Zoom

- He's neutral about the project and isn't on one side or the other.
- He said that with the parking changes and management strategies, it seems that people will still have access to food.
- He thinks the on-street spaces would be better managed with the proposed time limits, people wouldn't park there all day.
- Since no meters are proposed there isn't a parking cost for customers, which is a good thing.
- Feeding Chittenden plans to grow outward so more services, delivery, etc. will be off site. The old "food shelf" model is changing, work is moving outward so this plan wouldn't impact people like it may seem to.
- He's open to hosting events, like the spring plants/starts pick up, at an off-site location such as 274 North Winooski.
- They have 16 employees, most are working remotely but 7 working on site from about 8/8:30-4/4:30. He's open to considering a shared parking option, like at 274 North Winooski. Some employees currently park along the side/back of the building using the Jake's Market lot. No formal agreement there.
- Feeding Chittenden has a warehouse on Williston Road and could keep their vans there instead of on-site at North Winooski, and employees using the vans could pick them up there instead.

- City removed one of two on-street spaces in front of Feeding Chittenden when Jake's opened so large trucks could access the grocery's driveway, which impacted access to Feeding Chittenden; those two spaces were heavily used.
- A few residents at the top of North Union park overnight at Feeding Chittenden, which takes up parking if not moved. He tries to be open and welcoming, he could use the gates and signs but wants to be welcoming, like sharing their restroom, etc.
- He notes that people don't think about their impact of parking all day, so this project is good. You come to work, you park, but you don't think about the potential impact on neighbors so this is good to consider.

Hey Bryan,

I'll be blunt. I'm not a fan of this proposal at all.

Process-wise, I think it's a bummer to be checking in with us all individually, when this is a collective community issue. We have each others backs here in the Old North End, and it feels important to honor that - rather than emailing some of us, with a level of separation between community stakeholders, non-profits and businesses alike. Ya know?

Also, let's just be clear that this plan assumes complete removal of the East side of the street parking, correct?

Your proposal doesn't mention that at all, which seems either a terrible oversight or an unfair and incomplete picture of the reality. Help me understand.

Second, it's unimaginable that they would put only one accessible space in the entire stretch from Archibald to Decatur, when there is a major facility like Outright/Children's Space service hundreds if not thousands of visits a year (do you have the data on the number of Outright participants that come to your offices/events each year?).

Either way, this means Outright participants will be competing with the Burlington Children's Space, Sangha, Barrio, residents, and then all of the people who have heretofore parked on the east side. By the looks of it, this plan essentially turns the west side parking spaces into a competitive situation with metered spaces that have time limits.

Generally speaking, the proposal doesn't seem to accommodate any of the public's concerns that have been on record for the past three years. It doesn't allow multiple uses on both sides of the street to meet everyone's needs, and it creates even more competition for limited spaces.

I've said it before and will reiterate now that for young LGBTQ+ people, and their families, this creates an additional barrier to accessing support - putting them in situations they may find unnerving/unsafe/ or with increased vulnerability having to park farther away from our drop-in center. It also means that if and as we want to have larger community gathering and/or training events in the future, there will be fewer spaces to accommodate that work.

Sorry to be a buzz kill - I'm frustrated at what seems to be a long process without marked improvements for those most impacted by these proposed plans.

Cheers, Dana
(Outright VT)

I appreciate your efforts to reach out and solicit my opinion, and I get you are totally doing your job. If I had more time, I could look at these questions more closely and give you solid feedback. The challenge is that it's very difficult to imagine how and why this neighborhood, with so many diverse uses, must forego so much parking without any viable alternatives.

It's also confusing why bike infrastructure can't be built - maybe even in a better way - on No. Union or Elmwood to Intervale, which is where cars have to drive because No. Winooski is one way. The bike infrastructure is already provided on No. Union, and could probably be improved. Also, wasn't there a plan for building a bike lane into the greenbelt area so that it would be protected alongside a row of parking? Were these alternatives studied? That's where I'd like to see the conversation go.

The spaces behind our building are shared with Burlington Children's Space, and because of the pandemic, the data wouldn't illuminate much because our staff and participants are primarily remote.

We weren't here for long before the pandemic and didn't have the chance to plan and implement the on-site events we had in mind, so we don't really know what the parking demand would be.

I believe at this point Outright would be open to sharing spaces at the lot at 274 North Win Ave (Legal Aid/Law Line) if they were free, or subsidized by the City. In a neighborhood where many of us are delivering a lot of support services, it seems like we should have the City's partnership in this effort by accommodating parking needs.

Best,

Dana

Dana Kaplan - he/him

Executive Director

Outright Vermont

241 N. Winooski Ave, Burlington, VT 05401

(802) 865-9677 // outrightvt.org

Yankee Tattoo – Gentleman Eric

Win Ave Parking

August 26, 2021

- Glad in-street bike rack removed in front of Radio Bean
- Loading zone takes up space in left turn lane in front of Radio Bean/OP, traffic backs up
- People will park in loading zone then sit outside and drink their coffee
- Parking enforcement is not working (or happening)
- Need more longer term parking (brown meters)
- He doesn't have any customer/employee parking, he pays to park
- City's residential permit system currently doesn't seem to make sense, it's on some blocks but not others, and timing doesn't seem to work, why not make it residential only between 6/8 pm and 6/8 am (overnight) rather than daytime.
- Students leave town and then street parking is empty.
- People will park on the street in front of their house while their driveway or private lot that fits 6 cars is empty.

Mr. Davis,

I was not able to attend the committee meeting on the 28th, but have gotten some feedback. The most obvious point is that the data on which you base your modeling and estimates of occupancy and capacity are wrong. Please meet me some night after 9 pm or early in the morning and I will be glad to show you – our block is always full. And this is before any removal of spaces.

I would also respectfully ask you to define Essential Parking Needs. It is stated as the goal of your committee, but is this a directive, a mandate, a requirement of your study? I understand at least one committee member was reminding the rest that you are attempting to end this process without meeting this goal.

I am requesting a transcript of your meeting on the 28th. I understand there were many questions and comments, some that were not answered and some that were not noted during the meeting.

Thank you,
Randy Sightler

Dear Councilor Hanson,

I wanted to share concerns I and a group of concerned residents have about the methodology of N Winooski Parking study conducted by RSG:

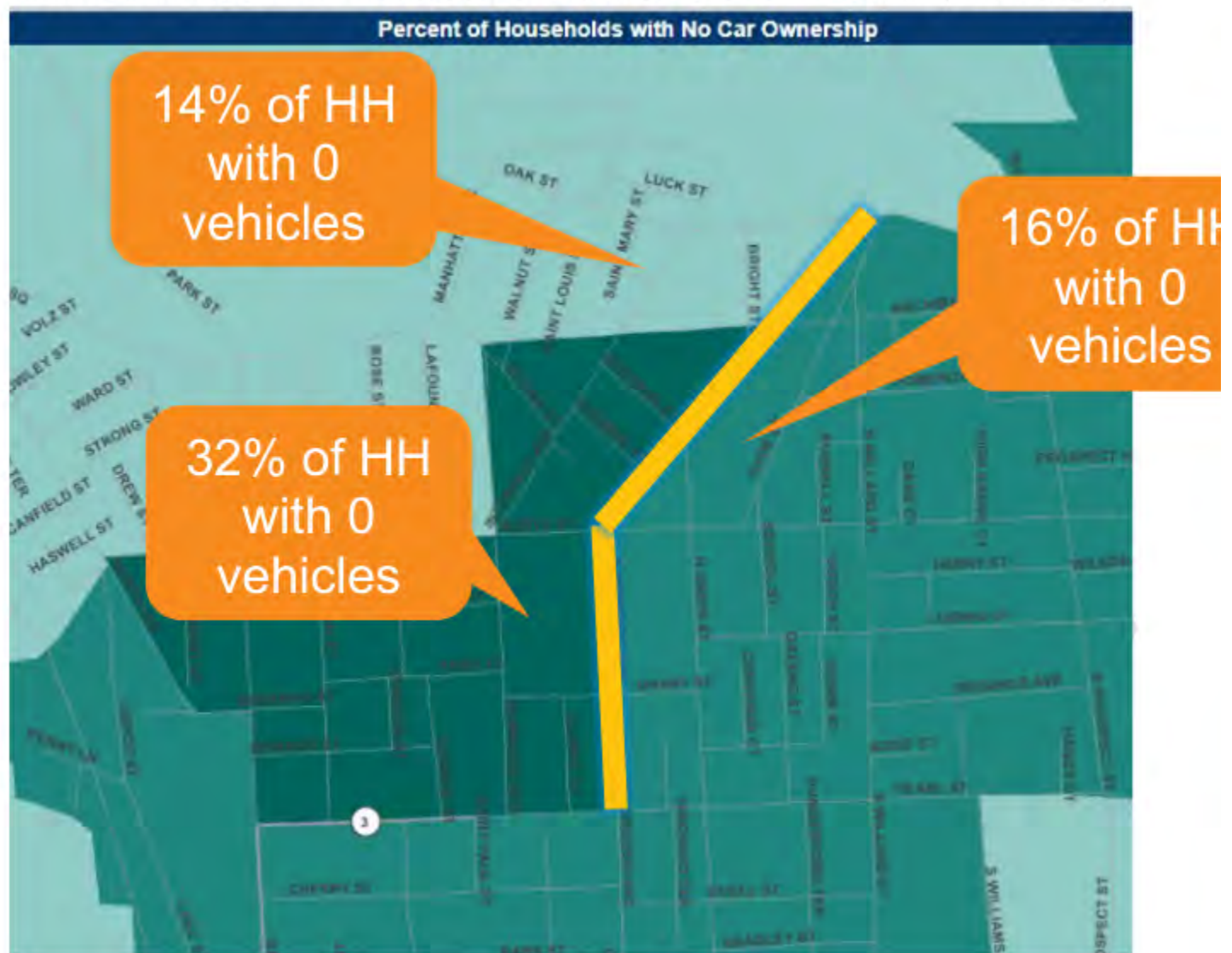
https://www.ccrpcvt.org/wp-content/uploads/2022/01/WorkingDraft_PMP_Report_20220114.pdf

The study correctly notes that under-served groups are much less likely to own a car, stating:

- Black, Asian, and residents of multiple races travel largely by non-car methods.
- Residents experiencing lower household incomes own fewer vehicles than higher income households and also travel by sharing rides, walking, biking, and transit.

These groups are not represented proportionally in their outreach survey results, which found only 5% of residents don't own a car. However the census data from the study shows zero car households are likely between 14% and 32%, which means the survey is weighting the preferences of car owning residents 300-600% higher than those who don't own a car.

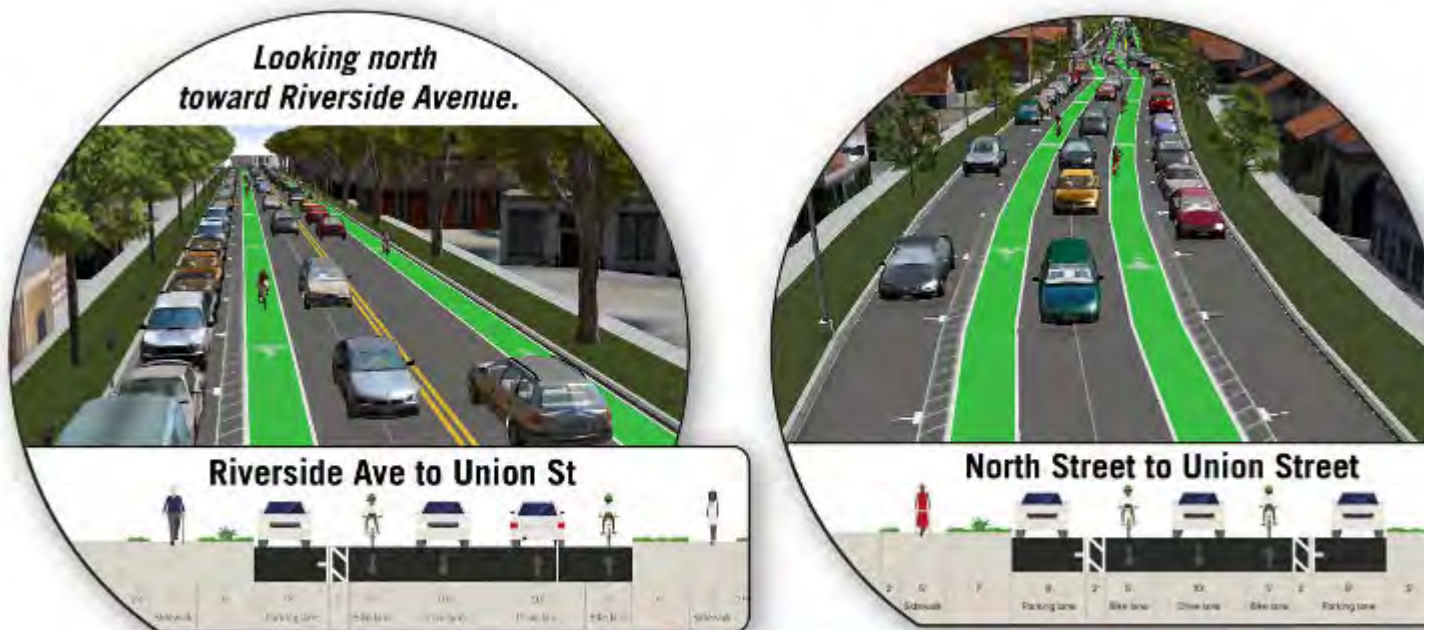
FIGURE 7: PERCENT OF HOUSEHOLDS WITH NO CAR OWNERSHIP (FHWA HEP)



Additionally, the decision to only do analysis at the census tract level, instead of the finer block group level dilutes the proportion of residents commuting by sustainable modes significantly. Compare below how using tract level data makes it look like people driving to work are the majority in the ONE, while an analysis at the block group level shows areas of walking majority.

In a few block groups near N Winooski Ave, people who walk to work outnumber people who drive, while even more bike or take the bus. Drivers are a minority in these neighborhoods, and are being given both an outsized representation in the study.

Second, we are concerned that the proposed street design is unsafe for bikes. Choosing unprotected bike lanes, instead of parking protected bike lanes encourages higher speed driving, increases conflicts between parking cars and cyclists, while using the same amount of street space. We appreciate the city's cost saving decision to avoid moving the curb, and install bike lanes sooner than later, but swapping the bike lane and parking lane would be vastly superior.



Bike lane / parking lane c

We've included alternatives that would help calm traffic speeds and provide a safe cycling experience for riders without requiring moving curbs.

We hope you will raise our concerns on the unrepresentative public outreach and consider the presented alternatives.

Best,

Michael Arnold
Vermont Complex System Center
University of Vermont

Liz Curry: Comments & questions on Working Draft Park Management Plan Report

Hello Jonathan & Bryan – thank you again for the time you took to go through some of the detailed questions and comments that I shared last week. I am jotting down in bullet form additional questions/comments for your consideration. I can't remember exactly where we left off, so some of this may be duplicative from our conversation (apologies for any editorial comments that get mixed in – these are more geared towards the City):

Doc page 7/pdf page 15:

Overview section: "A comprehensive survey was conducted"

On this point, the entire process leading up to the July 2020 Report contained documentation of seven meetings during which many street users made comments and brought questions about the plan. This Report should explain the web survey and this "phase" of the project follows from the January 2020 City Council Resolution in order to provide context for why this Report is only using the web survey for local conditions data.

The paragraph on AALV indicates that 29 respondents completed the survey. It seems a bit incongruous to isolate a table that reflected the views of 10 low-income people (Table 3, page 17) and not include a table reflecting the views of the AALV respondents.

Also, on this point, how do you know whether or not those who identified as low-income were not students? Was there a survey question asking whether the respondent is a student or not? The census data does not disaggregate students, and this is a heavy student neighborhood. If the survey did not disaggregate students, this should be disclosed.

Doc page 19/pdf page 27 – this chart needs a citation and link to the data source

Doc page 28/pdf page 36: Section 2.5 Existing Conditions

It would be helpful if this section first reminds the reader that there was an Existing Conditions process/report leading up to July 2020. Was the existing conditions exercise performed again, after that? This first paragraph mentions 14 streets – somewhere in the Report it would be helpful to name them, perhaps as a sidebar to Figure 12. This should align with the figure early in the Report that generously depicts the study area going from Oak and Manhattan to half way up Pomeroy, Loomis and North to the east of North Willard (which I understand we discussed and it might be reframed).

Also, some of the properties are mixed-use, with non-residential on first floor and residential above. There should be a third color for these properties, as they contain at least two businesses that have resident-only parking, and the business owners oppose the removal of east side, on-street parking.

Doc page 31/pdf page 39:

- Each block segment image needs a number or way of identifying which image is which. This might seem obvious to white educated literate people but that is a very exclusive approach.
- Paragraph starting with: "The analysis accounted for 46 res units..." Please cross-check with City database. I think it has more like 60 units (generally, cross-check all unit counts in each block-segment as North to Grant might be 138 not 131).

- The bullet list under each block segment heading identifies the number of off-street parking spaces, but the figure only shows on-street. Is there a way to put location markers on the off-street parking areas with the data point (number of spaces)?
- Can the Report distinguish between “off-street” and “residential-reserved?” Are there on-street spaces that are residential reserved? Perhaps the “off-street” could have 2 subsets – offstreet res and offstreet non-res?
- It seems odd that much of the discussion in the last paragraph on Doc page 35/pdf page 43 is not under the Grant to Pearl Ste segment.
- It includes an entire discussion of having the lowest parking space to res unit ratio, and it’s strange that this paragraph doesn’t mention that 100% or some portion of the on-street spaces are metered.
- The Grant to Pearl Segment is a very problematic block, and warrants more discussion, particularly given that Radio Bean owner participated in meetings between 2018-2020, and is participating again. All of these metered spaces clearly, or probably mean that many of these residents park in the North to Grant St block and on Grant St., thereby creating collateral consequences for all of the residents in the North to Grant segment. Did the planning team look at this possibility that seems so obvious to the people who live there?
- Where are the off-street parking spaces on the Grant to Pearl St block?

Doc page 38/pdf page 46: Section 2.6 Covid Pandemic Conditions

The first paragraph states, “Conducting surveys and parking studies in the midst of a once in a lifetime pandemic requires consideration of how the data may be influenced by the overall changes in behavior.” Grammatically, this should be “how overall changes in behavior influence the data”

Same paragraph, this sentence that, “Because of the wide ranging and varied pandemic effects, primarily on nonresidential land uses,” begs the question of whether we saw wide ranging and varied pandemic effects on residential land uses as well. Earlier in the Pandemic section, the first paragraph on page 37 under 2.6 states that the ability to telework is one factor influencing the frequency of travel, which implies that there are wide ranging and varied pandemic effects on residential land uses. So why is the next paragraph highlighting non-residential land uses?

Second paragraph, sentence stating that, “Nonresidential parking demand has changed the ability for some businesses and organizations to shift employees...” Is the intention here to say that, “nonresidential parking demand has increased the ability?” If so, then say increased so that the change being implied is clear.

The entire second paragraph seems highly speculative, given that the first paragraph disclosed that the project team “did not conduct parking occupancy data during the pandemic.” The second paragraph begins “it is anticipated that nonresidential parking demands will continue to change...” By whom? Based on what data or source? Is it anticipated that residential parking demands will change? This is also a culturally biased statement. Businesses like Mawuhi and Asian Market are not seeing this change, perhaps because their communities respond differently to the pandemic.

The rest of the paragraph goes on to speculate that, “Other organization may permanently shift the way business is done...” But we don’t actually know, because the project team would not go and talk to them. This whole paragraph is just conjecture without being able to establish that the project team

discussed this (through the focus groups that were promised in 2018) with the non-res users on No Win Ave.

The third paragraph states that, “Parking demands and parking behavior will continue to change because of our collective experience of the Pandemic. In the face of the uncertainty – as some needs have decreased parking demands while others may have increased parking demand – this plan has focused on using pre-COVID conditions as the source of estimating the demand for parking to assess the impacts of the preferred corridor improvement alternative and identify appropriate management strategies.”

But all of the language leading up to this paragraph is bias towards a view that longer-term parking demand on non-res uses will decrease because of the pandemic. So how can the project team/Report justify using pre-Covid conditions when the whole section is intended to make the case that the pandemic has changed non-res parking demand (with no sources to cite)?

On the one hand this section uses the pandemic to speculate about what might happen with non-res parking demand, then the last paragraph concludes that, “we’re just going to go ahead and use pre-pandemic data.” Meanwhile, you have a large segment of the population working from home and not having anywhere to park other than the street. This paragraph should:

1. Start with the last paragraph that the Plan uses pre-pandemic data
2. Given that the process is using pre-pandemic data, not speculate about what might happen
3. If there is speculation about what might happen, it should cite sources and must include residential if it’s going to speculate about non-residential
4. Admit the cultural bias inherent in the assumption that people are travelling less frequently to non-residential uses (which is ridiculous on this corridor given the presence of a large health clinic that serves almost as many patients as some rural hospitals).

Doc page 38/pdf page 46

Section 2.7 Future Conditions

First sentence recommends an alternative that reduces on-street supply by 82 spaces – is this between the entire stretch from Pearl to Riverside? If so, it should state that (and 82 should be consistent with the data shown elsewhere).

Section 3.0 Parking Model

The parking model being used should be named/cited.

The “assumptions and constraints” should be identified in a matrix in a footnote link or appendix. This paragraph implies that the model will try to reconcile parking demand and behavior under pre-pandemic and pandemic conditions. Is that the intention? If so, state that, because earlier the Report leads the reader to believe that only pre-pandemic data will be used. This is another example of what some readers believe to be obfuscation or misleading.

Section 3.1 Model Design – What follows are Completely Editorial Comments for the City and CCRPC:

Given the density, uses, and demographic make-up of No Win Ave, It is really a stretch to use the model created for the Town of Williston that was created to evaluate some of their large format ‘box store’ suburban parking lot configuration and size. I appreciate the disclosure, but this is an example of urban planning inequity. No Win Ave is one of the lowest-income and most racially diverse census tracts and

we should be spending MORE money on planning and infrastructure in the study area than on higher income and less diverse tracts, not trying to do this on the cheap by borrowing and trying to recalibrate a suburban, big-box land use model.

2nd paragraph: Regarding the SUPM being “principally governed by the assumption that the occupants of land uses generate the demand for vehicle parking at different rates from other land uses...” this is the kind of data that needs to be real. This is why doing things on the cheap results in climate injustice, and is a stark example of how NOT to guide a just transition. This data could have been easily obtained during the pandemic.

3rd paragraph: “

The shared use parking model may have embedded and biased assumptions. A conversation with Pat Awhaity, owner of Mawuhi Market revealed that many of her customers do not come between 9-5, and come from outside of Chittenden County in the evenings after work. Other BIPOC businesses may be serving customers with parking patterns that deviate enough from the traditional and biased algorithms embedded in models (particularly those developed for suburban communities). The Richard T Kemp Cultural Center is opening in the old Sams Furniture store in 2022 as a gathering space for the black community. The hours and volume of use for this facility may not conform to the “typical time of day parking demands.”

Doc pages 42-43/pdf 51-52

Overall Existing Demand

First paragraph states that, “on-street parking peaks at 2pm and off-street parking peaks at 6pm” for the weekdays. What about weekends? How will there be viable recommendations without weekend data?

Highest Occupancy Street Blocks

The paragraph states that observations did not include side streets, but one of the column headings in the Table (that should be numbered Table 13 but it is not labeled) says “Number of On-Street Spaces in Study Area.” If side streets are part of the study area, which has been established earlier in the Report, but existing parking observations do not include side streets, then how can this column data show the number of on-street spaces in the study area? If it does not include side-streets, then this column heading should be “Number of On-street Spaces on No Win Ave.”

It's also kind of weird how the first paragraph says that the Study didn't observe side streets, but then the unnumbered tables include data for the side streets (Crombie, Union [which should say North Union], and Decatur). If there were no observations of the side streets, why is there an entire separate table for Crombie and Decatur??

This paragraph is full of conjecture and heresay:

Public comments have indicated that the on-street parking occupancy along Crombie and Decatur from the model may be too low relative to what people have observed. Below are the data that is used in the parking model that suggests that there should be sufficient off-street supply, if it is truly available for the residents of the buildings. Sometimes driveways may be technically available, but because of shuffling vehicles, narrow driveways, concerns about snow from roofs, etc., the driveways may be less viable. – **and therefore not truly available because there are more cars than spaces!**

Doc page 46/pdf 54

Last paragraph – given that the margin of error regarding parking occupancy data is 10%-20% (which is huge), the Report should restate the actual data which would show higher figures than modeled; higher parking demand data for weekend hours; and should show the total vehicle figure inclusive of the average 8 additional cars.

This would be a good place for a paragraph that restates the assumptions and findings discussed in modeled data with the actual experience & data.

Doc page 47/pdf page 55

No Win Ave – Future

These charts and data have to explain how the figures were arrived at and how many cars they represent? You have to do the math for people to be transparent.

Comments on the Model Caveat:

Is the new and unique aspect based on the Williston experiment (as opposed to calibrating for No Win Ave conditions)?

Did the calibration actually incorporate the disclosures made earlier about the model underpredicting actual conditions and needs?

If the model used pre-pandemic data, then the statement, "However, in the future this may change," is kind of out of place, given that the pandemic has already changed the data.

Doc page 49/pdf page 57

Opening paragraph: "The professional 'rule of thumb' has been to.."

Just so you know, the "rule of thumb" is an expression taken from the days when it was legal for men to beat women with a stick that was "no thicker than one's thumb." Just an opportunity to remove this from professional documents in our collective efforts to transform our culture in an equitable manner.

Why are you taking away so much parking for the stupid bike lanes? Just because Weinberger wants it doesn't mean he should get everything he wants! He's like a spoiled rich person and if he doesn't get his own way he has a tantrum just like Trump did!! You should not let him have his own way on the project! He has already had too much parking taken away on Pearl St, So. Winooski Ave and on Willard St!! What are the other ones that are going to be taken away?? You should stand up to him and not let him get his own way!!

Ken Atwood

Hi, Chapin

It was good to see you on Monday. I am following back up with you regarding your inquiry about CHT's off street parking and our willingness to open up some spaces at any of our properties for paid parking under two scenarios.

- CHT makes a deal with Park Mobile directly. Park mobile get .30/transaction and the rest would come to CHT.
- CHT in partnership with the City would make some spaces available with park mobile and the city would sign the spaces and be responsible for the enforcement. There could be a revenue split.

I have consulted with management and this is not something CHT would pursue at this time. CHT actually controls little or no parking as it is proscribed in leases with our current nonprofit partners or co owners.

CHT believes that the parking management plan as proposed fails to reach its goal of meeting essential parking needs while freeing up space for dedicated bike lanes. As proposed, it will have negative impacts on the people accessing essential social services and our tenants along with the small businesses many of which are BIPOC owned on N. Winooski Avenue. It will increase barriers for people who need health care, food and in person support. It may also damage the long-term affordability, vitality and diversity of the corridor that has been carefully cultivated for decades.

I would suggest the following solutions.

DPW should consider having the Union Street bike lane connect to Hyde Street and then to Riverside Avenue. This would create the bike connectivity but on a lower traffic volume street.

For N. Winooski Avenue - pause the process. This would allow the new census data to become available to inform community decisions and to revisit parking model post pandemic. It would allow more time for the City to work with individual businesses around their parking needs – patients, patrons and employees. Potentially piloting innovative approaches such as subsidizing ride share. Additionally, this should include digging into the details and reality of shared off- street parking, metered parking, the impact of removing parking minimums and whether the unbundling of parking will force mode shift or just lead to further gentrification.

I look forward to continuing to work together towards a just solution.

Thanks –kms

Kirsten Merriman Shapiro
Real Estate Project Developer
Champlain Housing Trust

(802) 578-1480 cell
(802) 861-7308 direct
(802) 862-6244 main

88 King Street
Burlington, Vermont 05401

Dear Mayor Weinberger and Members of the City Council,

We are writing to request that you reject the North Winooski Ave. Parking Management Committee's proposal to remove parking on the east side of the Avenue, to make room for bike lane infrastructure.

1. Removing the parking would hurt our businesses. We have many customers who ride their bikes, but most customers need their cars because of their age, or they are transporting children, or they come to our businesses on their way to or from work. If they have to park blocks away, many customers will go elsewhere because they cannot carry the items they purchase from us that far.
2. We live in a climate that has harsh weather for almost six months of the year. We do not believe that it's acceptable to require people who are coming to our eating establishments to park blocks away in the cold and wet weather, just to pick up some lunch or dinner, or to purchase their groceries.

The proposed parking removal plan fails to meet the needs of our businesses. Our business revenues will drop when people find out they have to walk for blocks to reach us. All of the parking on the streets around us is taken up by everyone living in this very dense rental neighborhood. Those of us with off-street parking are also concerned that our customers will lose access to our businesses as parking demand is pushed onto our lots.

Please support the ONE small businesses by retaining the parking on both sides of the street, and find a better solution for bicycle lanes.

Thank you for considering our comments.

Shalimar of INDIA

GURDIAL RATTU

16 N. Winooski Ave

Burlington VT 05401

802. 864. 5693

Gurdial Rathe
11/28/22

We have no off street parking as we share a driveway with 2 other apartments. They have 2 spaces, we have 1, so 5 apartments share a driveway and 3 off street places. We need 2 on-street to survive.

Please please, if the spaces are taken away in front of 132/134 North Winooski ave, please have allocated 2 resident only passes for this property. We are a very unique situation, all around us have deep yards, we have .08 acres! No place, even on grass to park.

...

These three spaces are needed for 132 N. Winooski ave. The driveway between 136 and 132 has 5 apartments, and only 3 spaces in it, so the people who live in 132 have to park on the street, 134 uses the one place out back, 136 uses the 2 they have.

The opposite side of this street is an ample bike lane. Also, the odd side has a parking curb cut that is too big for one car, too small for 2, so eliminating 2 on the east side is not logical, nor is removing any of them from North street to Pearl IMO.

Please help me keep my home, it is my only source of income and has been in my family since 1939.

Good afternoon all,

I hope you all have been well. I am at a bit of a loss at this point with parking and am frustrated.

Please make this block residential parking. There were two cars towed this morning and another was issued a warning after it was left (taking up two parking spots) since last Thursday. It was finally picked up today.

The woman I spoke with this morning who was helping Spillaine's (I believe she works for DPW) pointed me in the direction of this app: SeeClickFix, she said anyone can report parking violations. I've included the two reports from two different people (I believe the guy downstairs and a family next door) about two different cars. If you download the app you can see there are comments about it. Additionally you can see the data about parking enforcement and active/open complaints.

Thank you all for your time as always.

Very truly yours,

Kathryn



Map

List

Filter

encroached into our driveway from open
tuesday the 2nd, all night. if it is there Wed...

November 2, 2021 at 9:38 PM



Parking Enforcement Issue

132 N Winslow Ave Burlington VT 05401 USA



Map

List

Filter



Parking Enforcement Issue

132 N Winooski Ave Burlington, VT, 05401, USA

● Closed

encroached into our driveway from 8pm
tuesday the 2nd, all night. if it is there Wed...

November 2, 2021 at 9:38 PM

Mr. Davis,

I am not able to attend the meeting on the 28th – neither in person nor virtually. I have written to you in the past with no response. I am opposed to the contra flow bike lane planned for North Winooski Ave. I live in the block between North and Grant and the loss of parking on the east side of the street will be devastating to the sense of community in this densely residential area of the city. I have off street parking, but many of my neighbors do not. Parking has been very tight on this street for years. Cars regularly park across the end of driveways. Residents sometimes drive around the blocks numerous times trying to find a spot. The logic that the street does not belong to us could be applied to any part of the city and yet our neighborhood will once again be treated differently than other neighborhoods. Anyone in Burlington who is opposed to this type of project is quickly labeled anti biking, not caring for the environment or regressive in their thinking. I am not. Union presently provides a convenient north bound bike route alternative a short block from North Winooski Ave. This contra flow lane is unnecessary, potentially hazardous, and detrimental in ways not being considered by your study. We have the highest residential density of any block along this corridor with the least new construction meaning that for years, no new parking infrastructure has been added to a crunched housing situation.

I understand that responses from your most recent survey are meant to guide the parking management plan. In speaking to friends and neighbors, I am not the only one believing that the options presented are poor. There is simply not a respectful way to provide an alternative to the loss of over 100 parking spaces residents depend on every day. I walk our dogs early in the morning and in the evening along our street. Recently on a Sunday morning at 6:30, I counted 55 cars parked on our block with 3 spaces free. What does that tell you? It tells me that these are not people parking their cars and walking a few blocks to work. And they are not the cars of shoppers trying to avoid the meters further downtown. These are the cars of my neighbors. These are the residents of my street who have no option but to park their cars on the street. This is not an example of “Car Storage” as the pro bike folks like to claim. These are my neighbors who I see leave for work in the morning and come home carrying their groceries and work bags at the end of the day. Permit parking for residents only? Won’t solve any parking problem either. Nearly all the available parking is used every day and every night. You will be handing out permits to only half the folks who actually need them. The questions on your survey that assume some multi use complexity at least in my neighborhood are misguided. A few spaces open up during the day and there is some turnover. It is otherwise almost entirely used by residents who live here.

Fix the traffic flow south of Pearl. Do whatever you can to keep cyclists safe. But leave the streets with dense residential areas north of Pearl alone. For years, parking has been an issue. Removing 100 parking spaces will only make it far worst. There is nothing green about people driving their cars repeated around the block looking for that elusive spot that doesn’t exist. And they will!

Others have expressed their concern about this project, but it appears that is not enough to change the course of this. I am disturbed that a vocal minority has gained this level of influence over this project while residents most impacted are barely considered in the process. Were you aware how disproportionately cyclists were represented in the initial survey or that the same cut and paste paragraph was included in a dozen of the emails supporting the idea of the bike lane? I am disappointed in how unfair and skewed this process has been.

I have no trust that you or anyone involved in the process will come up with a respectful parking plan for people who live in this area of the ONE. What does “essential parking needs” even mean? I think it mean something entirely different in an affluent neighborhood. An additional bike lane in this area when a perfectly good alternative already exists does not and should not take precedence over residents in this area’s right to have access to the same amenities enjoyed by others who live in the city. This amounts to unjust treatment of a culturally and economically diverse segment of the city.

As before, I would appreciate a response to my email, but I doubt this time will be any different. I have grave concerns about the fairness of this process.

Randal Sightler

Hi,

I am writing to get some information about the status of the contra flow bike lane proposed for N. Winooski Ave. I understand that there is a joint meeting with city council scheduled for Thursday. I will not be able to attend nor able to listen in. I am a resident on N. Winooski and am not happy with the process which led to this decision and with the decision itself to eliminate so much needed parking when adequate, less dramatic alternatives exist. My belief is that this initiative will damage the sense of community here in this residentially dense neighborhood. I have enough off street parking personally, but many of my neighbors don't. They vie daily for the few free spots available. They are not "storing" their cars on the street as bike proponents constantly repeat. They go to work in the morning and come home at night. I am not sure what the term, "essential parking needs" even means, but I am pretty sure that the solution will not be accepted easily by residents in this part of town. And I honestly believe that a similar proposal (for example, parking a half a mile away near Vermont Legal Aid and walking home), would never be considered as viable in the more affluent sections of town.

So as is evident, I am frustrated. My voice and the voices of many others opposed to this from the beginning have been drowned out by a very vocal minority. In the notes from Project Advisory Committee meetings, your approach and tone seem reasonable. Perhaps you can tell me if this is a "done deal" as in, there is no way to alter the direction this is going. By expressing opposition to this proposal, I run the risk of seeming anti-biking, not green enough, regressive in my thinking. I don't believe any of those to be true, but I do care in this case more about my neighborhood, at least enough to feel that the social cost of this project is too high. Safe biking options and issues with parking should be addressed throughout the city, but this project disproportionately affects an area already burdened with other issues. I just don't think it is the right decision.

Thanks for reading this and any information you are willing to share.

Randy Sightler

Mr. Davis,

I appreciate your response. I know my observations are anecdotal, but I do have an eyes on perspective of the comings and goings along the avenue. Having said that, I find some of the data or data estimates used to model supply and demand inaccurate. I know a model serves a broader purpose and can be tweaked over time, but it should at least start with accurate information. As an example, a quick check of the property data base for Burlington indicates that there are 141 units on the block in which I live, not 118 as presented in the modeling tables. Other data can be debated or the emphasis on certain data, but this kind of thing is irrefutable and unfortunately skews the data to make it seem that there is more parking available than actually exists. I look forward to hearing/seeing what solutions are presented.

Thanks again for taking the time to respond,

Randy

Mr. Davis,

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Randal Sigtler

Ya I would say that the resident parking would be best 8 pm to 6 or 8 am that way people can enjoy dinner downtown and then move car leave town .the town could even put meters there for day use only also one last thing the town should consider putting parking lines on all side streets,after 25 years of parking 1 to 4 blocks away I see people parking and taking up 2 spaces with one car or more spaces with multiple cars than they move car in empty drive way when 3 friends show to park in front of residence .if there were lines it would allow for ticketing and no space saving .this town simply has a parking issue and the bike paths columns in road don't help.i understand why they are there but again bikes are supposed to follow traffic laws but they do or don't stay in lane they always cross against lights and the very few people I see on real bikes aren't worth all this .I see more people on electric bikes,and they should definitely be required to follow traffic rules .I would be very interested in being part of any discussion about downtown traffic parking and politics .I have been at this busy intersection for 25 years and have heard and seen most everything from locals in this area .I feel like the city has lots of options but not sure what they have considered.I feel like the downtown and the city has made so many poor choices I said it years ago that they almost made the downtown charm go away by allowing it to become like every other city center .Now projects failed and covid etc.Those of us left are trying to keep the fires burning and encourage customers to come to town but parking is huge issue .I understand there is jobs ,budgets etc .but I feel like a compromise is possible .a way to generate income ,add parking allow for residents etc.THANK YOU FOR STOPPING BY THE SHOP I would gladly join a group or talk to a board if I was told when that may be possible .

Eric

- Glad in-street bike rack removed in front of Radio Bean
 - Loading zone takes up space in left turn lane in front of Radio Bean/OP, traffic backs up
 - People will park in loading zone then sit outside and drink their coffee
 - Parking enforcement is not working (or happening)
 - Need more longer term parking (brown meters)
 - No customer/employee parking available/provided
 - City's residential permit system currently doesn't seem to make sense, it's on some blocks but not others, and timing doesn't seem to work, why not make it residential only between 6/8 pm and 6/8 am (overnight) rather than daytime.
 - Students leave town and then street parking is empty.
 - People will park on the street in front of their house while their driveway or private lot that fits 6 cars is empty.
-
-

Good morning,

Thank you for giving us the opportunity to do the survey. However, it feels like the survey itself was aimed more for people traveling into Burlington, rather than the people who live on it.

I've lived on North Winooski since 2018 and street parking is not great. With the students back it is even worse. I dread leaving my apartment, because I know that I will probably not have a spot coming back.

Today, for example, I had a doctor's appointment and I left. I circled the block a few times before I gave up and parked closer to Jake's ONE market. I live at 132 N Winooski Avenue, Apt B. This is a daily occurrence especially when the students are back.

People will leave their cars on our street to go downtown, people abandon their cars, and students try to cram as many of their friends cars as they can taking up spots.

We do not have access to off street parking and would be relieved to see it finally become resident only parking. Our landlord has spoken about attempting to make our block residents only but said it had always been dismissed.

Please do not forget about long term residents of Burlington in favor of people just visiting.

Thank you for your time.

Very truly yours,
Kathryn

Mr. Davis,

I will be sending a separate email with some concerns/questions I have, but wanted to send this in the meantime. This was presented at your July 22nd, Committee #2. You can see that the HH number was shown as 118 as I mentioned. You were not able to find this number I believe.

Again, this would matter if in fact you are taking the idea of replacing the lost parking spaces seriously. These types of mistakes or miscalculations add up to an inaccurate and incomplete picture of the tight parking condition that already exists. And the parking occupancy levels that your committee states are just plain wrong. Please meet me or come by my block (North to Grant St.) and look at the parking situation at 11pm or 1am or 5am. All the spaces are full. They are being used by residents who live here not shoppers and not employees.

Thanks,
Randy

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1. Removing the parking would hurt our businesses. We have many customers who ride their bikes, but most customers need their cars because of their age, or they are transporting children, or they come to our businesses on their way to or from work. If they have to park blocks away, many customers will go elsewhere because they cannot carry the items they purchase from us that far.
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Thank you for considering our comments.

Shinjuku Station
Mao Hartnell



Dear Mayor Weinberger and Members of the City Council,

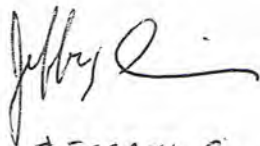
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JEFFREY SONIN

Junktiaves

324 N. WINOOSKI AVE

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A handwritten signature in black ink, appearing to read 'Lee Anderson', is written over a series of overlapping, hand-drawn loops and scribbles.

Lee Anderson
Radio Bean

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Vitalie Vulpe
owner of
A ONE AUTOMOTIVE

2

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Ryan B. Brey
Barbara Brey



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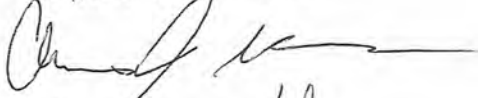
Shawn Dolan

Dolan's Auto Inc.



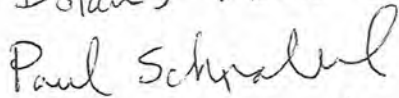
Howard Dolan

Dolan's Auto Inc



Christopher Adams

Dolan's Auto Inc



Dolan's Auto INC

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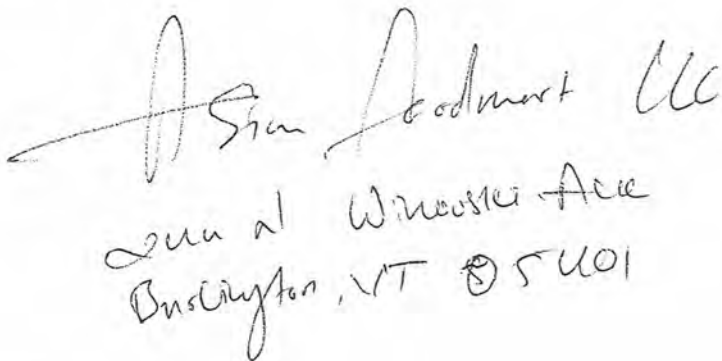
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Steve Admont LLC
200 N Winooski Ave
Burlington, VT 05401

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Kristin Anderson, Community Health Centers of Burlington

Jack Le Pao Hong of Burlington

Lauren-Glenn Davitian CCTV 802-877-7542

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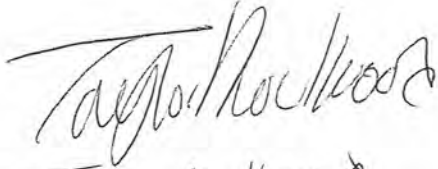
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Please support the ONE small businesses by retaining the parking on both sides of the street, and find a better solution for bicycle lanes.

Thank you for considering our comments.


Taylor Rockwood &
Old North End

Dear Mayor Weinberger and Members of the City Council,

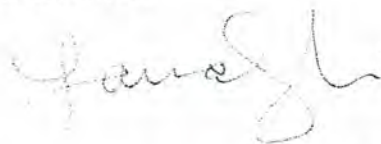
We are writing to request that you reject the North Winooski Ave. Parking Management Committee's proposal to remove parking on the east side of the Avenue, to make room for bike lane infrastructure.

1. Removing the parking would hurt our businesses. We have many customers who ride their bikes, but most customers need their cars because of their age, or they are transporting children, or they come to our businesses on their way to or from work. If they have to park blocks away, many customers will go elsewhere because they cannot carry the items they purchase from us that far.
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Please support the ONE small businesses by retaining the parking on both sides of the street, and find a better solution for bicycle lanes.

Thank you for considering our comments.



Laura Selin
Sangha Studio - North
Manager

Petition to Change the City's Street Design for North Winooski Avenue

The City of Burlington is implementing a plan to remove 75-100 on-street parking spaces from North Winooski Avenue between Riverside Avenue and Pearl Street in order to create a separated bike lane.

Our message is this: Taking away the parking spaces on the east side of No. Winooski Ave. without reasonably accommodating the neighborhood's multiple and diverse needs will hurt the residents, nonprofits, and small businesses located there. We support improvement of travel conditions for pedestrians, bicyclists, people with disabilities, and drivers of buses, trucks, and automobiles, but we believe that the decision-making process used faulty data and incorrect assumptions, and the outcome did not meet the goals established by the City Council.

We call on the City Council, the Public Works Commission, and the Mayor to reconsider the proposed strategies in order to conduct a more inclusive process that centers the design and implementation of multi-modal infrastructure around the needs of our most disenfranchised and marginalized residents, employees, employers, and visitors in the No. Winooski Ave corridor.

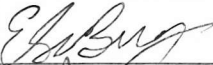
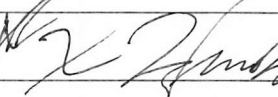
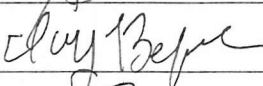
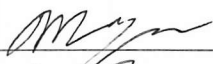
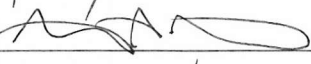
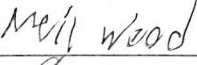
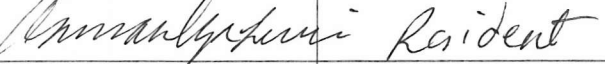
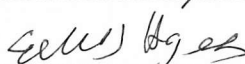
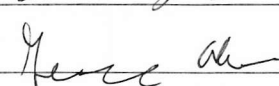
NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
William Sichter	123 N. Winooski Ave	[Signature]	Resident
Patricia Brady	123 N. Winooski #2	[Signature]	Resident
Jamie Goldberg	115 N. Winooski Ave	[Signature]	Resident
Silas Farrar	115 N. Winooski Ave	[Signature]	Resident
Mia Harris	117 N. Winooski ^{Ave.}	[Signature]	Resident
Kelley Burke	↓	↓	
Katherine ^{Ferry}	↓	↓	
Sam Maloney	↓	↓	
Natalie Senior	119 N Winooski Ave	[Signature]	Resident
Lauren Gordin	↓ ↓	[Signature]	Resident
Robin Shockey	123 N. Winooski Ave	[Signature]	Resident
Randy Sichter	123 N. Winooski Ave	[Signature]	Resident
Katelynn Warner	115 N. Winooski Ave	[Signature]	Resident
Lindsey Carlson	115 N. Winooski Ave	[Signature]	Resident

Petition to Change the City's Street Design for North Winooski Avenue

The City of Burlington is implementing a plan to remove 75-100 on-street parking spaces from North Winooski Avenue between Riverside Avenue and Pearl Street in order to create a separated bike lane.

Our message is this: Taking away the parking spaces on the east side of No. Winooski Ave. without reasonably accommodating the neighborhood's multiple and diverse needs will hurt the residents, nonprofits, and small businesses located there. We support improvement of travel conditions for pedestrians, bicyclists, people with disabilities, and drivers of buses, trucks, and automobiles, but we believe that the decision-making process used faulty data and incorrect assumptions, and the outcome did not meet the goals established by the City Council.

We call on the City Council, the Public Works Commission, and the Mayor to reconsider the proposed strategies in order to conduct a more inclusive process that centers the design and implementation of multi-modal infrastructure around the needs of our most disenfranchised and marginalized residents, employees, employers, and visitors in the No. Winooski Ave corridor.

NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
Elsie Buckley	127 N Winooski Ave		Resident
Liam Canavan	127 N Winooski Ave		Resident
Duncan Shawer			Visitor
Alexandra Hunkeler	127 N Winooski		Resident
Jim Hughes	132 N Winooski Ave		Resident.
Ivy Befeler	111 N Winooski		Resident
FINN COLANNO	103 N WINOOSKI		Resident
Morgan Lachance	103 N Winooski Ave		Resident
HENRI BLOUIN	103 N WINOOSKI		RESIDENT
Scheller Hinkle	103 N Winooski		Resident
Neil Wood	103 N. WINOOSKI		Resident
ANNA LEVINE	103 N. WINOOSKI		Resident
Caleb Hayes	97 N. WINOOSKI		Resident
Yves Allen	75 N Winooski		Resident

Petition to Change the City's Street Design for North Winooski Avenue

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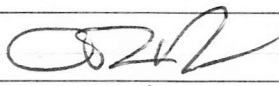
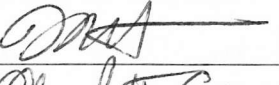
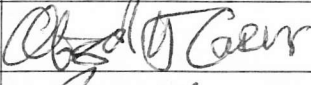
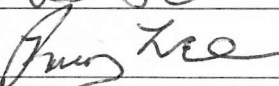
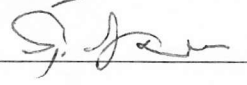
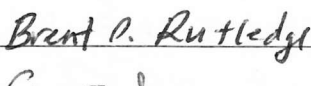
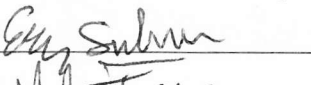
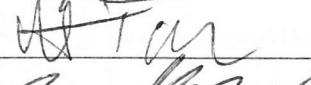
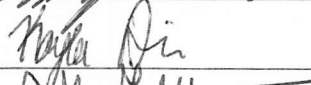
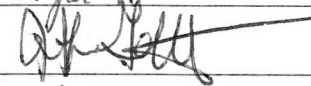
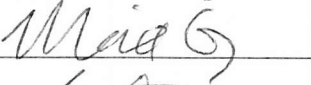
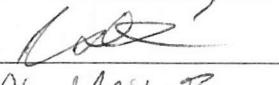
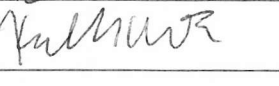
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Winooski Ave. without reasonably accommodating the neighborhood's multiple and diverse needs will hurt the residents, nonprofits, and small businesses located there.

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We call on the City Council, the Public Works Commission, and the Mayor to reconsider the proposed strategies in order to conduct a more inclusive process that centers the design and implementation of multi-modal infrastructure around the needs of our most disenfranchised and marginalized residents, employees, employers, and visitors in the No. Winooski Ave corridor.

NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
Chris Rivers	133 N. Winooski Ave		Resident
Kara Greenblatt	133 N. Winooski Ave		Resident/owner
Abigail Carvey	222 North St.		Resident
Randy Lamore	222 North St		Resident
S. Jan	133 North W.		Resident
Brent P. Rutledge	222 North St		Resident
Erin Sulvan	222 North St		employee
Grant Taylor	110 N Willard		Resident
Craig Boyce	35 Loomis St		Resident/Employee
Kaya Davis	137 N Winooski #1		Resident
JEFF GILBERT	134 N. Winooski		OWNER / RESIDENT
Mia Guidry	128 N.		Visitor/employee
Nico Siegel	128 N		Resident
Hannah McQuirk	607 N. Union St.		resident

Petition to Change the City's Street Design for North Winooski Avenue

The City of Burlington is implementing a plan to remove over 100 on-street parking spaces from North Winooski Avenue between Riverside Avenue and Pearl Street in order to create a separated bike lane.

Our message is this: Taking away the parking spaces on the east side of No. Winooski Ave. without reasonably accommodating the neighborhood's multiple and diverse needs will hurt the residents, nonprofits, and small businesses located there. We support improvement of travel conditions for pedestrians, bicyclists, people with disabilities, and drivers of buses, trucks, and automobiles, but we believe that the decision-making process used faulty data and incorrect assumptions, and the outcome did not meet the goals established by the City Council.

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NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
Medwyn Roberts	206A N Winooski Burlington		Resident
Machara Renz	206A N Winooski Burlington		Resident
* STEVE EATON	204 N Winooski Ave		RESIDENT
1900 N Winooski Ave			Resident sight impaired
Morgaine Wilde	246 N Winooski Ave Apt 2		Resident
Jennifer Weadock	240 N Winooski Apt 2		Visitor
Jacqueline Chubb	248 N Winooski		Resident / Owner
Sahmed Ajibade	161 N Winooski Apt 2		Resident
Richard Toohy	205 N Winooski		Resident
Brandon Fetz	205 N Winooski		Resident
Paul Brown	213 N Winooski		Resident
Molly Smith	219 N Winooski Ave		resident
SAve	257 North Ave		resident
Pamela J. Smith	259 N Winooski Ave #3		Pamela J. Smith

Petition to Change the City's Street Design for North Winooski Avenue

The City of Burlington is implementing a plan to remove 75-100 on-street parking spaces from North Winooski Avenue between Riverside Avenue and Pearl Street in order to create a separated bike lane.

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NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
Adam Sampson	15 N Winooski Ave	adam.sampson@gmail.com	Resident
Mary Clare Novak	21 N Winooski Ave	Mary Clare Novak	Resident
Ian Armstrong	21 N Winooski Ave	Ian Armstrong	Resident
Tommy Delitto	21 N Winooski Ave	Tommy Delitto	RESIDENT
Dan Parr	27 N Winooski	Dan Parr	Resident
Olivia Cull	31 N Winooski	Olivia Cull	Resident
Cory Perry	Hyde Street	Cory Perry	Resident
Alex Leard	Hyde Street	Alex Leard	resident
Daniela Arias	119 N Winooski	Daniela Arias	Resident.

[illegible]

NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
Kelsey Thompson	115 N Winooski Ave	Kelsey Thompson	resident
Tim Moore	115 N Winooski Ave	Tim Moore	Resident
ELIZABETH SIGHTER	123 N. Winooski Ave	Elizabeth Sighter	RESIDENT
Angie King	119 N. Winooski Ave	Angie King	Resident
Heinz Pimental	119 N Winooski Ave	Heinz Pimental	Visitor
Kendall Sheean	123 N. Winooski Ave	Kendall Sheean	Resident
Sam DAVIS	9 HILLSIDE CIRCLE ESSEX JCT. VT	Sam Davis	VISITOR
Juliette Fredericks	117 N Winooski Ave	Juliette Fredericks	Resident
Charlotte O'Brien	117 N Winooski Ave	Charlotte O'Brien	Resident
Julia Hart	117 N Winooski Ave	Julia Hart	resident
Thomas Hannan	117 N Winooski	Thomas Hannan	Vis
Maggie McCloskey	117 N Winooski	Maggie McCloskey	resident
Lindsay Skadberg	117 N Winooski	Lindsay Skadberg	Resident
Sabrina Quintanilla	103 N Winooski Ave	Sabrina Quintanilla	resident
Briana Samaniego	47 N Winooski Ave	Briana Samaniego	resident
Ariana Frascatore	47 N Winooski Ave	Ariana Frascatore	resident
RICHARD MATIS	47 N Winooski Ave ^{APT 2}	Richard Matis	RESIDENT
Oliver Robbins	45 N. Winooski	Oliver Robbins	resident + student
Erin Mahany	45 N. Winooski	Erin Mahany	resident + student
Devin West	45 N. Winooski	Devin West	resident + student
Priscilla Fudresco	41 N. Winooski	Priscilla Fudresco	resident + student
Christy McMichael	42 N Winooski	Christy McMichael	resident + student
Maura Gorman	42 N Winooski	Maura Gorman	Resident
Nathan Elrod	32 N Winooski	Nathan Elrod	Resident
Amelia McClure	50 Locust St	Amelia McClure	Resident + Neighbor
Gabriel Ely	11 Briarwood Ln	Gabriel Ely	Resident & homeowner

[illegible]

NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
Ali Abdulmum	670 North Main	[Signature]	Resident
Jenny Pearlman	115 N. Winslow	[Signature]	Visitor
Claire LeDuc	122 N. Winslow	[Signature]	Resident
William Heath	122 N. Winslow	[Signature]	Resident
Emily Hope	116 N. Winslow	[Signature]	Resident
Wendy Amelon	116 N. Winslow	[Signature]	Resident
Kayla Johnson	116 N. Winslow	[Signature]	Resident
Hannah White	116 N. Winslow	[Signature]	Resident
Lera Wagner	116 N. Winslow	[Signature]	Resident
Julia Chute	108 N. Winslow	[Signature]	Resident
Charlotte Kelman	108 N. Winslow	[Signature]	Resident
Trish Dapin	108 N. Winslow	[Signature]	Resident
Tina Galbraith	94 N. Winslow	[Signature]	Resident
Finance F.	90 N. Winslow	[Signature]	Resident
Josha Smith	84 N. Winslow	[Signature]	Resident
John Wynter	55 Intervale	[Signature]	Resident
Cathy Burrows	72 N. Winslow	[Signature]	Visitor
Katie Subalsky	133 N. Winslow Ave	[Signature]	Resident
Maria Bryan	133 N. Winslow	[Signature]	Resident
Sarah Brunkhorst	115 N. Winslow	[Signature]	Resident
Sean Kennedy	115 N. Winslow	[Signature]	Resident

Dear Mayor Weinberger and Members of the City Council,

We are writing to request that you reject the North Winooski Ave. Parking Management Committee is proposal to remove parking on the east side of the Avenue, to make room for bike lane infrastructure.

1. Removing the parking would hurt our businesses. We have many customers who ride their bikes, but most customers need their cars because of their age, or they are transporting children, or they come to our businesses on their way to or from work. If they have to park blocks away, many customers will go elsewhere because they cannot carry the items they purchase from us that far.
2. We live in a climate that has harsh weather for almost six months of the year. We do not believe that it's acceptable to require people who are coming to our eating establishments to park blocks away in the cold and wet weather, just to pick up some lunch or dinner, or to purchase their groceries.

The proposed parking removal plan fails to meet the needs of our businesses. Our business revenues will drop when people find out they have to walk for blocks to reach us. All of the parking on the streets around us is taken up by everyone living in this very dense rental neighborhood. Those of us with off-street parking are also concerned that our customers will lose access to our businesses as parking demand is pushed onto our lots.

Please support the ONE small businesses by retaining the parking on both sides of the street, and find a better solution for bicycle lanes.

Thank you for considering our comments.

Bunedi Manuli African mkf

Dear Mayor Weinberger and Members of the City Council,

We are writing to request that you reject the North Winooski Ave. Parking Management Committee's proposal to remove parking on the east side of the Avenue, to make room for bike lane infrastructure.

1. Removing the parking would hurt our businesses. We have many customers who ride their bikes, but most customers need their cars because of their age, or they are transporting children, or they come to our businesses on their way to or from work. If they have to park blocks away, many customers will go elsewhere because they cannot carry the items they purchase from us that far.
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Please support the ONE small businesses by retaining the parking on both sides of the street, and find a better solution for bicycle lanes.

Thank you for considering our comments.

Grawaan Somborn of
CNX Thai cooking

A handwritten signature in black ink, appearing to be 'Grawaan Somborn', written in a cursive, flowing style.

Dear Mayor Weinberger and Members of the City Council,

We are writing to request that you reject the North Winooski Ave. Parking Management Committee's proposal to remove parking on the east side of the Avenue, to make room for bike lane infrastructure.

1. Removing the parking would hurt our businesses. We have many customers who ride their bikes, but most customers need their cars because of their age, or they are transporting children, or they come to our businesses on their way to or from work. If they have to park blocks away, many customers will go elsewhere because they cannot carry the items they purchase from us that far.
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Please support the ONE small businesses by retaining the parking on both sides of the street, and find a better solution for bicycle lanes.

Thank you for considering our comments.

Nath Morse

Nathan Morse, Manager OP

28 October 2021

To the Winooski Ave Corridor Committee:

I am writing to echo the many residents who spoke up in tonight's meeting (10/28/2021) to voice our acute frustration at the decisions you have unilaterally made for our neighborhood. Not once did you answer the question several people asked:

Why do we need a new bike lane when we have bike lanes going north on Union and south on N. Winooski already?

The question was completely ignored, arguably until the end, when committee member Jack Hanson said in essence: "because that has already been decided." As Beth Sightler, another resident, said eloquently in the Zoom meeting, it is disappointing and insulting to be ignored and patronized.

I own a duplex on N. Winooski Ave. between Grant and North, in which I rent out a unit to four young people. I bike regularly. I walk to work and around town. *I still need a car.*

I am not a corporate landlord; my spouse and I are middle-class people trying to survive in a city that seems intent on pushing people like me and my tenants out with massive property tax increases and plans like yours. We are democrats and we care a good deal about the environment and climate change.

I am not writing for myself, because I have a small driveway that can fit my household's one car and one car from my rental unit. But my rental unit has *four people* in it. They have jobs they need to drive to. They too are trying to survive. Two of my tenants are, as I type, searching for subletters to take over their leases for the sole reason that they can *no longer* find parking on Winooski Ave for the cars they need to drive to their jobs, which are not bikable. The parking problem is getting worse, not better, and you are going to remove over 100 spots from our existing supply. As Kara Greenblot said in the Zoom, *I cannot imagine it getting worse by 100 parking spots.*

Your decision was decided without input from actual residents, most of whom only discovered this preordained "inevitability" *after* we saw signs on our street. The "outreach" you apparently performed was during a global pandemic and is *not adequate*—particularly since you appear to ignore your own data that 42% of respondents in your own survey report being regularly unable to find parking near their home.

I must admit it was particularly galling to discover that the committee member who spoke up in regard to my block (and indeed *only* spoke up in regard to my block and never any other time) used his own, uncommon experience to rapidly lead the committee to prioritize *employees* and other non-residents (even though there are no commercial properties on the block, barring Kerry's Market, which has its own parking lot). As it turns out, Max Horovitz *does not appear to live here*. He engaged in casual conversation at the start of the call about his location out of state.

Why does this person's (perhaps lying?) anecdote decide what happens to our street? Why do you ignore that people do not collectively work a 9-5 schedule? It is elitist and simply inaccurate.

Another unanswered question: **what will you do with residents' cars**, which for many are required since:

- a) It is not feasible for most people to bike all winter, as the city does not actually maintain existing bike lanes (so why will they maintain this one?) and we live in an extremely cold climate. Please refer to your own panel member who raised this issue and did not receive an answer.
- b) It is ablest and assumes that everyone *can* bike or walk, even when weather allows.
- c) There is no feasible public transportation to outside Burlington, which many people need to leave in order to work, recreate, and patronize the small towns and businesses that depend on us.

Your solutions primarily addressed *employee and visitor* needs, showing your disdain for renting and owning residents. The only “options” you offered us were “pies in the sky,” as one of your own panelists described: options like remote lots (which don’t exist in our densely populated area) or establishments “sharing” their lots. To go this latter route, you disregarded *your own data* that no establishments were willing to share their lots.

I urge you to listen to Brian Pine and Kristen Shapiro, the only voices I heard the entire meeting—excepting residents like Beth Sightler, Kara Greenblot, and others—who acknowledged the reality of parking on N. Winooski Ave. Reality means actual uses, by actual people, based on actual—not fictional—data and experience.

If you think that there is excess capacity *ever* on our block you are mistaken, and I invite you to collect data (rather than the paltry datum provided in the report).

Jean Bessette and Thomas Pashby
127 N. Winooski Ave.