



**CITY OF BURLINGTON  
DEPARTMENT OF PUBLIC WORKS**

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**Chapin Spencer**  
DIRECTOR OF PUBLIC WORKS

## MEMORANDUM

To: Transportation, Energy & Utilities Committee (TEUC)

From: Chapin Spencer, Director  
Norm Baldwin, P.E., City Engineer  
Nicole Losch, Senior Planner

Date: March 10, 2022

Re: North Winooski Avenue Parking Management Plan and Corridor Study Implementation

### Summary:

This memo seeks to provide a summary of the work of the City Council-Stakeholder Committee for the North Winooski Avenue Parking Management Plan – and offer the TEUC options as the Committee determines the next steps.

### Background:

The City Council's March 2020 resolution related to the implementation of the Winooski Avenue Transportation Study called on the City to develop a Parking Management Plan along North Winooski Avenue. COVID-19 delayed the initiation of the Parking Management Plan, but the work did get underway in late winter 2020. The City, in partnership with the Chittenden County Regional Planning Commission (CCRPC) and a consultant team from RSG, coordinated the work. An advisory City Councilor – Stakeholder Committee met 6 times over a 12-month period to provide feedback, hear from stakeholders, and ultimately weigh in on the final Plan. The Parking Management Plan and the materials from the meetings at be found here: <https://www.ccrpcvt.org/our-work/transportation/current-projects/technical-assistance/north-winooski-avenue-parking-management-plan/#public-participation>

Based on public feedback, additional engagement and technical review, DPW staff and the consultant team updated the recommendations in the Parking Management Plan (PMP) prior to the Committee's last meeting in February – the most significant was the proposed phased implementation of the parking changes along the corridor. The PMP now recommends implementing the parking modifications between Union Street and Riverside Avenue as part of phase one and the parking changes south of Union Street as phase two (to be undertaken in future years). Implementing only phase one at this time would reduce the net parking loss by over half – from 82 to 40 spaces – while still achieving the completion of continuous bike lanes between downtown Burlington and the City of Winooski – the two most densely populated parts of the State. This phased PMP recommendation follows DPW's leadership decision to request upcoming City

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Council support for phasing the Winooski Avenue Transportation Study's implementation in the Old North End.

City Councilor – Stakeholder Committee Action:

After a robust discussion at the Committee's February 17, 2022 meeting, the Committee approved the following motion 4-3:

*“The N. Winooski Avenue Parking Management Plan Steering Committee finds that the plan fails to meet essential parking needs for residents, business and service providers and makes the following recommendation to the Public Works Commission and City Council:*

- *Pause the permanent removal of parking.*
- *During the pause, the Public Works shall work with small businesses and service providers on TDM before removing parking. This shall include:*
- *Signed agreements for shared off street parking to mitigate the loss of parking for residents, business and service providers.*
- *Make improvements to transit – service 15 minute headways, routes and shelters along N. Winooski Avenue before removing parking*
- *Pilot a temporary bike lane on N. Winooski Avenue between Union and Riverside to be developed by DPW to better understand impacts*
- *After the above effort, Public Works should present a new Parking Management Plan developed through a collaborative effort with the low-income and immigrant-owned businesses, social service agencies, and tenants that provides a comprehensive solution to the public for review and comment.*
- *During the pause, the City should take advantage of the state repaving as interim steps during this pause to add sharrows, improve crosswalks, post speed limit of 25mph and signs like above before removing parking.”*

Next Steps:

DPW seeks guidance from the Transportation, Energy & Utilities Committee and the City Council on next steps given the competing directions from the NWPMP City Councilor – Stakeholder Committee's February 2022 motion and the City Council's March 2020 Winooski Avenue corridor resolution.

Additional Research:

To assist the TEUC in its deliberations, we offer the following information following up on the NWPMP Committee's motion:

- Seeking Additional Time: We have reached out to VTrans and asked if they would consider pushing back the paving of North Winooski Avenue north of Union Street from 2022 to 2023 as part of their two-year paving project in Burlington. They have indicated that they can accommodate this request.
- Offering Transportation Demand Management (TDM): If the City Council wants to support businesses and organizations along the corridor in adopting transportation demand management strategies, we offer the following:
  - Connect entities with the Chittenden Area Transportation Management Association (CATMA) as a resource. CATMA's mission is to help get employees to work in ways other than driving solo. They have a basic level of services offered free of charge for interested employers and additional services for employers who join CATMA. More information is at: [www.catmavt.org](http://www.catmavt.org).
  - Should the TEUC want to further spur TDM implementation along North Winooski Avenue, DPW recommends the City Council provide seed money through its FY'22 City Council Initiatives to interested businesses and non-profits. Those funds could be used to set up programs to incentivize carpooling, telecommuting, transit,

walking and biking. We understand there is approximately \$40,000 left in this fund for FY'22.

- Signing Shared Parking Agreements: DPW staff has personally discussed off-street parking opportunities with at least 10 property owners/businesses along the corridor. We have connected businesses who have parking needs with property owners who may have some off street parking availability. Several conversations are still ongoing. As the City is neither the entity with the parking need nor an adjacent property owner, we cannot require these arrangements to be made, but we continue to assist where we can. Over the past week, we have checked in with four stakeholders to offer our ongoing help.
- Improving Transit Service: DPW agrees with the NWPMP Committee goal to continue improving the regional transit service. We have actively supported transit improvements such as the real-time transit phone app, service expansion and fare-free service. Just this week we have advocated for continuing fare free service through FY'23. Even if the State does not allocate funding for fare free service system-wide, DPW is prepared to utilize Traffic Fund monies to make the City Loop service (with two important stops along the northern section of North Winooski) fare free as part of these interim improvements. Green Mountain Transit has projected that fare free service on the City Loop would cost the City approximately \$31-\$52K per year based on ridership projections.
- Drafting a New Parking Management Plan: DPW has undertaken the scope of work requested by the March 2020 Council resolution. The NWPMP Committee is suggesting additional work be done. To date, the CCRPC has funded a large part of three recent planning studies along this corridor. They may consider another City request, but funding may not be available. We would like to understand from the City Council what next steps are recommended.
- Installing a Pilot: DPW has reviewed the suggestion of conducting a pilot installation and offers these considerations:
  - Trying to coordinate a pilot for 2022 with a contractor would be difficult to implement in time and costly to install. There are very few street marking companies in our region and orchestrating a bid process and getting a successful bidder to commit for 2022 would be challenging. The rough estimate for installing the modification and uninstalling it for the coming winter would likely be in the range of \$35,000-\$40,000. This would be 100% City cost.
  - Without a pilot, if there were to be any changes sought after the State paving project due to on-the-ground experience, any adjustments would only need to be made once.
  - DPW has already proposed to phase the implementation of the corridor study interim recommendations and only install the lane changes between Union Street and Riverside Avenue. This installed northern section would act as a defacto pilot for understanding what if any issues need to be adjusted going forward between Union Street and Riverside Avenue – and what lessons would be learned for the future work on the southern section of the corridor.
  - Finally, based on our experience on the Colchester Avenue corridor in 2010-2011 and the North Avenue corridor during 2015-2017, corridor pilot projects are resource intensive to manage, take time for people to fully adjust to new systems and expectations, require considerable ongoing data collection, and have significant cost.

We hope this information is helpful for the Transportation, Energy & Utilities Committee in your deliberations. Don't hesitate to reach out to me ([cspencer@burlingtont.gov](mailto:cspencer@burlingtont.gov)), City Engineer Norm Baldwin ([nbaldwin@burlingtonvt.gov](mailto:nbaldwin@burlingtonvt.gov)) or Senior Transportation Planner Nicole Losch ([nlosch@burlingtonvt.gov](mailto:nlosch@burlingtonvt.gov)) in advance of the meeting with any questions or feedback.