

March 4, 2021

NWPMP Committee

All members in attendance.

Project team: Corey Mack, Jon Slason, Bryan Davis, Nicole Losch

1) Welcome, Project Team Introductions

No changes to the Agenda.

2) Committee Introductions, Roles & Responsibilities

Draft Committee Procedures available online

(<https://www.burlingtonvt.gov/dpw/WinAveImprovements>).

Committee will function as a public body adhering to open meeting laws. Committee members must be cognizant that when 4 or more members are meeting/discussing then it constitutes a public meeting. CCTV is broadcasting tonight's meeting. Public comment periods will be part of each meeting.

Kirsten: suggest amending Committee roles, strive to reach consensus before taking votes.

Committee and Project team agree.

3) Public Comment Period

- Jane Knodell – concern about starting study during pandemic, reliance on pre-pandemic data, concerned about limited business representation on Committee, need to support businesses recovering from pandemic and understand their parking needs so they can succeed, urges this committee to take full account of this moment in history and allow small businesses to get back on their feet.
- Jason Stuffle – understands business concerns but streets are public right-of-way, move away from storing private cars in public space. Focus more on high turnover needs and mobility needs. Not long-term storage.
- Jonathon Weber, Local Motion – commuting patterns are also changing with pandemic, could change parking demand, studies of bike lanes and businesses have shown positive, if any impact at all.

4) Parking Management Plan: Purpose, Goals, and Schedule

Charlie: there are several non-profits on corridor but none on Committee? Feeding Chittenden, CHC are important partners on the corridor but don't have a seat at the table? Can Committee structure change or how can they be included?

Will return to question after Phase A SOW introduction. The project team discussed how the committee was developed. Kirsten mentioned that CHT represents a wide group of stakeholders, from residential, commercial, to non-profits. However, also agreed that the project and committee needs to be aware of representing the populations that may not be on the committee.

Corey walked through PowerPoint. Presentation available online

(<https://www.burlingtonvt.gov/dpw/WinAveImprovements>).

5) Phase A Scope of Work: Introduction & Committee Discussion

Kirsten: National Models similar to Burlington in what way? Mid-way review to course-correct and seasonal variations? Will businesses be contacted to confirm employees, operational hours, etc. And how will COVID change those? When was local data collected?

Project team: National data is not specific to similar communities. Will collect available local refinements from previous data collection efforts and from partners e.g. Desman, which is part of project team. Seasonal variations are included since the model accounts for demand month by month. Using national parking manuals to develop initial estimates that will be calibrated to local conditions.

Charlie: When were local counts made that are being used as the comparison for national data? Why is study area just one block out from North Winooski and not including parallel streets?

Project team: Corridor counts in 2019. Downtown in 2015. Recognizing that corridor is constantly changing so the model is just a starting point. Geographic scope considered walkability and minimizing impacts on adjacent streets.

Kelly: Old North End is unique. Data is useful so shouldn't only rely on model – will need strong engagement

Max: how will private parking be catalogued? He and housemates don't use all of their private parking. Also, delivery services like DoorDash have grown significantly during the pandemic and are likely to continue post-pandemic – Charlie's thoughts? Charlie: Anticipate huge resurgence in bars and restaurants, and take-out doesn't service all types of food well.

Project team: Model is a tool that can be used to test various possible responses. The model is designed to calibrate to pre-COVID conditions. The tool does consider on and off street private parking. Model can test various scenarios e.g. double delivery vehicles (as part of Phase B).

Jack: plan for resurgence but pandemic impacts will likely be felt for decades. Will calibration account for ONE's low vehicle ownership? How will future bike lane infrastructure change demands? Montreal reduced parking demand by increasing bike network and tripled ridership.

Project team: Will use standard rates initially then start testing changes and by calibrating to observed conditions (2019) it will reflect the vehicle ownership in the corridor. The project team will attempt to incorporate other data as available to inform how vehicle ownership in the corridor may affect parking rates. The model is not a forecasting tool – we have to assert the quantity of parking demanded by each land use and then the model shows how that demand is realized over the time of day and month of the year. Model will account for sources of parking demand which won't change with infrastructure changes or behaviors. Desman is onboard to provide guidance on reducing parking demand e.g. impacts of parking meters, increased transit, TDM. The project team will assert some changes in the parking demand accounted for in the model to evaluate the effects of TDM and other policies.

Charlie: any data on % of population who rides during winter? Is increased bike ridership citywide or when new facilities are built?

Project team: Montreal as example – citywide growth, protected bike lanes most significant for change.

Kelly: Local Motion may have some data.

6) Public Comment Period

- Jason Stuffle – lives on Colchester Ave, walks / bikes on North Winooski regularly, would like people to be able to move easily, should change demand from parking to other infrastructure
- Jane Knodell – lives outside of study area, suggest Committee be wary of pushing parking demand onto other streets outside of the study area
- Jeff McKee via chat: CEO of CHCB. I'm glad to hear folks really trying to take the needs of CHCB into account. We definitely support the effort to create a healthier community and look forward to partnering with the effort.

7) Action: Approve Phase A Scope of Work 8) Next Steps

Charlie: move to accept scope. Max second.

Discussion:

Jack: decision to limit study area boundary to 300' / 1 block from corridor? Consider revisiting if future work shows demand / supply can't be met within 300'.

Project team: 600' often used but would see ripple effect into adjacent streets. The initial focus is on evaluating the demand directly from land uses on the corridor and compare that to a parking supply along or close to the corridor (considering perpendicular streets).

Kirsten: comfortable with geographic scope. At next meeting, inputs and assumptions will be presented? Opportunity to adjust geographic area and assumptions in general? Phase A is quantitative and Phase B applies qualitative data.

Project team: Yes. Will share exactly how we got to these numbers and discuss any adjustments that should be made.

Vote: all approve

8) Next steps and schedule.

Next Committee meeting in May.

Visit DPW or CCRPC websites to join email lists to stay up to date:

<https://www.burlingtonvt.gov/dpw/WinAveImprovements>

This meeting time okay for next meeting.