



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 x 3 VOICE
www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

**DPW COMMISSION MEETING AGENDA
May 17, 2023
6:30 p.m.**

To Attend In Person – 645 Pine St. Main Conference Room

To Join via Zoom: <https://us02web.zoom.us/j/83495330508>

To call into the meeting: 301-715-8592 Webinar ID: 834 9533 0508

Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date.

Note that comments on YouTube are not monitored.

- 1 Call to Order – Welcome – Chair Comments
- 2 5 Min Agenda
- 3 10 Min Public Forum (3 minute per person time limit)
- 4 5 Min Consent Agenda
 - A Approval of Draft Minutes 4-19-23
 - B Removal of Two 30 Minute Parking Signs on South Williams
 - C Bank Street Meter Time Change
- 5 30 Min Main Street Great Streets: Parking Study and Parking Changes
 - A Communication, L. Wheelock, M. Suender, D. Bean
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – Parking Study, Vote
 - E Action Requested – Permanent Parking Changes, Vote
 - F Action Requested – Temporary Parking Changes, Vote
 - G Action Requested – Appendix C Corrections, Vote
- 6 10 Min Time Limited Parking Violation Changes
 - A Communication, J. Padgett
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – Vote
- 7 10 Min Director's Report
- 8 10 Min Commissioner Communications
- 9 Executive Session – Director & City Engineer Annual Reviews
- 10 **Adjournment & Next Meeting Date – June 21, 2023**



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- 10 **Adjournment & Next Meeting Date – June 21, 2023**

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING April 19, 2023
DRAFT MINUTES**

For video of the meeting, please visit Town Meeting TV's YouTube Channel:
<https://www.youtube.com/watch?v=k0r9VW6DgXY&t=978s>

Commissioners Present: Commissioner Barr, Commissioner Damiani, Commissioner Fox, Commissioner Hogan (Chair), Commissioner Munteanu, Commissioner O'Neill-Vivanco,

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:32PM.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Vice-Chair O'Neill-Vivanco seconded
Unanimous approval

ITEM 3 – PUBLIC FORUM

Sharon Bushor spoke about the state of the Main Street parking lot

Michael Nedell spoke about the state of the quick-build planters

Zandy Wheeler spoke about the recent Main St business meeting and small business owner concerns over parking

Meg McGovern spoke about parking issues related to the Main St project

Kelly Devine spoke about concerns about representation of parking concerns by City

ITEM 4 – CONSENT AGENDA

Commissioner Barr made motion to approve
Seconded by Vice-Chair O'Neill-Vivanco
Unanimous Approval

ITEM 5 – EAST AVE TRAFFIC CALMING

DPW Transportation Engineer Julia Ursaki gave a presentation on the upcoming East Ave Traffic Calming Project, including design, parking occupancy counts and next steps.

Commissioner Fox asked for clarity on the parking counts and any prior data for events like Lake Monsters games, etc. DPW Engineer Ursaki clarified that this is a residential parking only street.

Commissioner Fox asked for further clarity on the design.

Commissioner Barr believes there is enough parking even with some loss through the new design. Believes this is a good project to help reduce ongoing speeding problems.

Vice Chair O'Neill-Vivanco asked for more info on the informal path that currently has no ADA landing. Engineer Ursaki confirmed that this is UVM property.

VC O'Neill-Vivanco asked about chicanes, bumpouts and the space available for plows and large vehicles. Engineer Ursaki discussed MUTCD compliance and how the design should function for large vehicles.

Commissioner Munteanu asked if there would be sufficient notice to neighborhood, including lawn signs. DPW staff confirmed that there would be a variety of means used to communicate with neighborhood.

Commissioner Damiani asked about traffic and speed counts and wondered if it is city policy to re-measure after a project is complete. Engineer Ursaki confirmed there would be additional study at some point afterward. Commissioner Damiani suggested additional pilot projects and longer projects would be great for planning.

Chair Hogan commented on the data collection and whether that gave a sense of overnight usage. Engineer Ursaki gave an explanation why the 7AM and PM times were chosen as representative samples.

Public forum

Joel Kolata spoke in support of the project.

Kevin P McKegney is a property owner who had not heard of the project and asked for clarity on the design.

Serrill Flash spoke in favor of the project and complimented the progress DPW has been making overall.

Sharon Bushor said there are areas of East Ave, including units with renters, without adequate parking. Hopes for further evaluation. Thanked DPW for good public engagement.

Commissioner Barr made a motion to accept staff's recommendation.

Commissioner Damiani seconded

Unanimous approval

ITEM 6 – MAIN STREET GREAT STREETS PARKING CHANGES

DPW Engineer Laura Wheelock presented on the on-street parking regulation changes for the Main Streets Great Streets project, as well as the temporary parking mitigation strategies.

Commissioner Barr asked about bus parking and making parking mitigation strategies permanent after construction. Engineer Wheelock said that will be deliberated, and that Battery St itself will be underway with a corridor study.

Commissioner Fox asked about room for GMT busses on Battery with the addition of parking. Engineer Wheelock clarified where the bus stops are located.

Commissioner Damiani asked about the Lower Main St portion and the planned loading zones and bike lane conflict. Engineer Wheelock confirmed that the loading zones are planned to stay.

Commissioner Munteanu asked how construction would start and proceed. Engineer Wheelock suggested work would probably start by the ravine sewer, but it would be up to a discussion with the selected contractor.

Commissioner Fox asked about possible additional bus stop locations and for clarity on the design.

Engineer Wheelock confirmed parking rate, timing and ParkMobile policies for Commissioner Barr.

Vice Chair O'Neill-Vivanco asked for clarity of how existing parking counts were made (and if they included accessible spaces, loading zones, etc) and offered feedback on other regulatory changes. Engineer Wheelock explained the count methodology.

Chair Hogan asked about the mid-block crossing at City Hall Park. Engineer Wheelock calls it the "Flynn Crossing," and due to high jaywalking counts, might make sense and help activate the park.

Chair Hogan asked for more information on electric vehicle charging for Main St which Engineer Wheelock gave more details about.

Public comment

Joel Kolata spoke – inaudible on video

Zandy Wheeler spoke about the need for more coordination with GMT

ITEM 8 - DIRECTOR'S REPORT

Director Spencer offer condolences over the passing of Jared Wood and his contributions to Burlington.

Update on N. Winooski paving and next steps; the future of Drop Off Centers in Burlington; and a "warning period" for non-compliance on toters

Public Information Manager Goulding offered updates on construction & the Construction Portal

ITEM 9 – COMMISSIONER COMMUNICATIONS

Commissioner Damiani asked about signage at S Union and Main at Edmunds and if more promotion can be made about See Click Fix

Commissioner Munteanu asked for an update on the University Heights and Main intersection

Vice Chair O'Neill-Vivanco offered appreciation for DPW's communication on water relining project; and asked about parking improvements during construction on Overlake

Chair Hogan gave an update on Battery St Scoping Study public meeting;

ITEM 10 – ADJOURNMENT & NEXT MEETING DATE – May 17, 2023

Vice Chair O'Neill-Vivanco made a motion to adjourn
Commissioner Barr seconded
Unanimous approval

Meeting adjourned at 9:29 p.m.



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
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Memo

Date: May 17th, 2023

To: Public Works Commission

From: Dora Bean, Associate Public Works Engineer

CC: Phillip Peterson P.E., Public Works Engineer

Subject: South Williams Thirty-Minute Parking

**Staff recommends the DPW Commission remove (see Attachment-1):
11-1 Thirty-minute parking.**

No person shall park any vehicle, at any time, longer than thirty (30) minutes at the following locations:

(10) ~~In the two spaces located in front of 28 South Williams Street effective between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. Reserved.~~

Purpose & Need:

The purpose of this request is to reallocate two thirty-minute parking spaces, near 28 South Williams Street, to unrestricted public parking. As there is no longer a business near these two spots, reallocating the spaces to public parking would allow local residents and businesses to utilize the parking spots for longer periods of time.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

The request aims to reallocate two thirty-minute parking spaces, near 28 South Williams Street, to unrestricted public parking. As there is no longer a business near these two spots, reallocating the spaces to public parking would allow local residents and businesses to utilize the parking spots for longer periods of time. Consequently, staff recommends the commission approve the reallocation of the two spaces to unrestricted public parking.

Public Engagement:

In preparation for the 5/17/23 DPW Commission Meeting, Staff distributed flyers to residents on South Williams Street, near the parking spaces. No public correspondence was received in response.

Site Map:



**Two thirty-minute parking
spaces to be removed and
replaced with unrestricted
public parking**

Attachments:

1. Traffic regulation.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
Section 11-1. Thirty-minute Parking

Sponsor(s): Public Works Commission

Action: Approved

Date: 5/17/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of
Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, Section 7, No parking
areas, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Section 11-1: Thirty-minute Parking

(1-9) As written.

(10) ~~In the two spaces located in front of 28 South Williams Street effective between the hours of 8:00
a.m. and 5:00 p.m. Monday through Friday.~~ Reserved.

** Material stricken out deleted.

*** Material underlined added.

BCO Appx.C, Section 11-1

5/17/2023



City of Burlington
Department of Public Works

Technical Services Engineering Division
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Memo

Date: May 17th, 2023

To: Public Works Commission

From: Phillip Peterson P.E., Public Works Engineer

CC: Norm Baldwin P.E., City Engineer

Subject: Bank Street 30-Minute Parking

Staff recommends the DPW Commission add, see Attachment-1:

17 Designation of parking meter zones.

Thirty (30) minute zones. The following streets or portions of streets are hereby designated as thirty (30) minute parking meter zones:

- On the north side of Bank Street in the first space east of Church Street.
- On the south side of Bank Street in the second space east of Church Street.

Purpose & Need:

The purpose of this request is to add time limited parking adjacent to the Church Street and Bank Street intersection. Installing 30-minute metered parking will provide an increased parking turnover need in the area.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

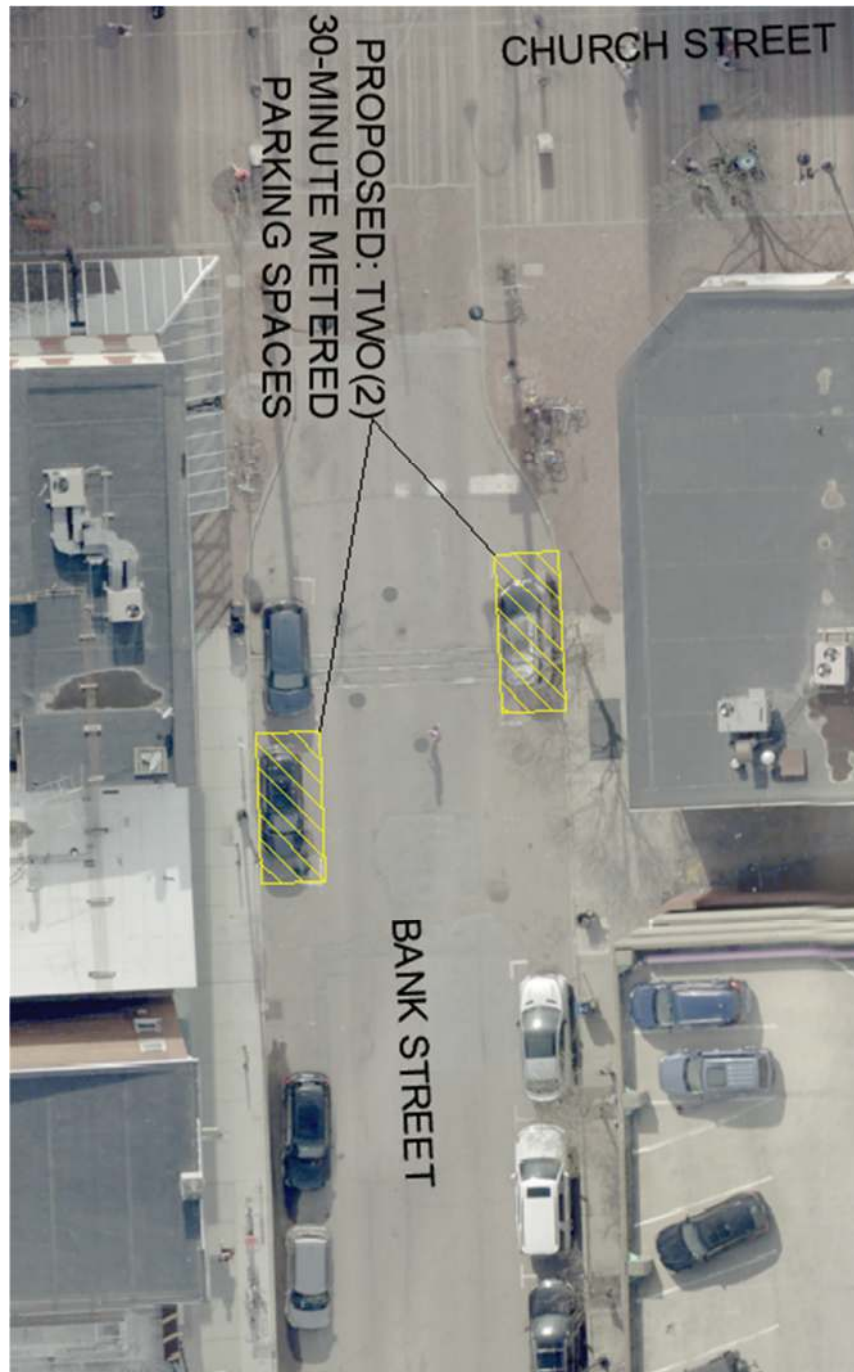
DPW Staff received a request from a new local business in the area to increase turnover parking near the Bank Street and Church Street intersection. DPW Staff are proposing 30-minute metered parking as a solution for turnover. The goal of 30 minute metered parking is to increase access to parking for more drivers and reduce congestion caused by drivers circling around looking for a spot. This also ensures businesses in the area have a steady stream of customers who can park and patronize their establishments, rather than having the same vehicles parked in the same spots

for extended periods, potentially deterring new customers from visiting. Consequently, DPW Staff recommend the Commission approve the two new 30-minute metered spaces near Church Street and Bank Street.

Public Engagement:

In preparation for the 5/17/23 DPW Commission Meeting, Staff distributed flyers to residents and businesses near the Church Street and Bank Street intersection. Staff did not receive any correspondence in regards to this project.

Site map:



Attachments:

1. Traffic regulation.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
Section 17. Designation of parking meter
zones.

Sponsor(s): Public Works Commission

Action: Approved

Date: 5/17/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of
Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, Section 17, Designation of
parking meter zones, of the Code of Ordinances of the City of Burlington is hereby amended as
follows:

Section 17: Designation of parking meter zones.

(a) As written.

(b) *Thirty (30) minute zones.* The following streets or portions of streets are hereby designated as thirty
(30) minute parking meter zones:

(1)-(28) As written.

(29) On the north side of Bank Street in the first space east of Church Street.

(30) On the south side of Bank Street in the second space east of Church Street.

(c)-(g) As written.

** Material stricken out deleted.

*** Material underlined added.

/hm: BCO Appx.C, Section 17

5/17/2023



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Department of Public Works

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Memorandum

Date: May 17th, 2023
To: Public Works Commission
From: Madeline Suender, Associate Public Works Transportation Engineer
CC: Laura Wheelock P.E., Senior Public Works Engineer
Chapin Spencer, Director of Public Works
Subject: Main Street Great Streets: Parking Study and Permanent Parking Regulations

5.D: Staff recommends the DPW Commission to accept the parking study laid out in Attachment 4.

5.E: Staff recommends the DPW Commission approve the parking changes laid out in Attachment 1.

Purpose & Need:

The purpose of approving the parking study is to acknowledge the completion of the work product and accept its findings. The need is to support the parking changes laid out herein.

The purpose of these changes is to reallocate parking along the Main Street corridor in advance of the reconstruction through the Great Streets initiative. The proposal aims to balance all the parking needs of the corridor supported by the parking study.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Outreach:

DPW issued notification of the upcoming parking changes by mailing postcards to all addresses within 2 blocks of Main Street between Battery Street and South Union Street. Additionally, a Front Porch Forum was sent for City wide posting, and the plan was discussed at several one-on-one business and property owner meetings and a well-attended business meeting on March 24, 2023. Comments regarding parking received during these meetings can be found in Attachment 5. Staff presented an overview of this plan at the April Commission meeting to introduce the proposal. Additional public comment can be found in Attachments 6, 6.1, and 6.2.

Background:

As part of work for Great Streets BTV- Main Street, DPW staff seek to add permanent amendments to parking following the completion of construction. These changes are laid out in Attachment 2, while the allocation of existing parking is shown in Attachment 3. These changes were informed by the parking study conducted by VHB (Attachment 4). The finding of this study support this proposal.

The study concluded that there is ample supply to satisfy the parking demand from the loss of 67 spaces within a 5 minute walk of the Main Street corridor as long as City implements a number of strategies as it relates to parking on Main Street, adjacent streets and proximate off-street facilities:

- Consider pricing and timing regulation adjustments in high-demand areas in order to encourage regular turnover. Three blocks of the Main St project corridor currently have no time limits and the western end of the corridor has brown meters (\$.40/hr) rates. Raising the rates and/or implementing time limited parking along Main Street would discourage people from using Main Street as full-day parking and redirect those people to nearby garages. The project team will return to the Commission at a later date to request time and/or rate changes after further data review and consideration.
- Consider changes to maximize on-street parking on adjacent streets (such as making South Champlain one way to support two-sided parking).
- Invest in improved enforcement to encourage regular turnover.
- Improve signage and wayfinding strategies to better inform public parking availability.
- Enhance multi-modal links to parking facilities.
- Invest in Transportation Demand Management (TDM) practices.
- Work with private partners to make private parking facilities that offer public parking more affordable and accessible.
- Reconfigure existing lots to optimize parking capacity.
- Identify potential expansion of off-street public parking supply in key locations including the redevelopment of the Gateway block (north side of Main Street between Winooski Avenue and Union Street).

Permanent Parking Changes

The City Council approved changes to the Main Street curb line in May of 2022. This approval effectuates the conversion of on-street parking from diagonal to parallel along Main Street from Battery Street to South Union. The plan proposes curbside management of parking along Main Street similar to what exists today. Improvements were added as a result of meeting with business and property owners as well as visiting neighborhoods, various boards, commissions, and NPAs to present and discuss the Great Streets Main Street Project since February of 2022.

Changes being requested include:

1. Designation of accessible spaces within the corridor.
2. Converting all types of loading into one easy to understand designation. The change will allow trucks and vehicles to park free for up to 15 minutes to facilitate loading activities, and pick up or drop off of persons or goods.
3. Changing the metered parking to be by kiosk throughout the blocks of Battery to South Union.
4. Converting meter rates on Main Street between Battery and South Union to be \$1.50 per hour to encourage turnover of on street parking to support businesses along the street.

5. Formalizing bus stops within the corridor with bump outs and infrastructure to support the City's transit and transportation goals.
6. Removing on street parking spaces on Main Street west of Battery Street, in the vicinity of 131 Battery Street.
7. Adding parking on the south side of Main Street east of South Union Street between South Union and South Willard Street on weekday evenings and weekends. These spaces will be unrestricted during the times they are available. No changes at this time to daytime parking restrictions or pick up/drop off times.
8. Add a dual use vehicle loading/taxi space on the west side of Church Street south of Main Street.
9. 'No Parking Here to Corner' dimensions will match the length of bumpouts at intersections along this corridor as is typical throughout the City. This change will be done administratively as bumpout lengths are finalized during construction.

Implementation:

The Vehicle Loading spaces will be implemented during construction to help support businesses. Other proposed permanent on street changes will be written into ordinance as construction completes on block sections and they open under their final condition. This will comply with the warning period to allow for enforcement of these on street regulations.

Potential Future Changes:

Following the April Public Works Commission meeting, additional conversations with the Parking Advisory representatives, and public feedback, there are a few recommendations or strategies that have been previously presented to the Public Works Commission that we will not be seeking action on at this time. Additionally, there are new strategies or strategies that require more outreach which staff will continue to review and bring forward at a future meeting should staff or the public support those ideas.

- A. Evaluating whether additional on-street spaces can be incorporated in the Main Street design by reducing the size of certain bump-outs.
- B. Consider implementing a 3-hour maximum parking time limit between Battery and South Union Street to discourage office workers or employees from parking on Main Street for the entire day; with review of a Downtown Core wide data supported review.
- C. Adding Electric Vehicle spaces on the North Side of Main Street between Church Street and South Winooski. This is dependent on charging policy.
- D. Adding an Accessible Space on the east side of Church Street at Main Street. Dependent on community feedback of appropriate locations.
- E. Parking outside Edmunds in off peak drop off/pick up hours. This can be further explored if parking needs are identified.
- F. Additional City Parking Garage programs for employees and frequent downtown parkers.
- G. Designating South Champlain between Main and King as one way to add metered parking to the west side.

Engagement and Collaboration

DPW Staff is committed to continuing our engagement of the community, its leaders, businesses and property owners along Main Street to advance parking strategies for our downtown that respond to its growing needs. Substantial changes to parking policy within the downtown has not been reviewed or amended for several years. The Main Street Parking Study has highlighted a

need to review those policies and strategies and amend or adjust as the community evolves and recovers following COVID-19 and in the midst of a Climate Crisis.

To date this collaboration with our community has brought forward several new ideas for staff to review and seek feedback. Some of these include:

- A. Adding loading spaces to support businesses during construction.
- B. Looking at King Street and College Street meters and how these can be adjusted during and after construction to best serve the needs of the area.
- C. Promoting and actively updating the Park Burlington Website
- D. Review of the recommendations within the 2015 Downtown Parking and Transportation Management Plan
- E. Temporary parking signage done with support of Business and Workforce Development Office marketing
- F. Wayfinding signage that connects to the larger system in a comprehensive way

Attachments:

- 1. Regulation Change From
- 2. Map of Proposed Ordinances
- 3. Map of Existing Ordinances
- 4. Main St Great Streets Parking Study
- 5. Business/Property Owner Parking Feedback
- 6. Public Comment
 - 6.1 Letter to Public Works Commission 5/10/23
 - 6.2 Letter to Public Works Commission 4/25/23

CITY OF BURLINGTON

Sponsor(s): Public Works Commission

Action: Approved

Date: 5/17/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—

Sections:

7 No parking areas.

7A Accessible spaces designated.

7B No stopping, standing or parking for certain purposes.

9 Fifteen-minute parking.

12-1 No parking except vehicles loading or unloading.

17 Designation of parking meter zones.

19 Parking rates.

25 Taxicab stands.

26 Motorcycle parking.

29 Special parking.

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 7 No parking areas., 7A Accessible spaces designated., 7B No stopping, standing or parking for certain purposes., 9 Fifteen-minute parking., 12-1 No parking except vehicles loading or unloading., 17 Designation of parking meter zones., 19 Parking rates., 25 Taxicab stands., 26 Motorcycle parking., and 29 Special parking., of the Code of Ordinances of the City of Burlington is hereby amended as follows:

7 No Parking Areas

No person shall park any vehicle at any time in the following locations:

(1) – (277) As written.

(278) On the north side of Main Street for 30 feet west of South Union Street.

(279) – (325) As written.

(326) On the south side of Main Street, starting at South Winooski Avenue extending two hundred forty-five (245) feet east.

(327) – (416) As written.

(417) On the West Side of Church Street starting at 50 feet south of Main Street extending ~~300~~ 250 feet south.

(418) – (470) As written.

(471) North Side of Main Street for ~~the first thirty (30)~~ one hundred (100) feet east of Lake Street.

(472) – (512) As written.

(513) On the south side of Main Street starting three hundred fifty-seven (357) feet east of South Union Street extending eighty (80) feet east from 12:00 a.m. to 5:00 p.m Monday – Friday.

(514) As written

(515) On the south side of Main Street starting at South Union Street extending one hundred (100) feet east.

(516) No person shall park any vehicle from 12:00 a.m. to 7:00 a.m. and from 9:00 a.m. to 2:00 p.m. and from 4:00 p.m. to 6:00 p.m., Monday through Friday, in the following areas:

(a) On the south side of Main Street starting one hundred (100) feet east of South Union Street extending two hundred (200) feet east.

(b) On the south side of Main Street starting one hundred fifty-four (154) feet west of South Willard Street and extending two hundred forty (240) feet west.

(517) – (532) As written.

(532) On the north side of Main Street for thirty-eight (38) feet east of South Champlain Street.

(533) On the south side of Main Street for thirty-nine (39) feet east of South Champlain Street.

(534) – (581) As written.

7A Accessible spaces designated.

No person shall park any vehicle at any time in the following locations, except automobiles displaying special handicapped license plates issued pursuant to 18 V.S.A. § 1325, or any amendment or renumbering thereof:

(1) – (27) As written.

(28) Reserved. On the east side of Church Street, in the first space south of Main Street.

(111) As written.

(112) First space on the south side of Main Street ~~just west of Battery~~ east of South Champlain Street.

(113) – (123) As written.

(124) ~~The space in front of 30 Main Street. On the east side of Pine Street in the first space south of Main Street.~~

(125) – (133) As written.

(134) On the ~~north-south~~ side of Main Street, in the first space ~~beginning 100 feet west of St. Paul Street for 20 feet.~~

(135) – (152) As written.

(153) On the south side of Main Street in the ~~third~~ first space east of Church Street.

(154) – (156) As written.

(157) On the north side of Main Street in the ~~fifth~~ fourth space west of South Winooski Avenue.

(158) – (173) As written.

7B No stopping, standing or parking for certain purposes.

Stopping, standing or parking is prohibited:

(1) As written.

(2) ~~On the south side of Main Street beginning one hundred twenty (120) feet west of Church Street and extending west for twenty four (24) feet, except temporarily for the purpose of dropping off or picking up passengers. Reserved.~~

9 Fifteen-minute parking.

(a) No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 10:00 p.m., Sundays and holidays excepted, in the following areas:

(1) – (21) As written.

(22) ~~In the three (3) parking spaces in front of the entrance to the premises at 30 Main Street. Reserved.~~

(23) – (126) As written.

(b) No person shall park any vehicle, at any time, longer than fifteen (15) minutes at the following locations:

(1) – (24) As written.

(25) ~~In the second space west of South Winooski Avenue on the south side of Main Street.~~
Reserved.

(26) – (34) As written.

(c) As written.

(d) No person shall park any vehicle longer than fifteen (15) minutes from 7:00 a.m. to 9:00 a.m. and from 2:00 p.m. to ~~5:00~~ 4:00 p.m., Monday through Friday in the areas designated below. Parking shall be prohibited at all other times in these locations:

(1) On the south side of Main Street starting one hundred (100) feet east of South Union Street extending two hundred (200) feet east.

(2) On the south side of Main Street starting one hundred fifty-four (154) feet west of South Willard Street extending two hundred forty (240) feet west.

(3) Reserved.

12 No parking daytime or weekdays except by trucks loading or unloading.

(a) No vehicle other than a truck actually engaged in loading or unloading shall, between the hours of 8:00 a.m. and 5:00 p.m., except Sunday, and for no more than thirty (30) minutes, use the following parking spaces:

~~(1) First two (2) parking spaces north of Main Street, on the west side of St. Paul Street.~~
Reserved.

12-1 No parking except for vehicles loading or unloading.

No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

(1) –(14) As written.

~~(15) A loading and unloading zone designated with a thirty (30) minute limit, located on the south side of Main Street seventy (70) feet west of Church Street for a distance of fifty (50) feet.~~
Reserved.

~~(16) In the first space east of Church Street on the north side of Main Street for a maximum time limit of thirty (30) minutes.~~ Reserved.

(17) – (20) As written.

~~(21) Reserved.~~ In the second space west of South Champlain Street on the south side of Main Street from 6AM – 6PM for no more than fifteen (15) minutes.

(22) – (29) As written.

~~(30) Reserved.~~ In the first space east of South Champlain Street on the south side of Main Street from 6AM – 6PM for no more than fifteen (15) minutes.

~~(34) In the first space west of South Winooski Avenue on the south side of Main Street extending for thirty five (35) feet, during the hours of 8:00 a.m. and 5:00 p.m. Monday through Saturday for a maximum time limit of thirty (30) minutes. Reserved.~~

(35) As written.

~~(36) Reserved. In the first space east of Pine Street on the north side of Main Street from 6AM – 6PM for no more than fifteen (15) minutes.~~

(37) – (40) As written.

~~(41) Reserved. In the first and second spaces north of Main Street on the west side of St Paul Street from 6AM – 6PM for no more than fifteen (15) minutes.~~

(42) As written.

~~(43) Reserved. In the sixth space east of Saint Paul Street on the north side of Main Street from 6AM-9PM for no more than fifteen (15) minutes.~~

(44) – (52) As written.

~~(53) In the first space west of Church Street on the south side of Main Street for no more than fifteen (15) minutes.~~

~~(54) In the first space south of Main Street on the west side of Church Street and extending south for a distance of fifty (50) feet, from 6AM-9PM, for no more than fifteen (15) minutes.~~

~~(56) In the first three (3) spaces west of South Winooski Ave on the north side of Main Street, from 6AM-6PM for no more than fifteen (15) minutes.~~

~~(57) In the first three (3) spaces west of South Winooski Ave on the south side of Main Street from 6AM-6PM for no more than fifteen (15) minutes.~~

17 Designation of parking meter zones.

(a) Reserved.

(b) Thirty (30) minute zones. The following streets or portions of streets are hereby designated as thirty (30) minute parking meter zones:

(1) – (13) As written.

~~(14) On the north side of Main Street, in the third, fourth, fifth and sixth spaces west of Church Street. Reserved.~~

(15) – (19) As written.

~~(20) On the north side of Main Street between Church Street and North Winooski Avenue, in the parking spaces in front of 176, 188, and 206 Main Street. Reserved.~~

(21) – (25) As written.

~~(26) On the south side of Main Street in the first space west of South Champlain Street.~~
Reserved.

(27)- (28) As written.

(c) - (g) As written.

19 Parking rates.

(a) – (f) As written.

(g) Main Street between Battery and Pine and Winooski and Union

(1) All designated parking meters: one dollar and fifty cents (\$1.50) per one (1) hour.

25 Taxicab stands.

The following locations are designated as taxicab stands:

(1) On the north side of Main Street, in the ~~second~~ sixth space easterly of St. Paul Street from 9PM-9AM.

~~(2) First two (2) parking spaces north of Main Street, on the west side of St. Paul Street, between the hours of 10:00 p.m. and 6:00 a.m. Reserved.~~

(2) - (8) As written.

~~(9) On the south side of Main Street seventy (70) feet west of Church Street extending 50 feet west from midnight to 6:00 a.m. Reserved.~~

(10) On the ~~east-west~~ side of Church Street in the first space ~~beginning fifty (50) feet south of Main Street and extending south for a distance of fifty (50) one hundred thirty (130) feet between the hours of 9:00 p.m. midnight and 6:00 a.m.~~

26 Motorcycle parking.

The following locations are designated for the parking of motorcycles only:

(1) – (3) As written.

~~(4) On the east side of St. Paul Street, in the area next northerly of Main Street. Reserved.~~

(5) – (7) As written.

~~(8) On the south side of Main Street, in the first space east of Church Street. Reserved.~~

~~(9) Southwest corner of Main Street and St. Paul Street. Reserved.~~

(10) – (19) As written.

29 Special parking.

No parking shall occur at the following locations unless by:

(a) As written.

(b) As written.

(c) Electric vehicles.

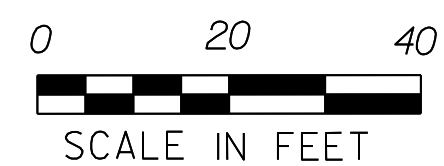
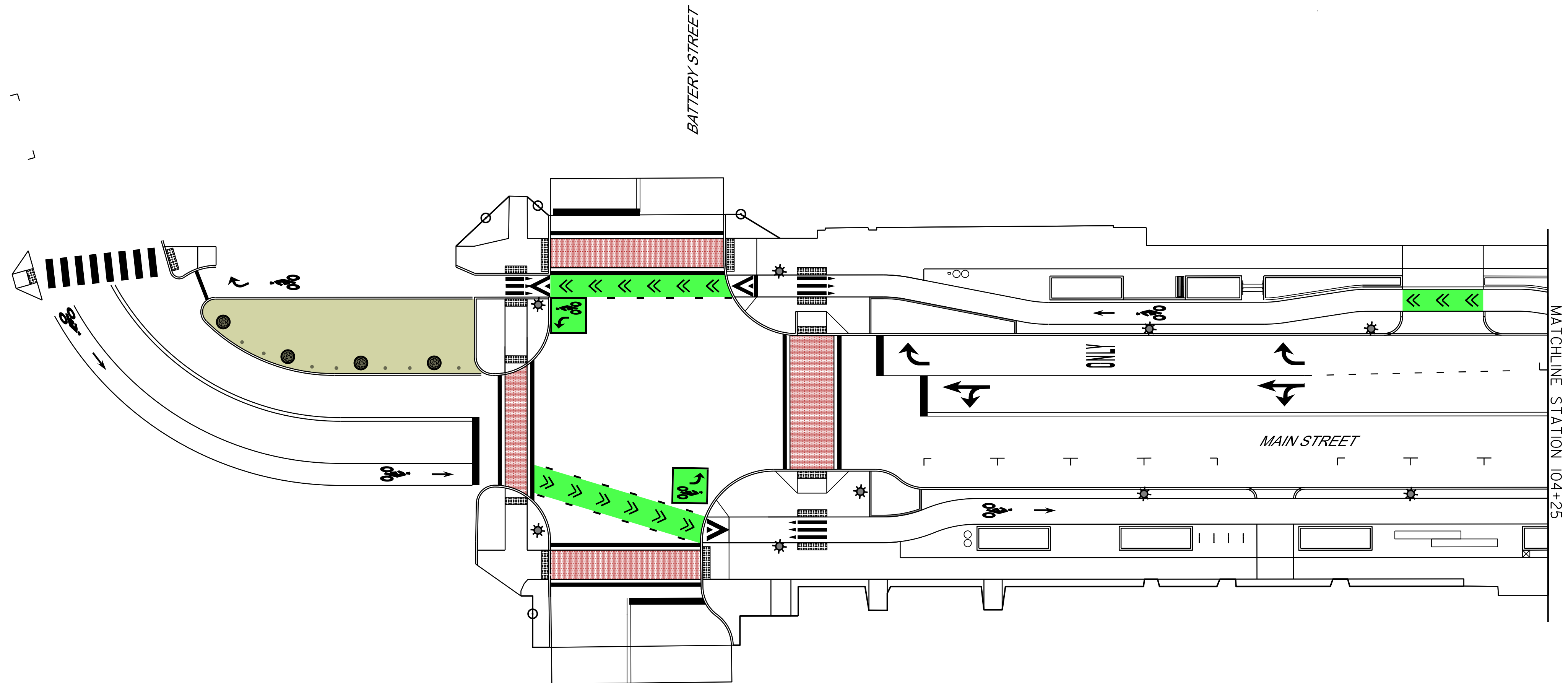
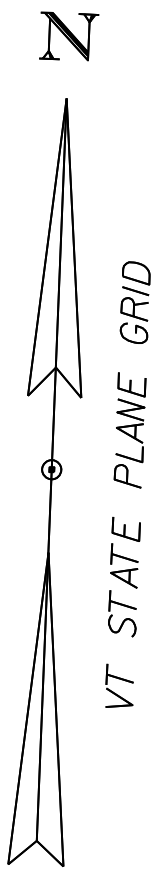
(1) On the south side of Main Street in the ~~second and third~~ fourth and fifth spaces east of Church Street.

(2) On the north side of Main Street in the first, second and third spaces west of Saint Paul Street ~~is reserved for use by electric vehicles only~~.

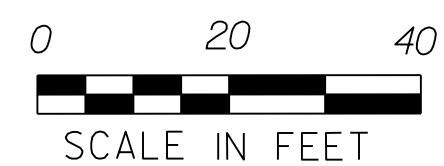
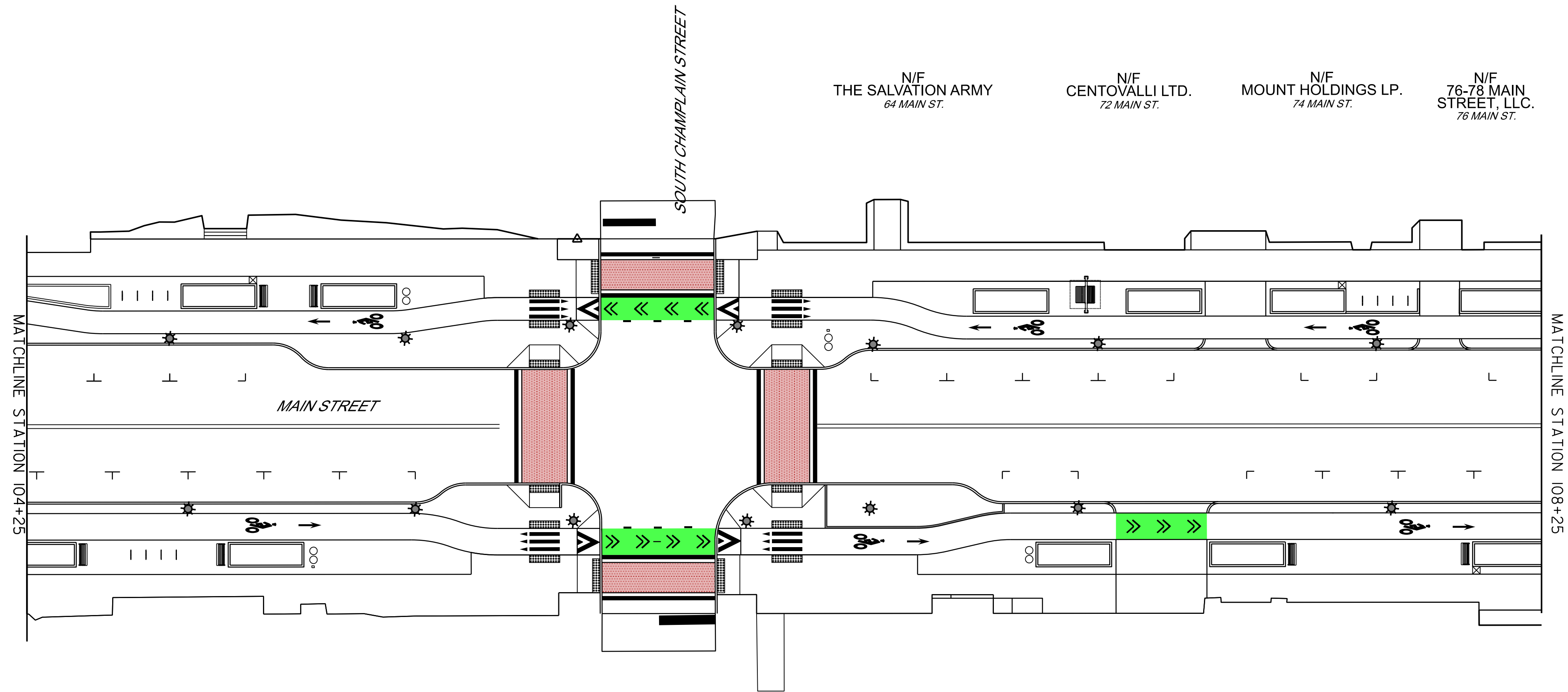
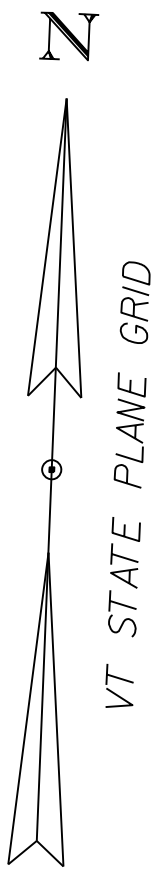
(3) On the north side of Main Street in the first and second spaces east of Church Street.

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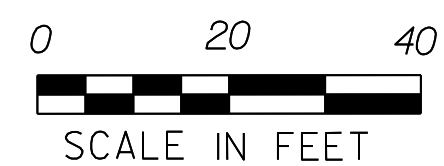
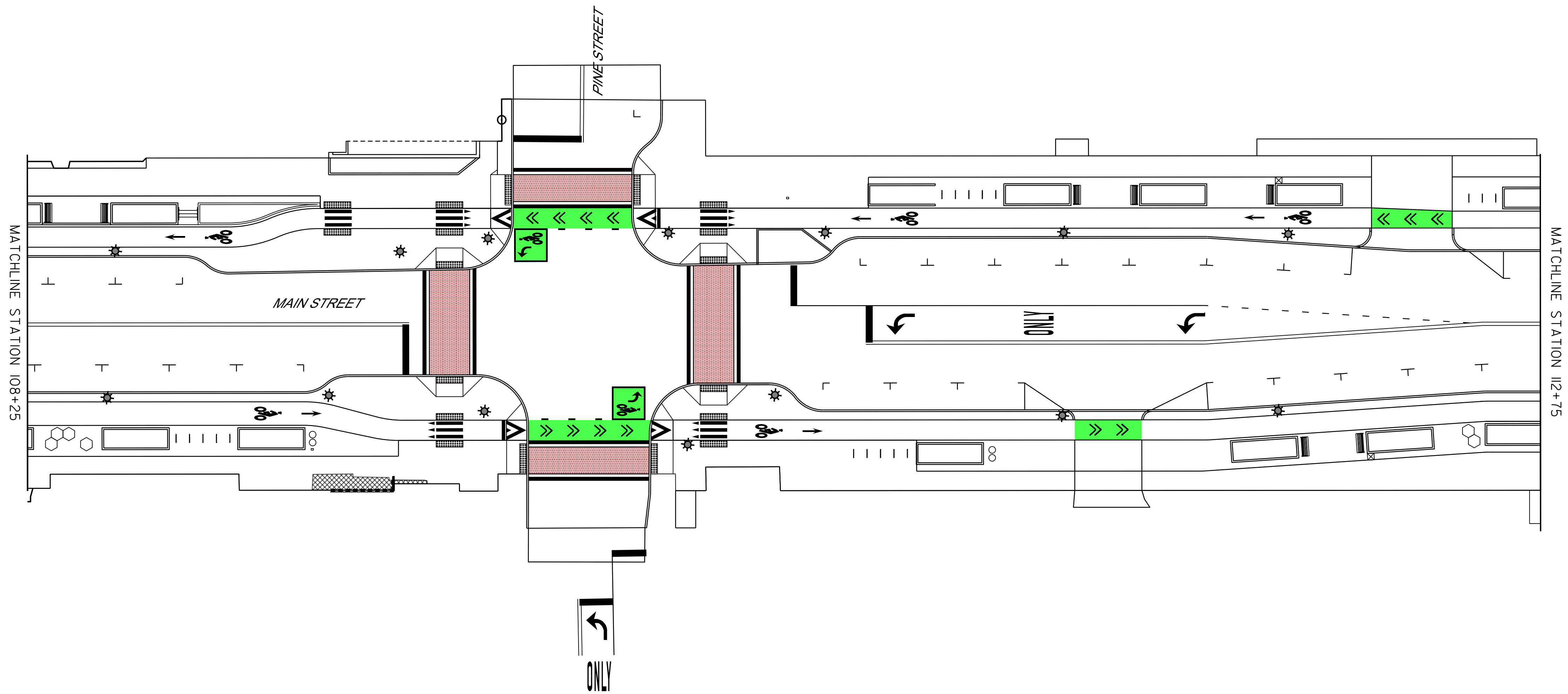
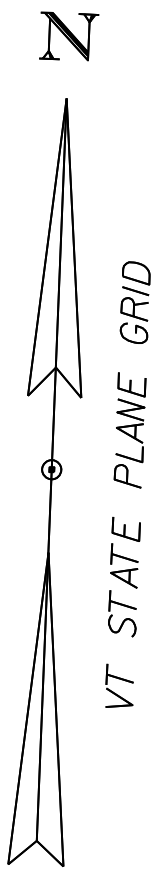
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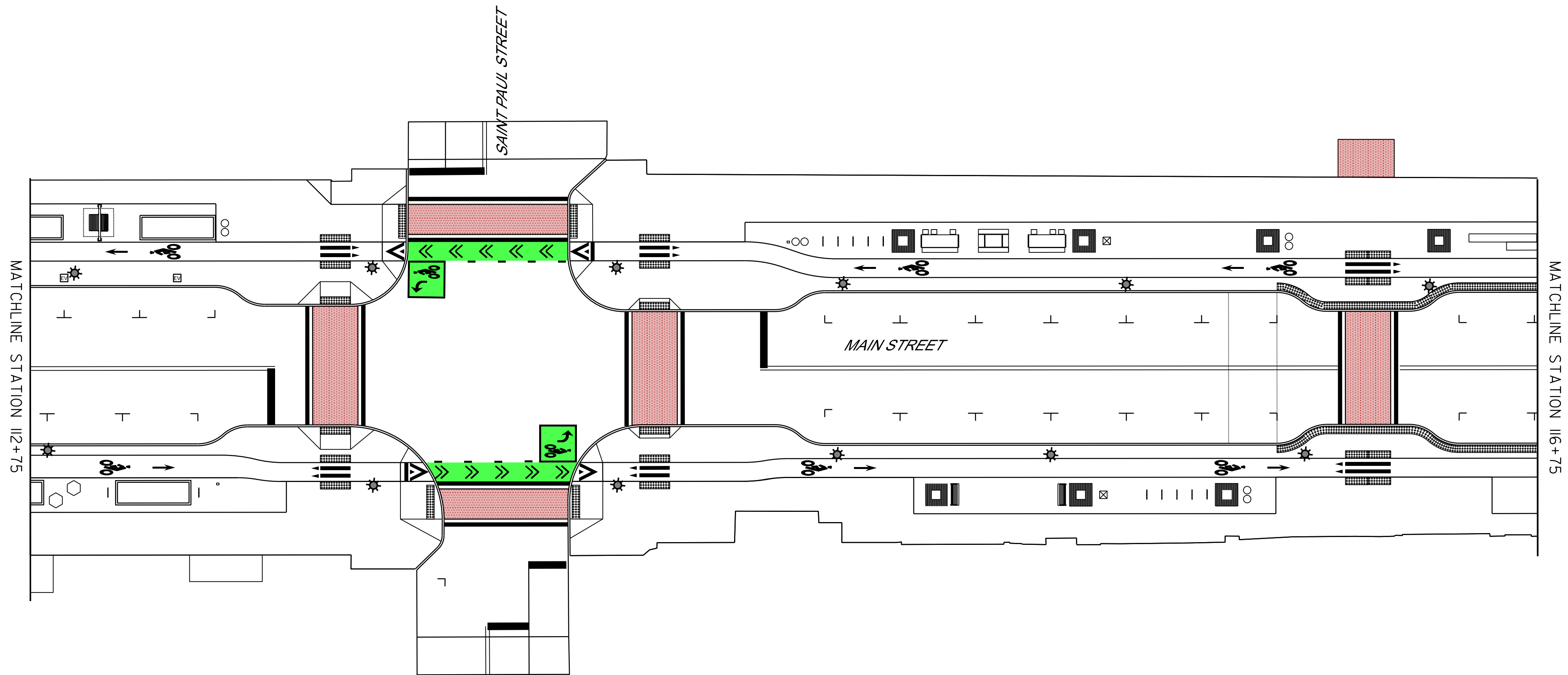
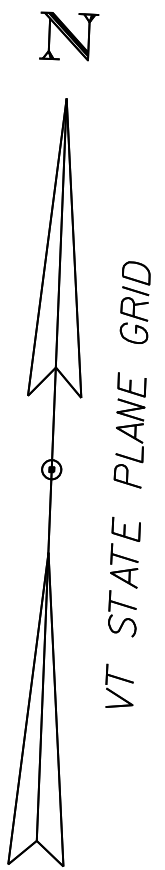
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PROJECT NUMBER: 5869I.00	
FILE NAME: 5869I_bdr_pvm.dgn	PLOT DATE: 25-APR-2023
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (1 OF 9)	SHEET 61 OF 208



PROJECT NAME: GREAT STREETS - MAIN STREET	
PROJECT NUMBER: 58691.00	
FILE NAME: 58691Lbdr_pvm.dgn	PLOT DATE: 25-APR-2023
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (2 OF 9)	SHEET 62 OF 208



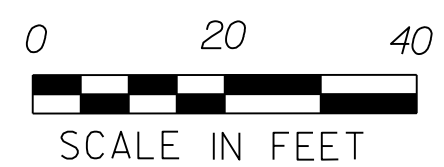
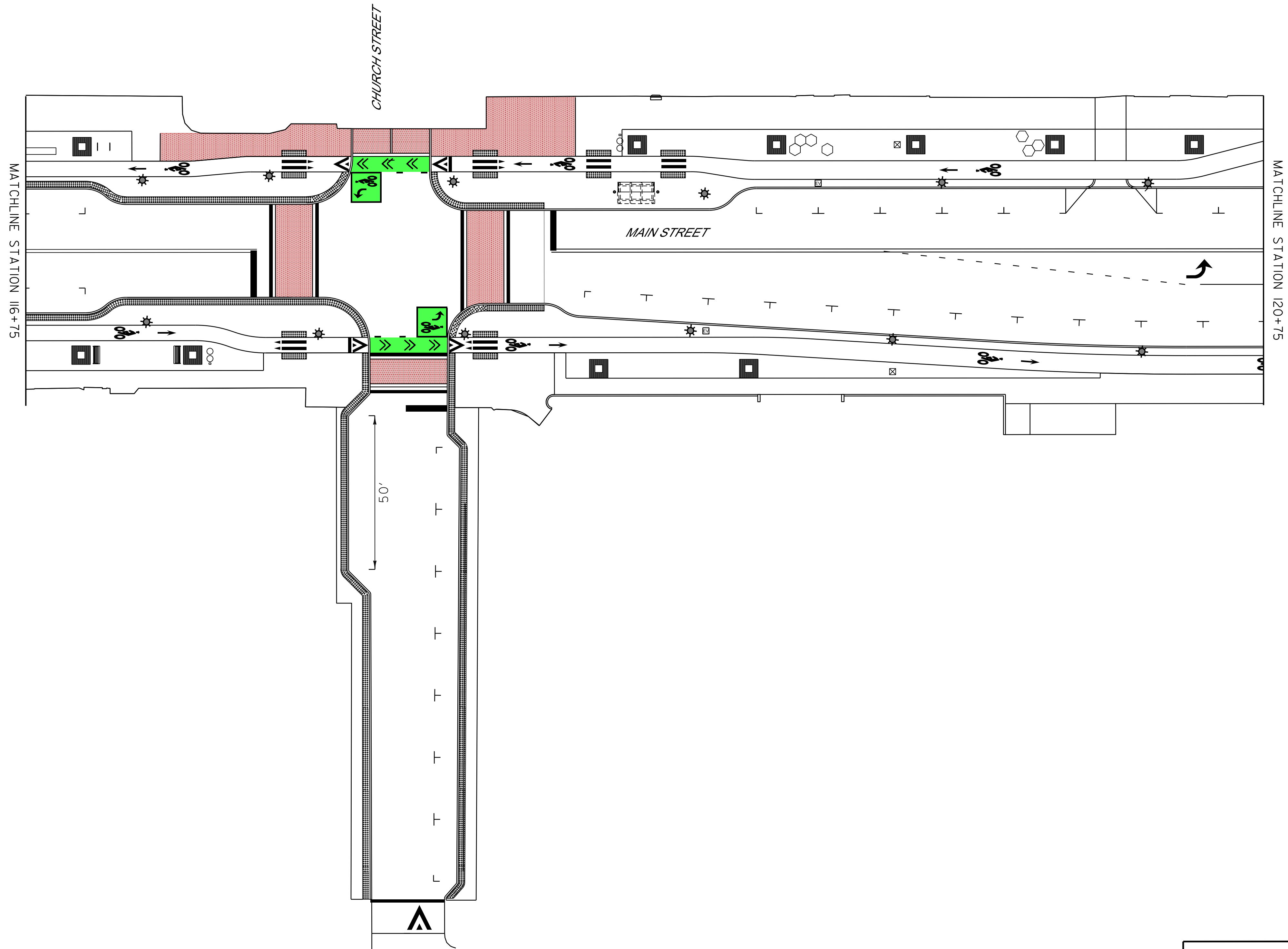
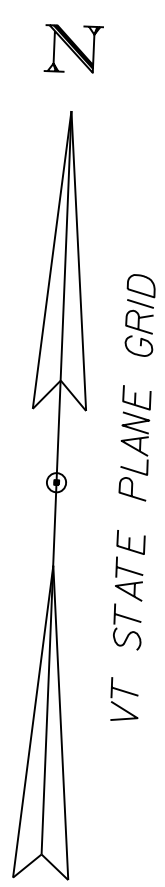
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PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (3 OF 9)	SHEET 63 OF 208



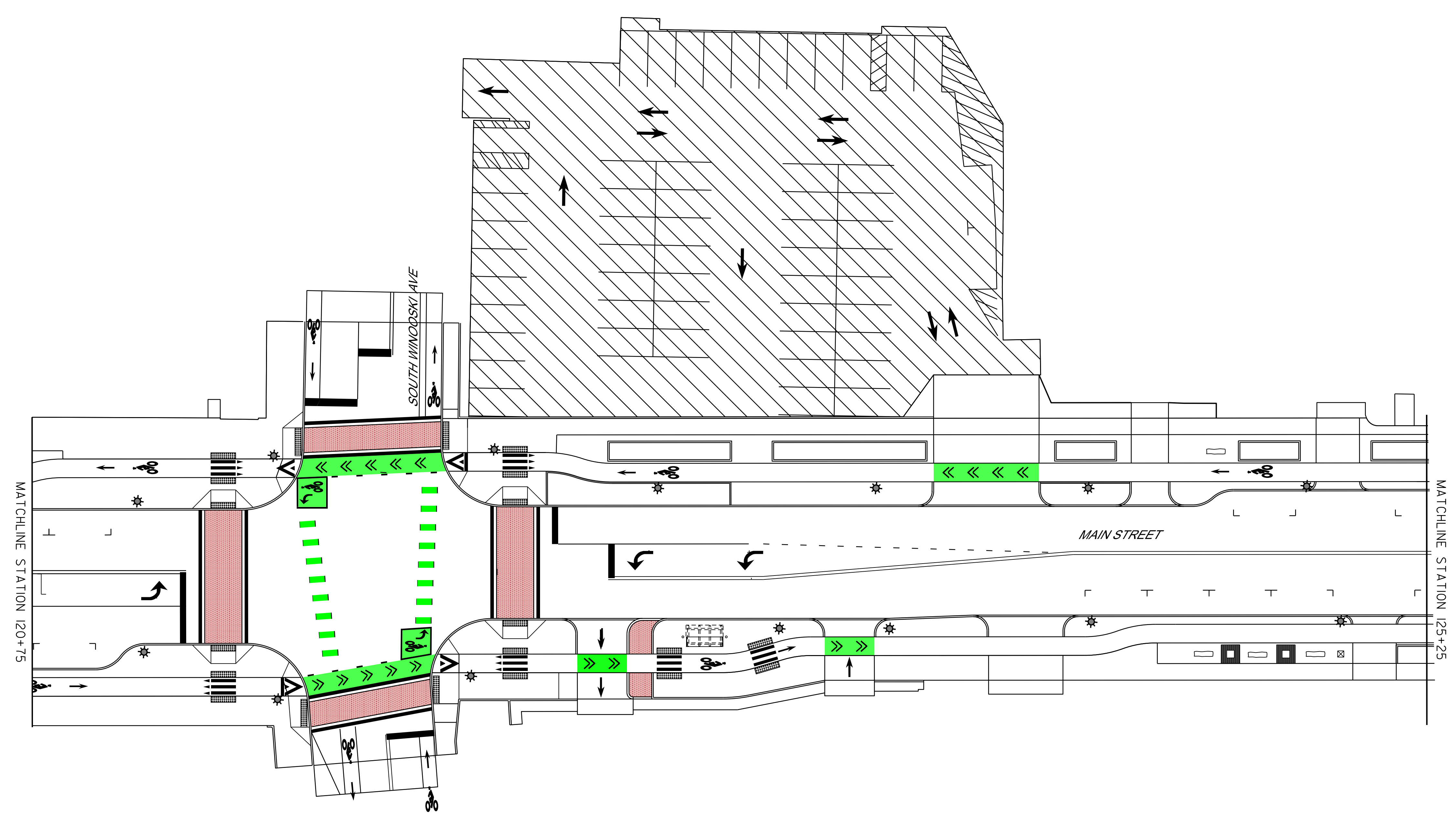
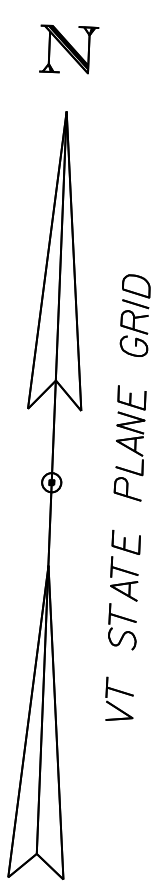
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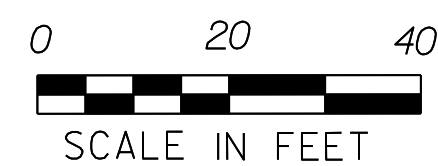
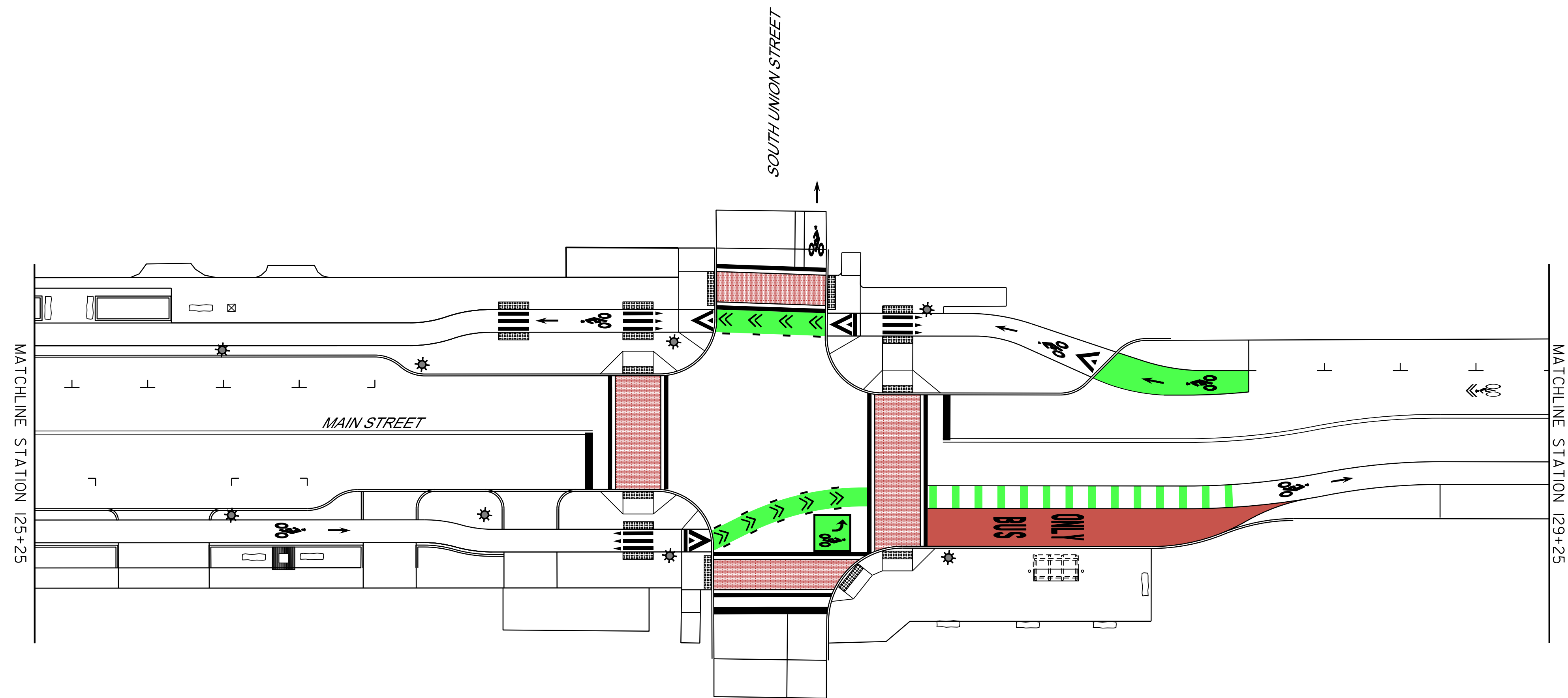
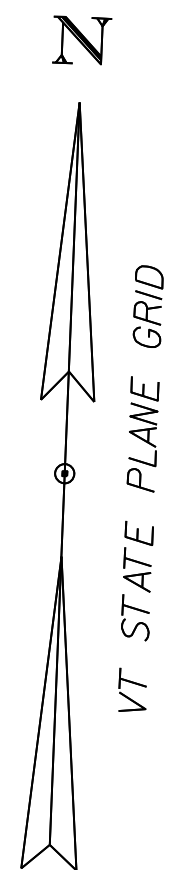
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PAVEMENT MARKING PLANS (4 OF 9)	SHEET 64 OF 208



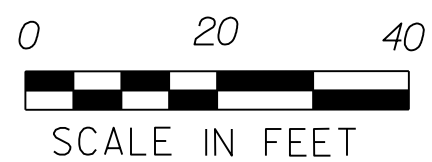
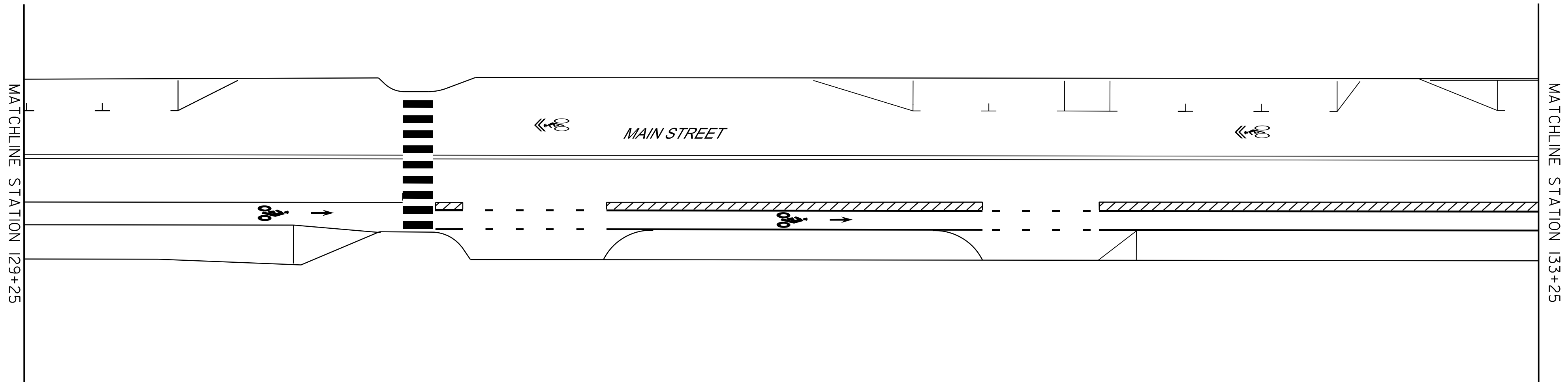
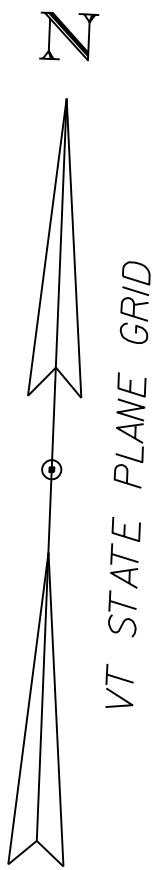
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DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (5 OF 9)	SHEET 65 OF 208



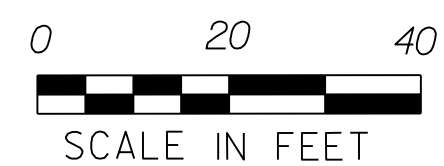
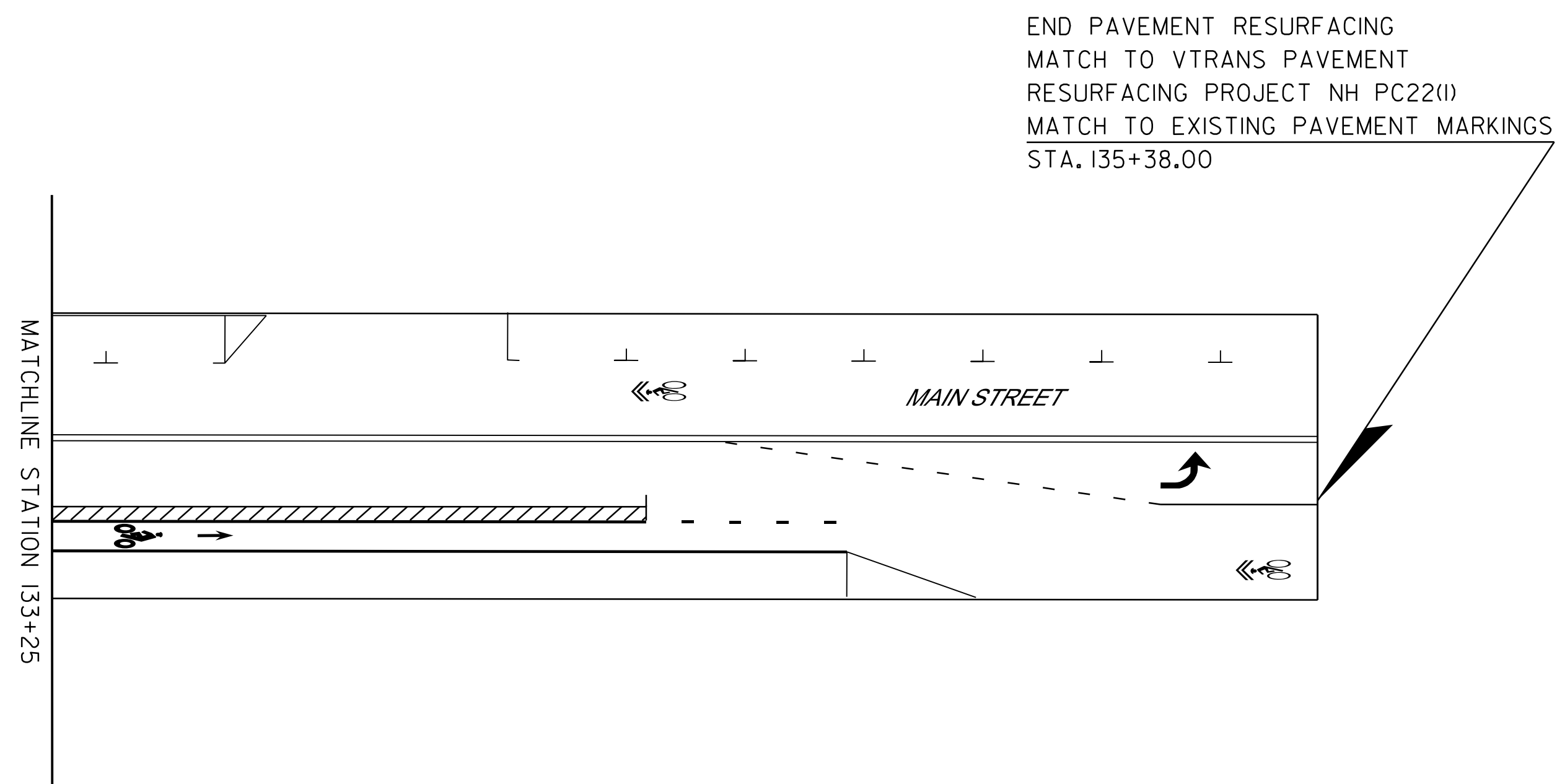
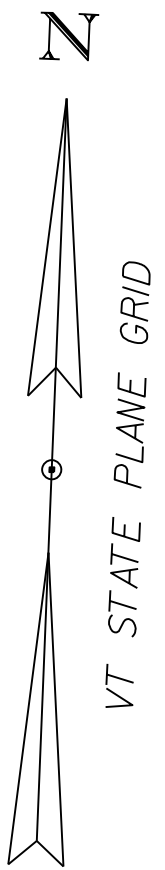
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PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (6 OF 9)	SHEET 66 OF 208



PROJECT NAME: GREAT STREETS - MAIN STREET	
PROJECT NUMBER: 5869I.00	
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PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (7 OF 9)	SHEET 67 OF 208

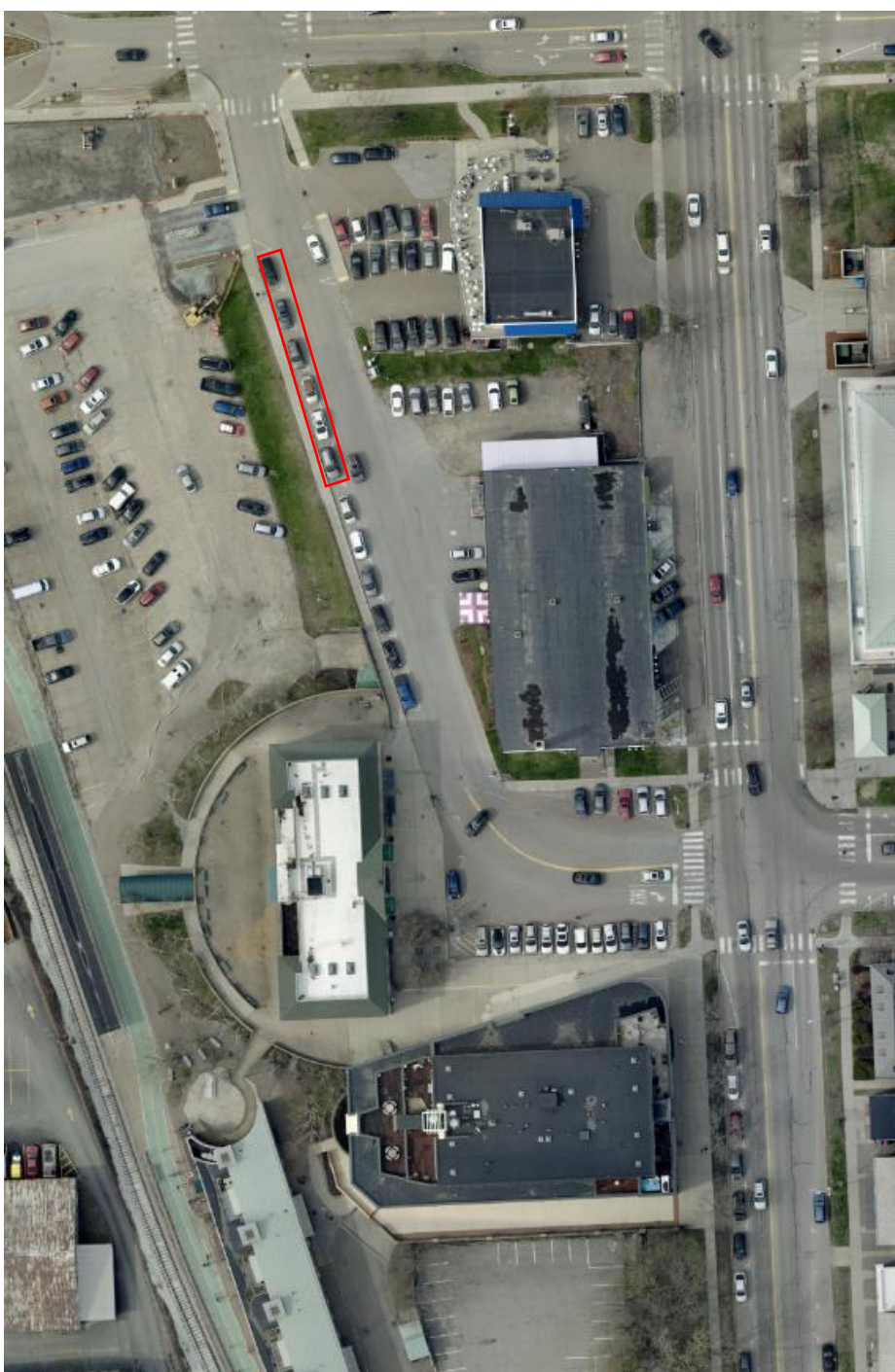


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PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (8 OF 9)	SHEET 68 OF 208



PROJECT NAME: GREAT STREETS - MAIN STREET	
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PAVEMENT MARKING PLANS (9 OF 9)	SHEET 69 OF 208

EXISTING PARKING ORDINANCES



COLLEGE - BATTERY



BATTERY - SOUTH CHAMPLAIN

S CHAMP - PINE

PINE-ST PAUL

ST. PAUL - CHURCH

CHURCH - WINOOSKI



S WINOOSKI -
UNION



UNION -
WILLARD



DRAFT DOWNTOWN
BURLINGTON PARKING STUDY

BURLINGTON, VT
May 2023

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00 EXECUTIVE SUMMARY

This parking study evaluates the supply of parking in Downtown Burlington. Specifically, the study evaluates the existing parking supply's ability to satisfy the demand of parking resulting from the loss of on-street parking on Main Street as part of Burlington's Great Streets project.

The parking study area is the area within two blocks of Main Street and is bounded by Cherry Street, Battery Street, Maple Street, and South Union Street. In addition to the City's on-street inventory, VHB also inventoried the City-owned and privately-owned parking lots and garages within the study area that allow public parking.

The data was collected on two weekdays and two Saturdays during the month of July in 2022. The data collection occurred from 10 AM until 8 PM. Each segment was surveyed every two hours to calculate occupancy and turnover rates of each parking space on and off street. A review of the data revealed the following:

- **On-street parking utilization for the entire study area peaks at 78% on weekdays from 6 PM - 8 PM and at 82% on weekends**, from 2 PM - 4 PM and again from 6 PM - 8 PM.
- **Off-street parking utilization for the entire study area peaks at 51% on weekdays** from 12 PM - 2 PM and **45% on weekends** from 6 PM - 8 PM.
- The study area sees an **average turnover rate of 64% on weekdays and 62% on weekends**. The lowest turnover occurs from 10 AM - 12 PM during both weekdays and weekend. The highest turnover occurs from 4 PM - 6 PM on weekdays and 2 PM - 4 PM on the weekend.
- **On Main Street specifically**, it is generally easier to find a parking spot during the week when utilization is typically lower, and turnover is higher. On the weekend, since **utilization is higher, but turnover is lower, patrons are likely to circulate** to find a spot as it may not be readily available. During a typical weekend day, only about 25% of vehicles parked along Main Street are parked for less than 2 hours.
- To account for COVID-19 aftereffects, a conservative 40% upwards adjustment was applied for off-street utilization in the peak period to reflect pre-pandemic conditions and assume a fully recovered system. Conversely, due to consistent revenue in downtown "core" on-street facilities, they were not adjusted.

PROJECT GOALS

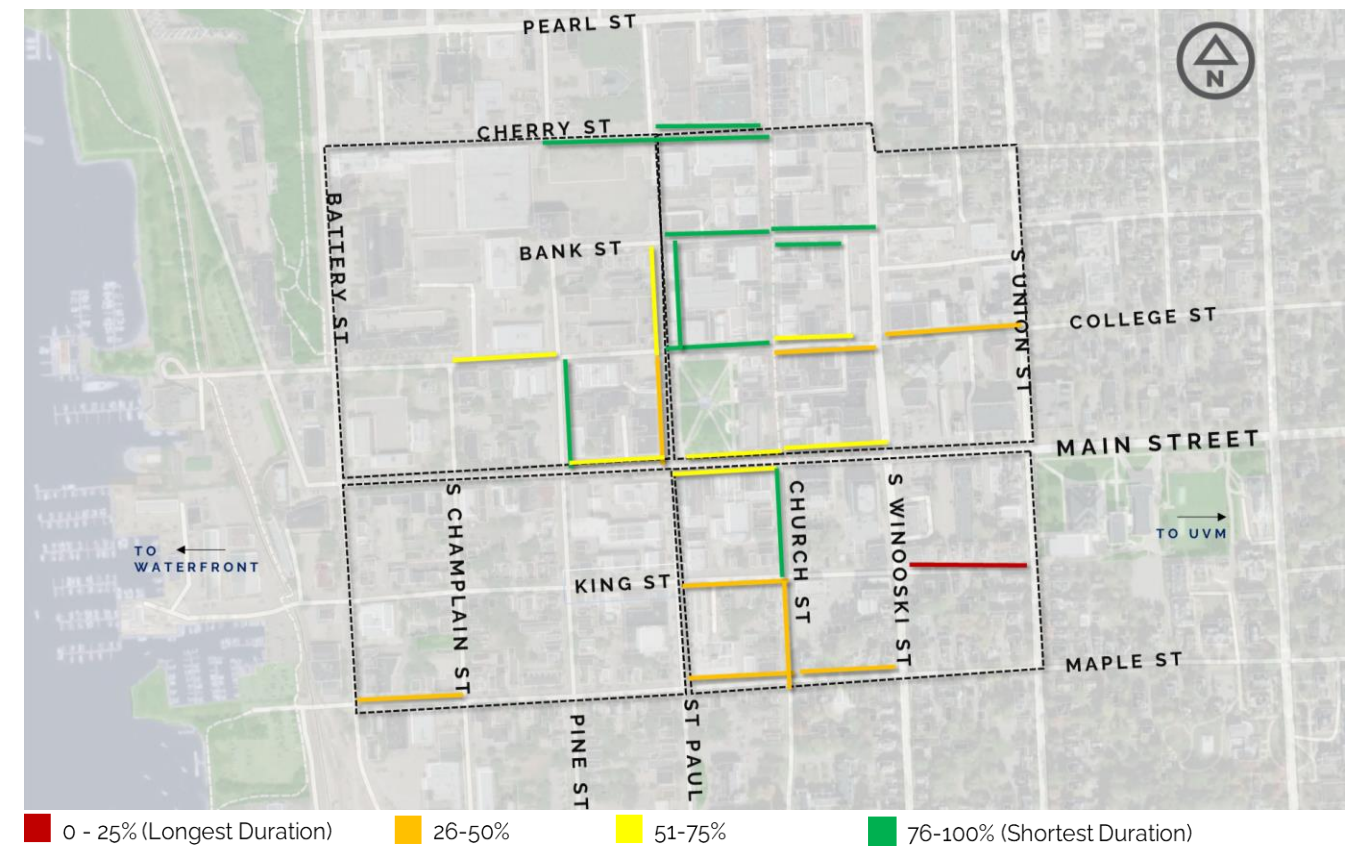
- Understand the current supply of parking spaces both on- and off-street
- Identify areas with high utilization
- Better understand turnover as it relates to utilization and current regulations
- Understand the implications of the removal of on-street parking and identify areas that can absorb displaced parking
- Provide strategies to remove the perception there is not enough parking downtown

Even with that data collected during the peak month for parking in the City and the conservative adjustment for COVID-19 aftereffects, the study illustrated that **parking supply continues to be available with the proposed Great Streets - Main Street project**, however, primarily in locations that parkers are discouraged from using. Some of the obstacles the parkers encounter include:

- Wayfinding challenges locating the garages outside the downtown core and longer walking distances
- Higher parking rates at private garages within the downtown core

These obstacles result in a direct incentive for drivers to circle for on-street spaces.

Figure ES-1 Turnover Rates at Highly Utilized (>85%) Segments - Weekend



00 EXECUTIVE SUMMARY

A number of **STRATEGIES** were developed to more optimally use the downtown parking supply.

1. MAXIMIZE USE OF EXISTING PARKING by considering pricing and curb regulations to create available spaces in high demand areas. Enhance pedestrian connections to the existing public parking supply. Work with private operators to develop a shared pricing strategy to encourage optimal use all facilities.

2. STRATEGICALLY INVEST IN INFORMATION + TECHNOLOGY for parking wayfinding and smart pricing technology.

3. CONTINUE TO INVEST IN TRANSPORTATION DEMAND MANAGEMENT (TDM) PRACTICES to reduce automobile dependency.

4. STRATEGICALLY INVEST IN ENFORCEMENT in key areas to ensure turnover.

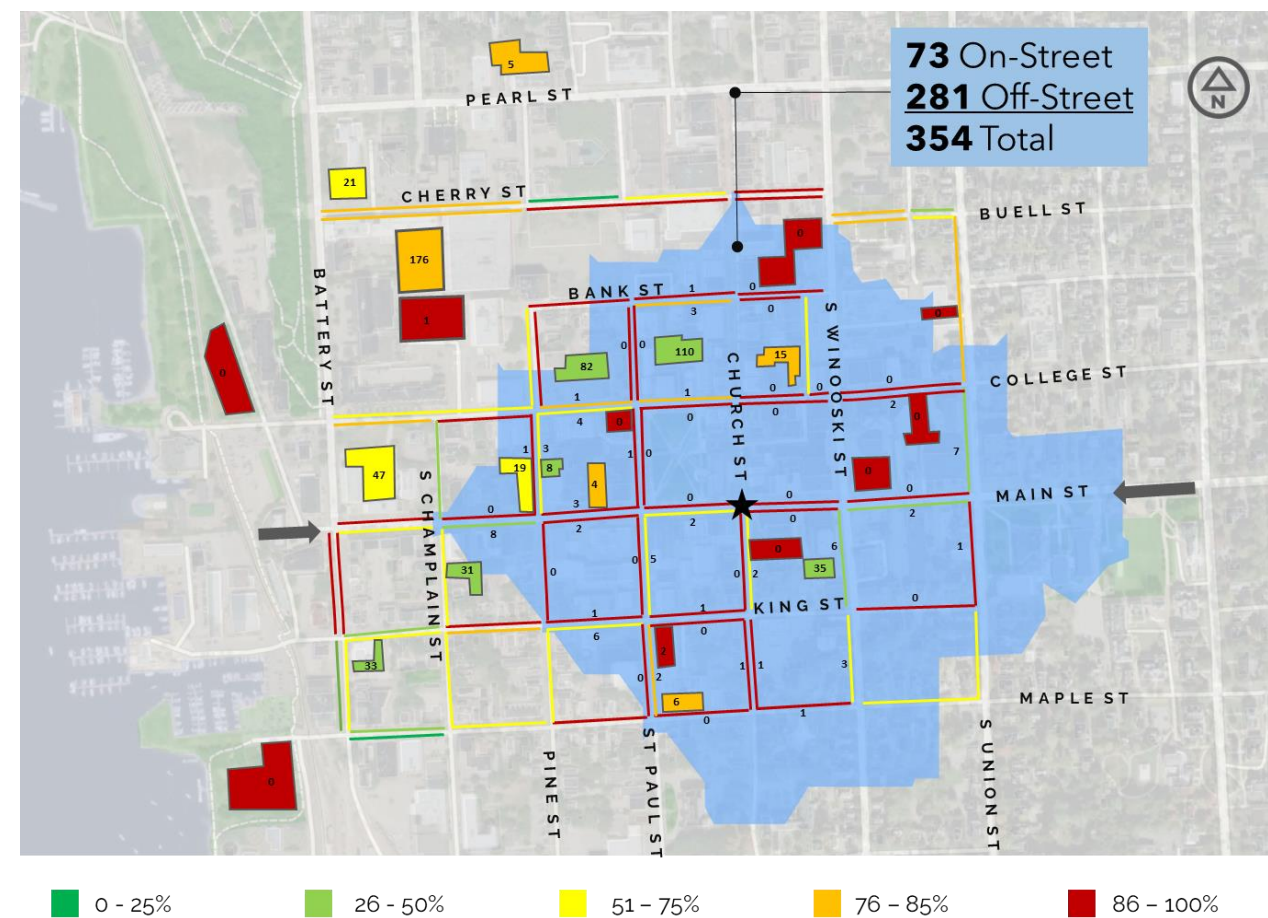
5. CONSIDER ADDITIONAL PARKING SUPPLY OPPORTUNITIES either in future redevelopment or through partnerships.

CONCLUSIONS

The continued availability of parking spaces in Burlington's Downtown "Core" suggests that adding to the existing supply is not needed; however, there are parking corridors that are more popular due to their ease of access and proximity to amenities and services. It is important to recognize that hot spots have an outsized impact on public perception of supply because high-demand parking spaces are the most convenient, familiar, and easiest to find locations.

The reduction in parking supply anticipated as a result of the Main Street Great Streets project can be accommodated in a partnership with off street parking lots in combination with shorter maximum parking times, higher rates and increased enforcement in high demand areas. The City of Burlington should continue to evaluate parking facility features like lighting, technology, wayfinding and security to ensure the parking program stays efficient, safe, and reliable in a post-COVID world.

Figure ES-2. Parking Availability within Downtown "Core" 5 Minute Walk Service area of Church at Main – Average Weekend Peak 6-8 PM - Off-Street Adjusted 40% Upwards



01 INTRODUCTION + PROJECT GOALS

BACKGROUND

This parking study evaluates the supply of parking in Downtown Burlington. Specifically, the study evaluates the existing supply's ability to satisfy the demand of parking resulting from the loss of on-street parking on Main Street as part of Burlington's Great Streets project.

The parking study area is the area within two blocks of Main Street and is bounded by Cherry Street, Battery Street, Maple Street, and Union Street. In addition to the City's on-street inventory, VHB also inventoried the City lots and garages (even beyond this study area) as well as private lots and garages within the study area that allow public parking.

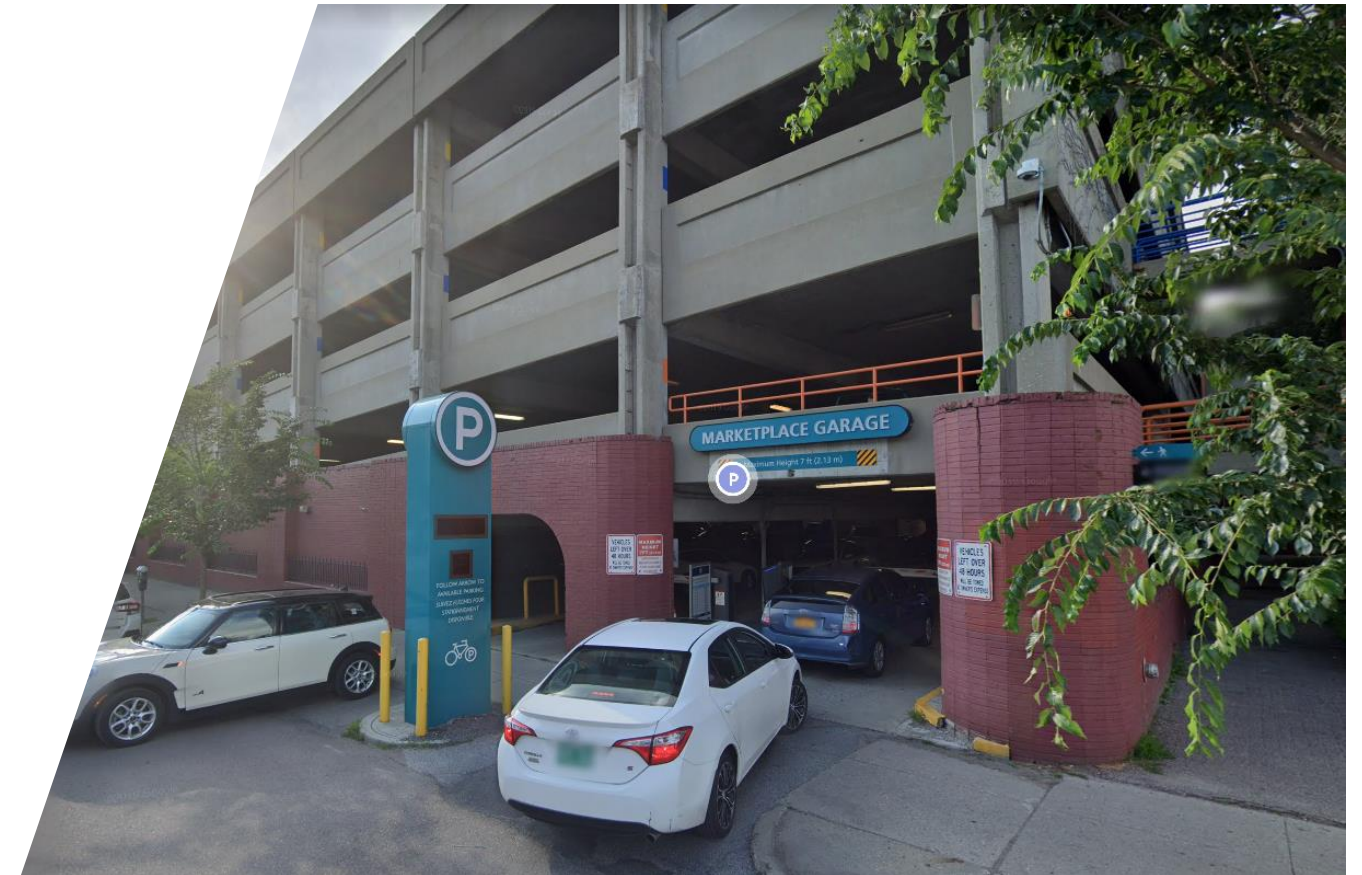
PROJECT GOALS

- Understand the current supply of parking spaces both on- and off-street
- Identify areas with high utilization
- Better understand turnover as it relates to utilization and current regulations
- Understand the implications of the removal of on-street parking and identify areas that can absorb displaced parking
- Provide strategies to remove the perception there is not enough parking downtown

Figure 1 . On-Street Parking Downtown Burlington



Figure 2 . Marketplace Garage Downtown Burlington



02 EXISTING CONDITIONS

DOWNTOWN PARKING SUPPLY

The parking study area is the area within two blocks of Main Street and is bounded by Cherry Street, Battery Street, Maple Street, and Union Street. In addition to the City's on-street inventory, VHB also inventoried the City lots and garages (even beyond this study area) as well as private lots and garages within the study area that allow public parking. Within the Downtown study area, there is a total supply of 4,218 parking spaces. Of this inventory, 976 spaces (23%) are located on-street and 3,251 spaces (77%) are located off-street. (Figure 4)

For the purpose of this study, the study area was divided into four zones; northwest, northeast, southwest, and southeast, as depicted below (Figure 3). There are a total of 3,713 parking spaces available within the confines of these four zones. It should be noted that an additional 504 off-street parking spaces were inventoried outside of the four zones (Pease Lot, Perkins Pier Lot, Lake Street Extension Lot) all of which are outside of a comfortable walking distance to downtown. The northwest quadrant contains 50% of the parking supply while the northeast, southwest, and southeast contain approximately 31%, 9%, and 10% of the parking supply, respectively (Figure 5). On-street parking is well divided amongst the four zones as the northwest contains 25% of the on-street parking supply while the northeast, southwest, and southeast zones contain 29%, 24%, and 22% of the on-street parking supply, respectively (Figure 6).

Figure 3. Parking Study Area

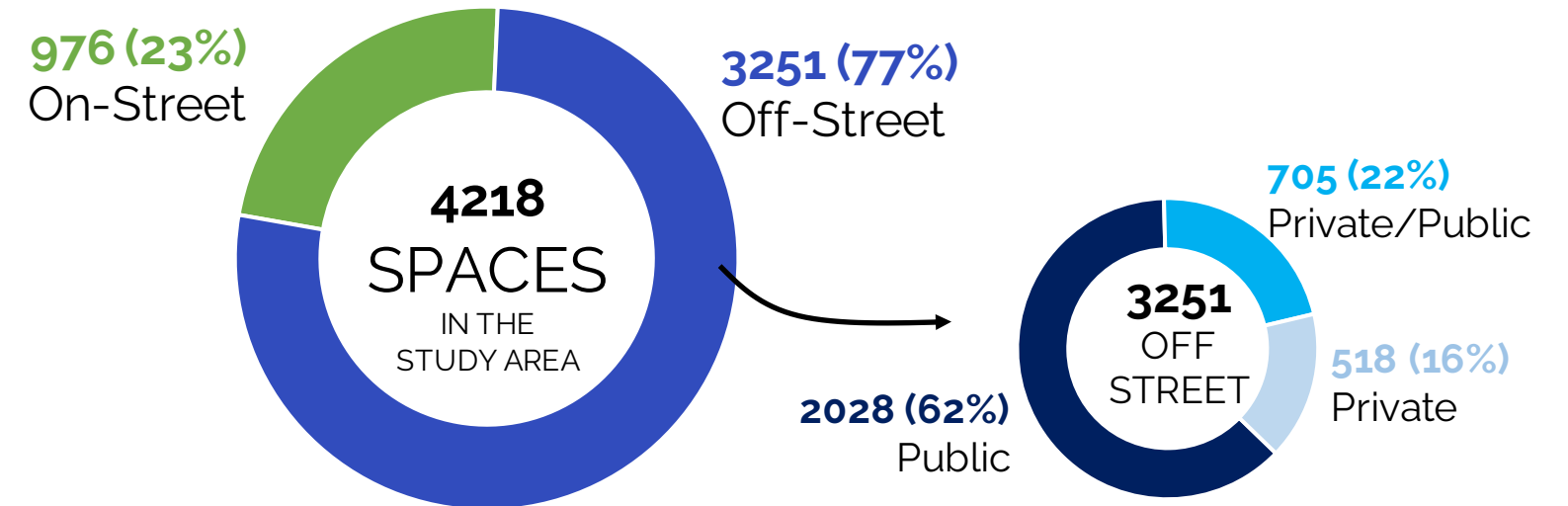
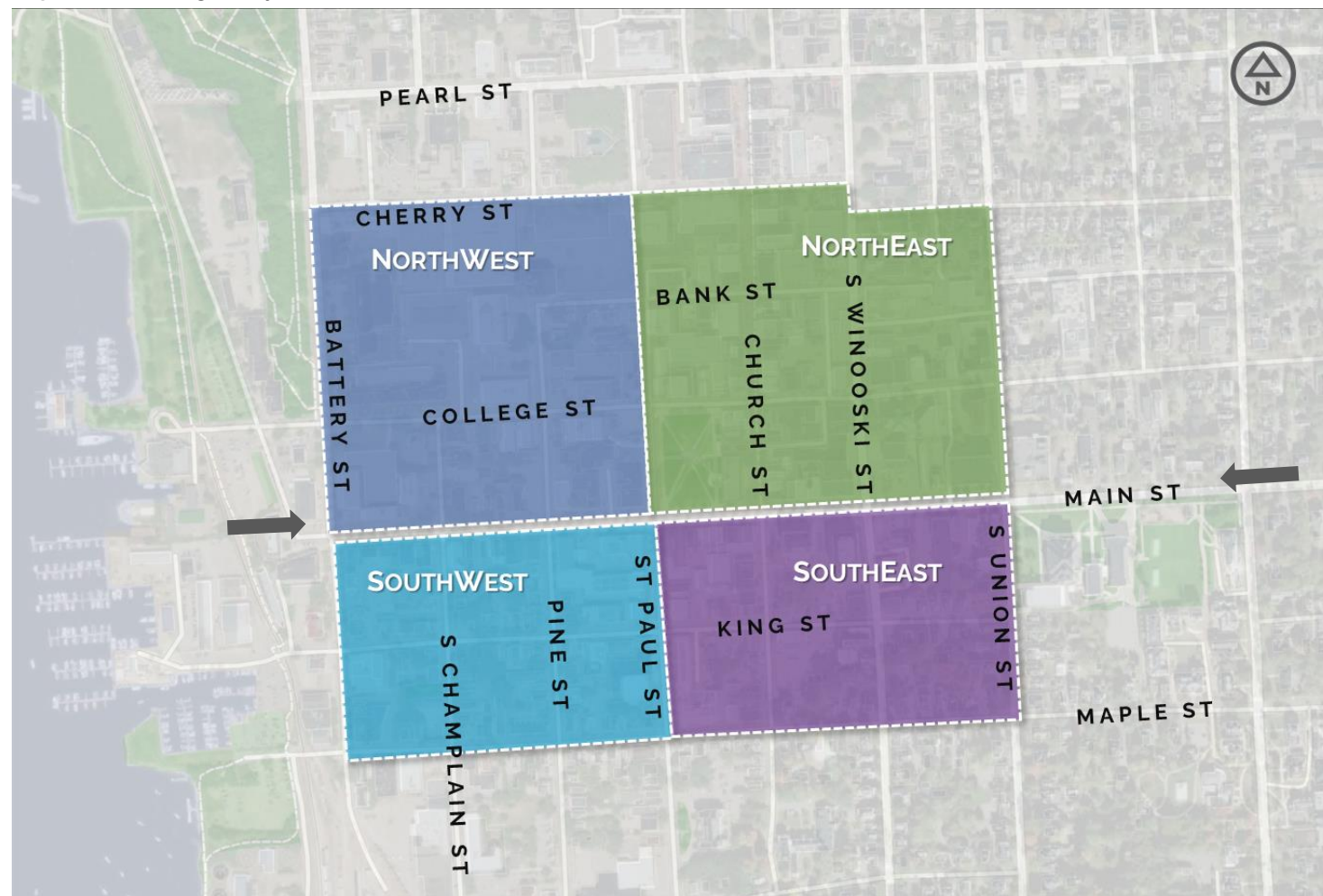


Figure 4. Parking Study Area Breakdown

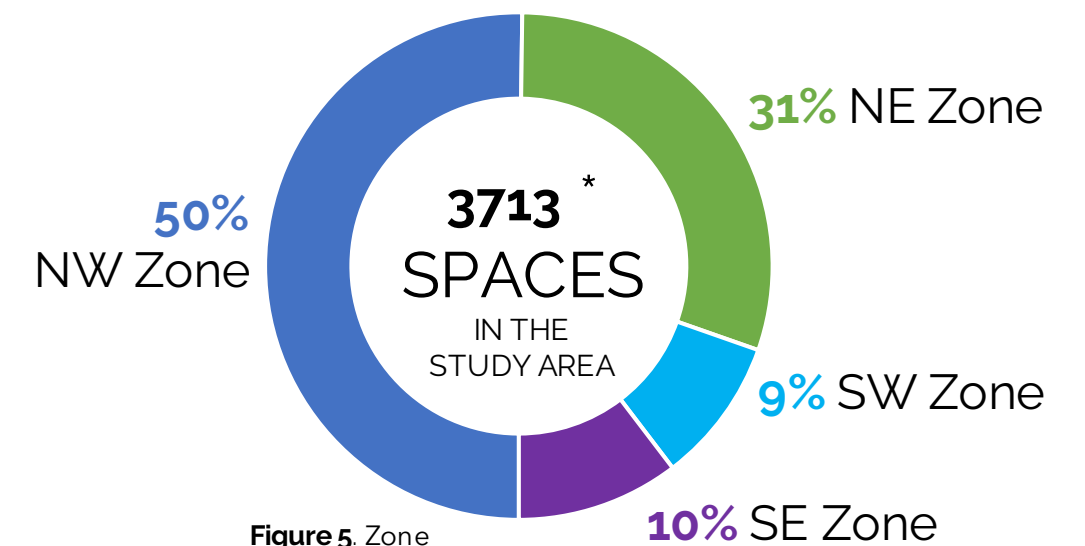


Figure 5. Zone Breakdown

*An additional 504 off-street parking spots were inventoried outside of the zones - Perkins Pier, Pease, Lake Street Extension, etc. outside a comfortable walking distance

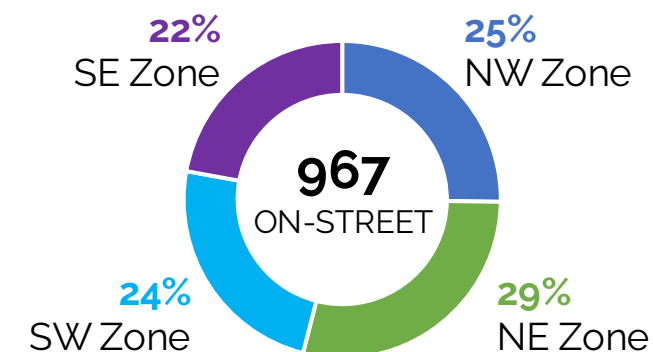


Figure 6. On-Street Breakdown by Zone

PARKING REGULATIONS

For a visitor unfamiliar with the area, parking regulations in Burlington may appear generally prohibitive and difficult to navigate. Some parking facilities or spaces are dedicated to specific users and at specific times; however, unclear and in some cases excessive signage can lead to confusion about who is truly permitted to park in some locations and at what time.

To gather the most accurate understanding of Downtown’s existing parking, the team recorded regulations within the study area as they would be viewed by a first-time “visitor” to Downtown Burlington..

ON-STREET PARKING

The distribution of on-street public parking spaces in the study area is summarized in Figure 7 and depicted graphically in Figure 9. A majority of the on-street parking is regulated by time and/or metering. Unrestricted segments are generally clustered toward the periphery of the study area in the southeast zone along Maple Street, So. Winooski Street, So. Union Street, and King Street.

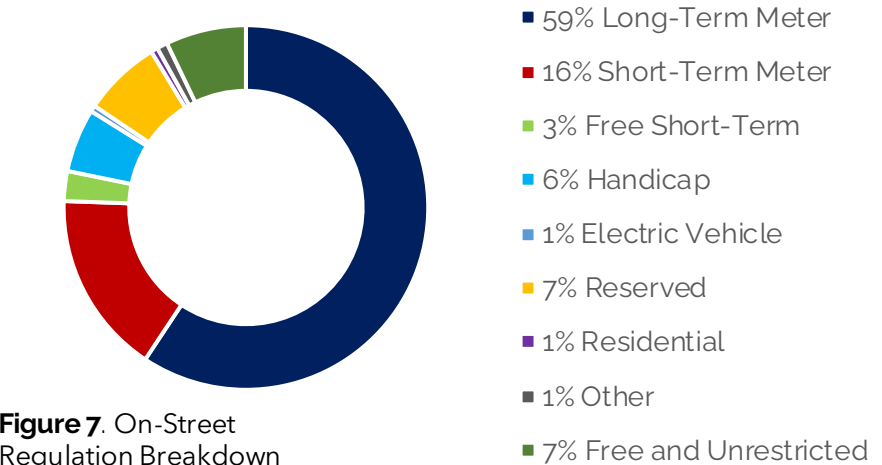


Figure 7. On-Street Regulation Breakdown

OFF-STREET PARKING

Off-street parking is provided throughout the study area and is categorized as public, private/public, or private. A majority of the off-street parking facilities offer public parking within the study area. The distribution of off-street public parking spaces in the study area is summarized in Figure 8 and depicted graphically in Figure 9.

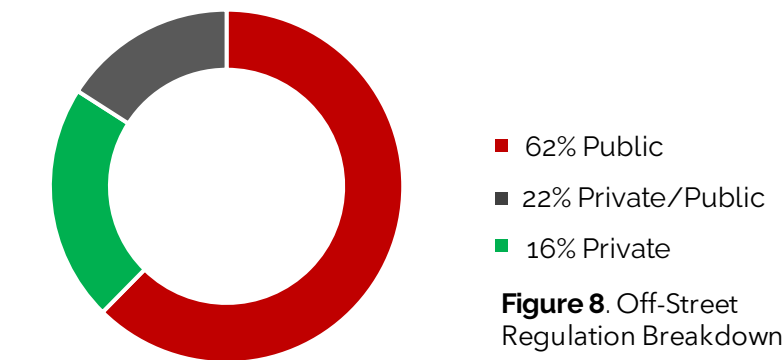
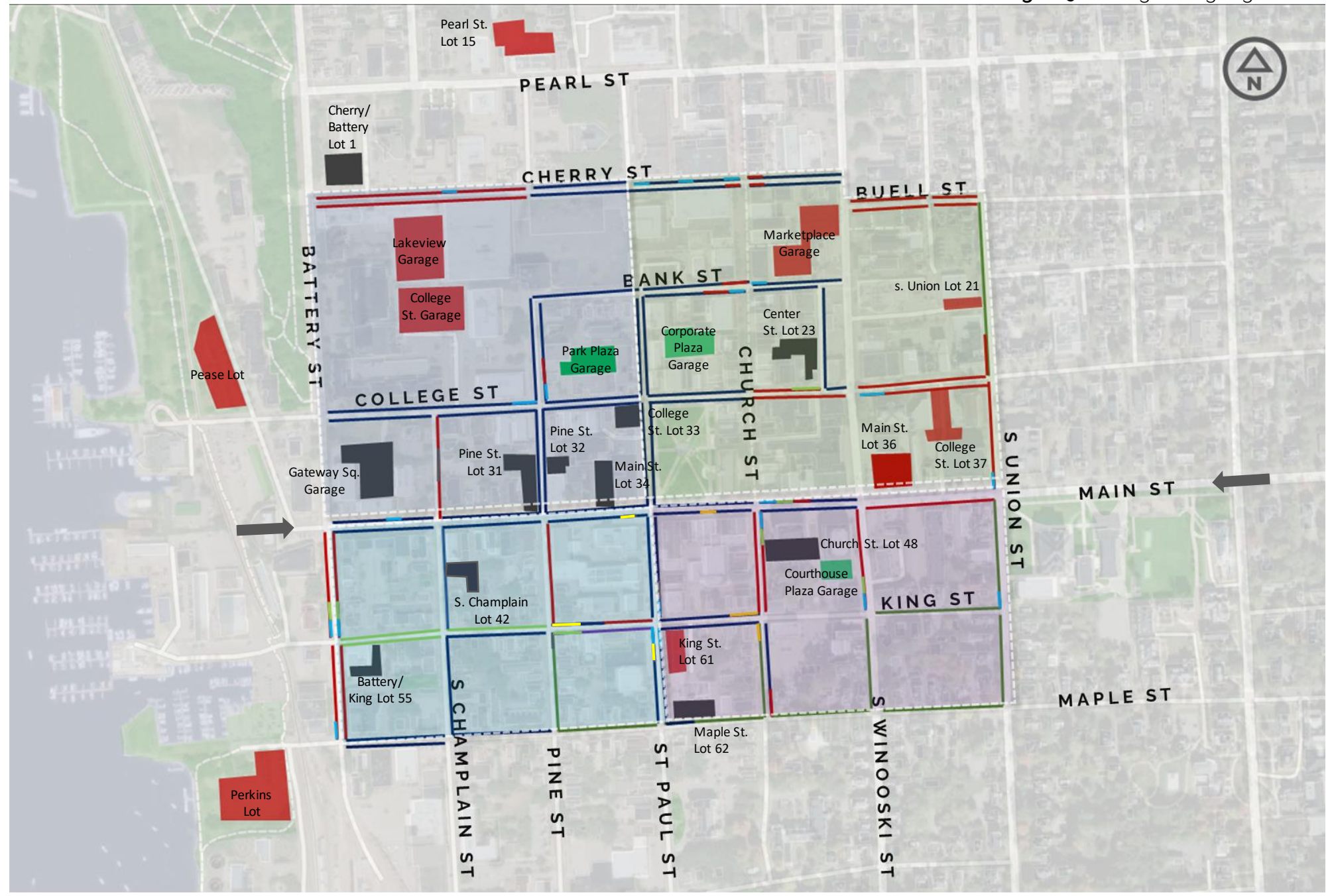


Figure 8. Off-Street Regulation Breakdown

Figure 9. Existing Parking Regulations



OFF-STREET PARKING

- Public Facility
- Private / Public Facility
- Private Facility

ON-STREET PARKING

- Handicap
- Short-Term Meter
- Long-Term Meter
- Free and Unrestricted
- Other
- Free Short-Term
- Reserved
- Residential

03 PARKING INVENTORY

INVENTORY DATA COLLECTION METHODOLOGY

VHB inventoried all the publicly available parking in the area within two blocks of Main Street and bounded by Cherry Street, Battery Street, Maple Street, and Union Street. Additionally, lots that are owned by the City of Burlington that are open to the public were also inventoried.

The data was collected on two weekdays and two Saturdays during the month of July in 2022. The data collection occurred from 10 AM until 8 PM. Each segment was surveyed every two hours to calculate occupancy and turnover rates of each parking space on and off street.

The data was collected utilizing ArcGIS's app, Survey 123. The City of Burlington provided GIS data to use as a base for the study. Survey 123 provided features to collect the parking inventory, occupancy, and turnover rates. Prior to data collection days, the parking lots and garages downtown were assessed to determine if they are for private or public use. On the first day of data collection, each data collector was responsible for collecting the inventory for each of the segments on their walking route to confirm the number of spaces available on and off street. Figure 11 depicts the main screens that were utilized to collect data.

Each data collector was provided with a map depicting the recommended route to follow that covered the segments and parking lots/ garages they were responsible for collecting data from (Figure 10). In addition to the map, they were provided with a printed-out schedule that informs them when they have breaks from the data collectors that were acting as "floaters" and relieving people from their route throughout the day.

Beginning at 10 AM, 12 PM, 2 PM, 4 PM, and 6 PM each data collector would begin their assigned route and finished within the two-hour period. During the course of the study, some routes were adjusted to pick up segments, lots, and garages from near by routes to continue with data collection if demand was particularly high in certain areas. On the Saturday data collection days, the routes were shorter due to the anticipation of higher occupancy to ensure that there was enough time to complete the route in the two-hour time slot.

POST PROCESSING METHODOLOGY

Data quality was checked during each survey day (spot checks) and again in post-processing. Accidental entries (duplicate plates or blank forms) were discarded. Periods with zero occupancy were scrutinized to verify that they were in fact surveyed. Other checks involved reviewing field notes, checking for duplicates, and cross-referencing routes against data logged.

Two measures were calculated from the study data. Occupancy rate was calculated at the facility (lot or block) level for every two-hour period. This is the number of cars observed divided by the number of spaces. Turnover rate was also measured and was defined as the percentage of vehicles present in one period that left before the next pass (two hours later). License plate lists were compared from one period to the next to calculate this metric. Data from July 14th and July 20th was averaged to create a single weekday result, and a weekend result was calculated by averaging July 16th and July 30th. Block-level occupancy and turnover were also aggregated by zone and facility type (garage, surface lot, or on-street).

CHANGES FROM PRIOR STUDY

Desman Design Management developed the "Downtown Parking and Transportation Management Plan" in December 2015. Comparatively, the 2015 study encompasses a larger study area than the 2022 study which focused primarily on the "core" downtown area. Therefore, there are many segments and garages within the 2015 study that were not inventoried. The 2015 study also inventoried private garages while the 2022 study only inventoried publicly available facilities. A high-level comparison of results for the 2015 study versus the 2022 study is provided in Section 5 (Trends).

Figure 10. App Walking Route Example

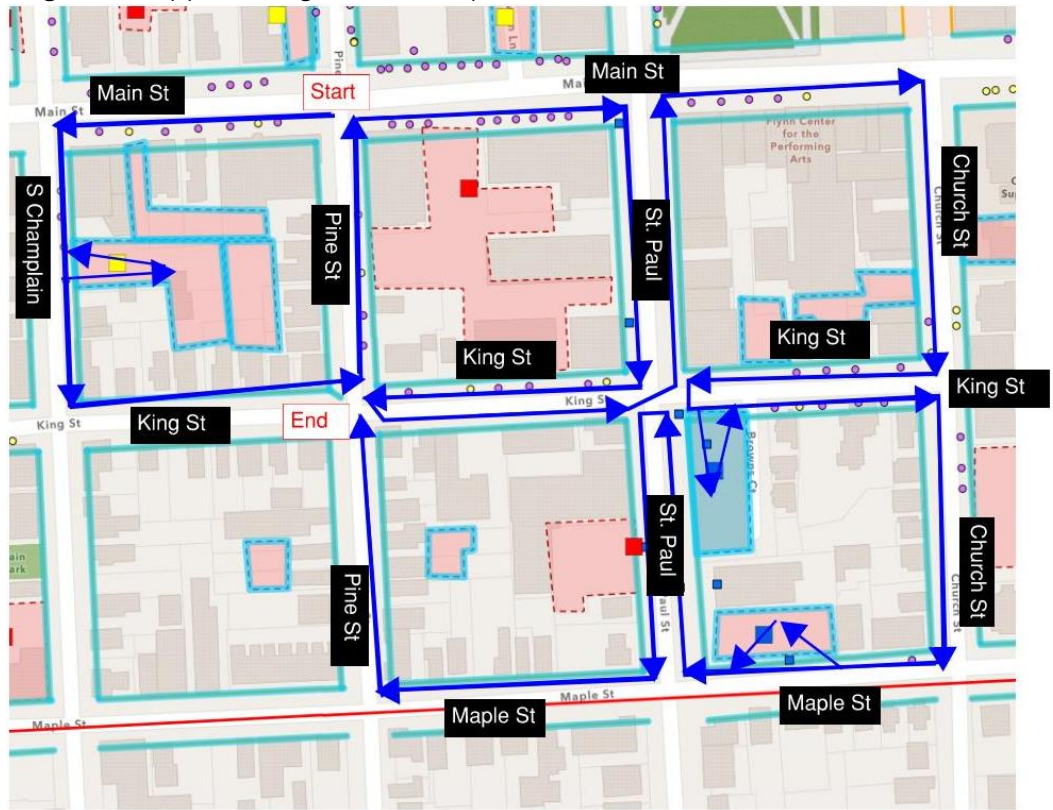
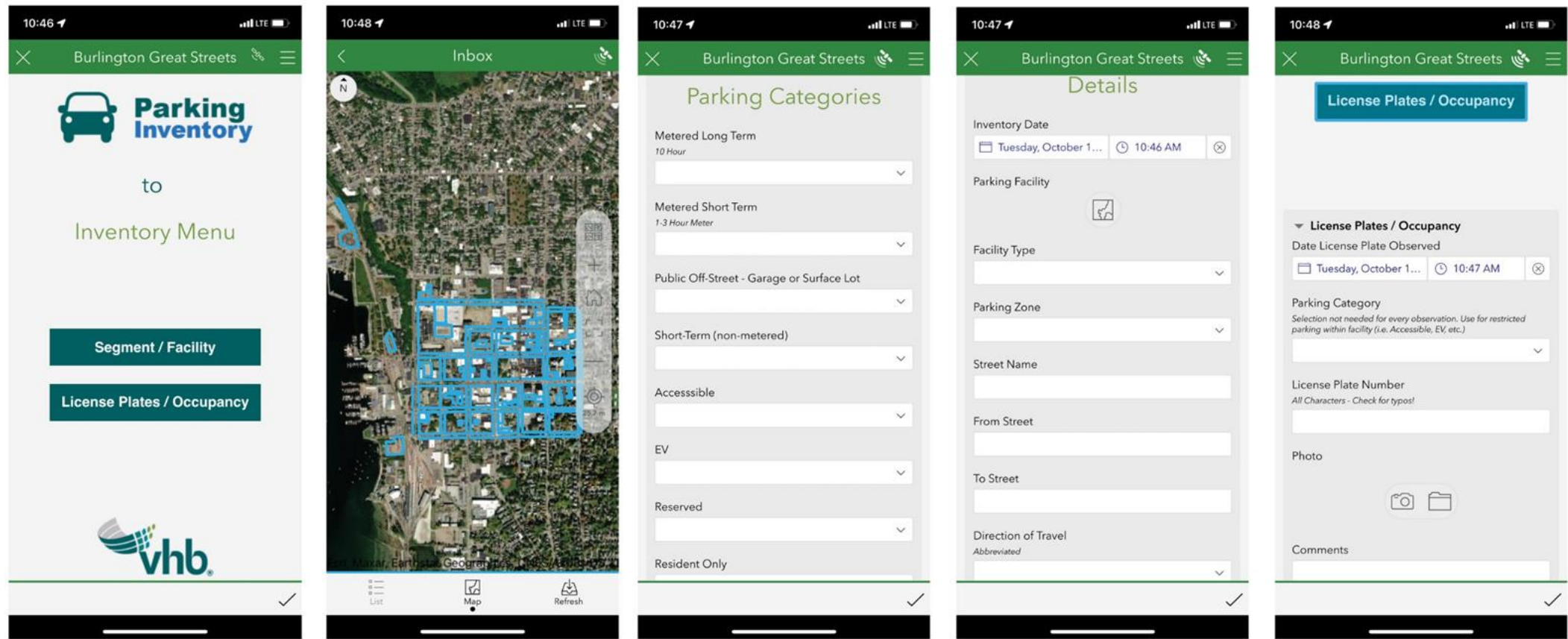


Figure 11. ESRI Survey123 Application



STUDY AREA UTILIZATION FINDINGS

Vehicles parked during a given time period divided by the total number of spaces is occupancy or utilization. On-street parking occupancies of 85-90% are generally considered the highest acceptable target.

- Parking utilization across the entire study area averages 67% during the weekday and 67% during the weekend. As depicted in Figure 12, parking utilization for the entire study area as a whole peaks from noon - 2PM during the week (72%) and from 6 PM -8 PM on the weekend (73%). At peak, there are hundreds of vacant parking spaces of the total 4,218 supply - a vast majority of which are off-street.
- **On-street parking** utilization for the entire study area peaks at 78% on weekdays 6-8 PM. On-street parking utilization for the entire study area peaks at 82% on weekends, from 2 PM - 4 PM and again from 6 PM - 8 PM. (Figure 13). On-street parking averages 72% on the weekday and 77% on the weekend.
- **Off-street parking** utilization for the entire study area peaks at 51% on weekdays from 12 PM - 2PM and 45% on weekends from 6-8 PM. (Figure 13). Off-street parking averages 29% on the weekday and 36% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking downtown as on-street spaces are more visible.
- As one may expect, parking utilization is generally highest surrounding the Church Street retail corridor from Cherry Street to Main Street (Figures 14-15).

Figure 12. Study Area Utilization – Weekday vs. Weekend

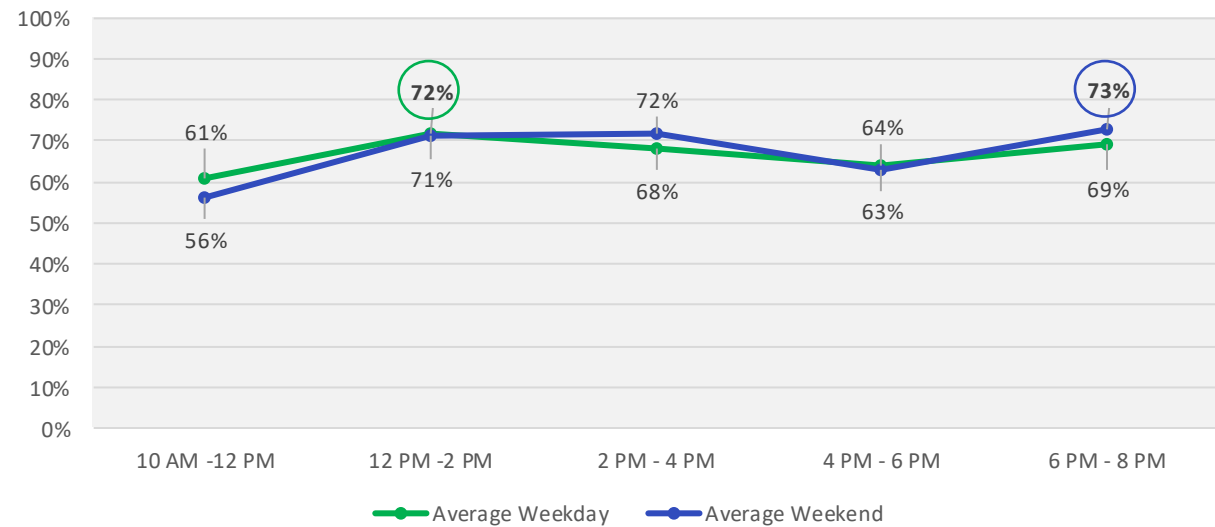


Figure 13. Study Area Utilization – On-Street vs. Off-Street

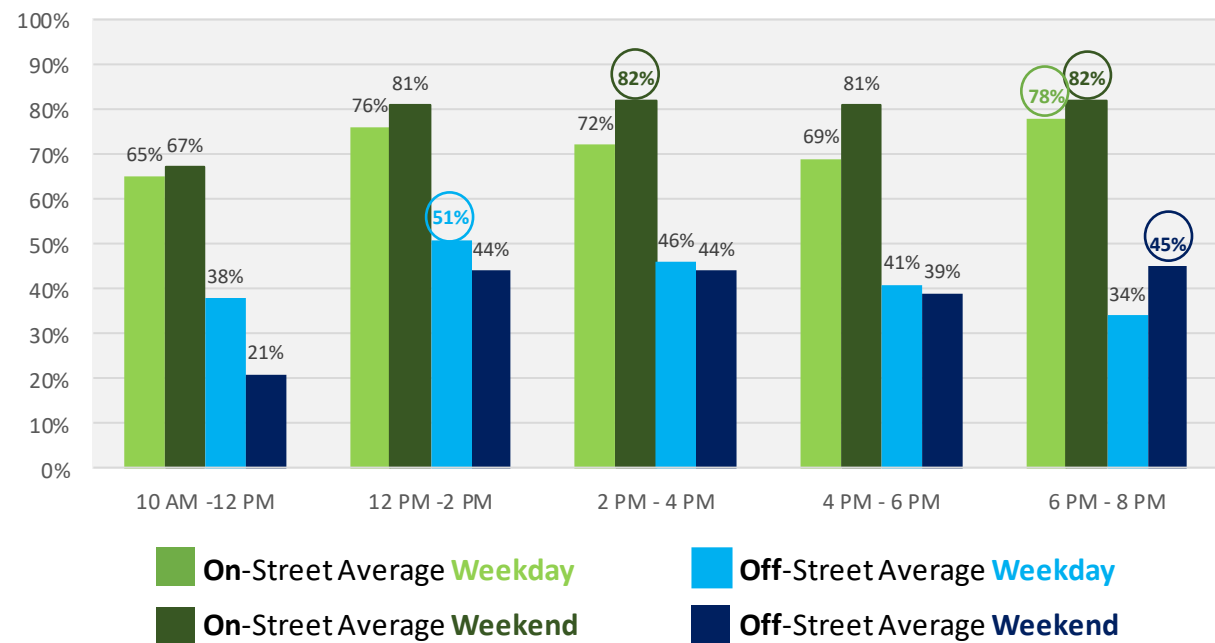


Figure 14. Study Area Weekday Peak Utilization – 12 – 2 PM

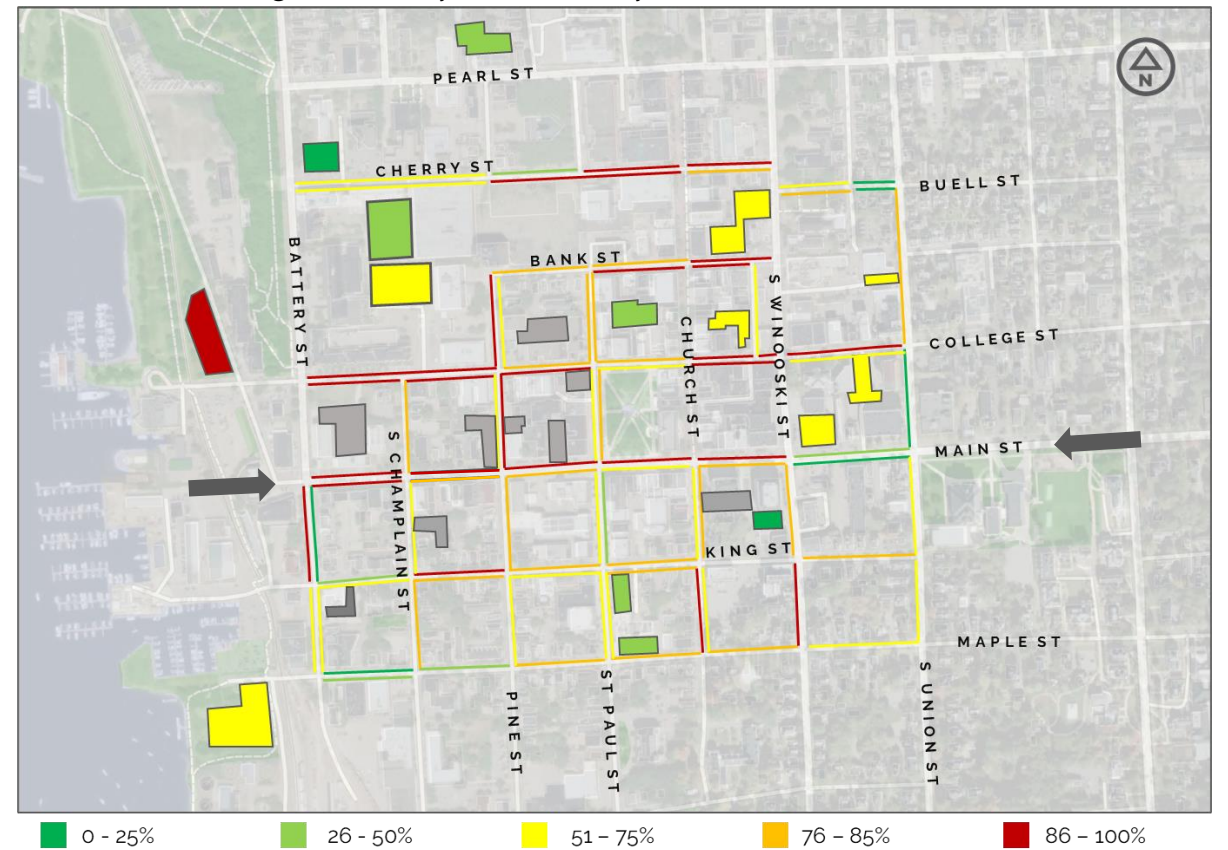
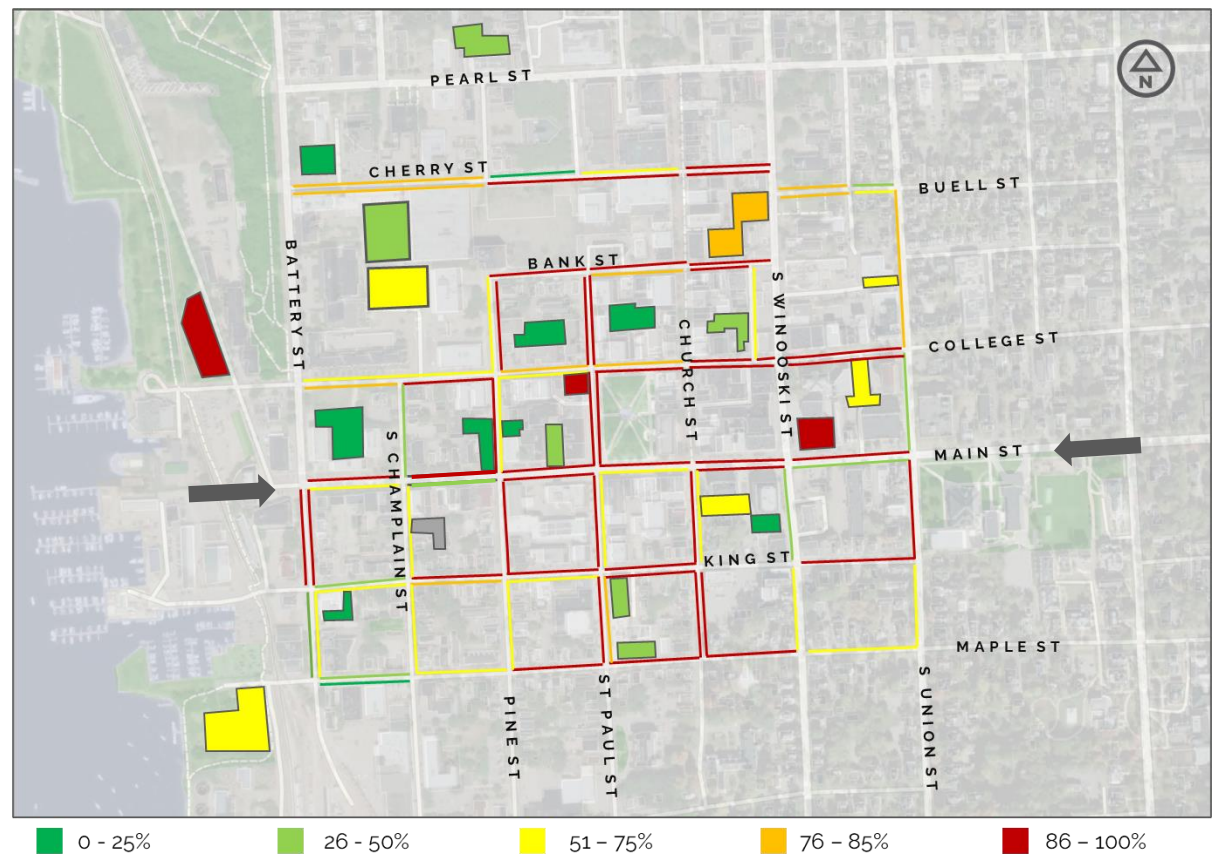


Figure 15. Study Area Weekend Peak Utilization 6-8 PM



STUDY AREA TURNOVER FINDINGS

In addition to parking utilization, average parking turnover is another key measure of parking space availability. Longer parking durations indicate lower space turnover and greater difficulty for visitors/patrons to find a space upon arrival. If supplies are kept constant, segments with shorter parking durations can satisfy higher parking demand than areas with longer parking durations.

- The study area sees an average turnover rate of 64% on weekdays and 62% on weekends. The lowest turnover occurs at from 10 AM -12 PM during both the weekday and weekend. Highest turnover occurs from 4 PM – 6 PM on weekdays and 2 PM – 4PM on the weekend. (Figure 16).
- On-street parking generally experiences higher turnover than off-street parking facilities due to metering. Turnover rates increase for both on-street and off-street facilities as the day goes on during the week whereas turnover rates generally decrease throughout the day during the weekend as more people are dining for dinner. (Figure 17)
- Main Street experiences relatively high turnover during the weekdays and slightly less during the weekends. (Figures 18-19).
- The lowest turnover (longest parking durations) typically occur on unrestricted blocks which include segments along King Street, Maple Street, Church Street, S. Winooski Street, and S. Union Street. Many of these segments also experience the some of the study area’s higher utilization rates throughout the day, an undesirable trend that indicates the parking supplies in these higher demand areas are less likely to be available to arriving visitors/patrons. (Figures 18-19).
- The highest turnover (shortest parking durations) typically occur along short-term metered parking segments, indicating there is a mixture of general compliance and proper enforcement in these areas - with the exception of College Street from Church Street to So. Union where turnover rates are below 50% on the weekends. (Figures 18-19)

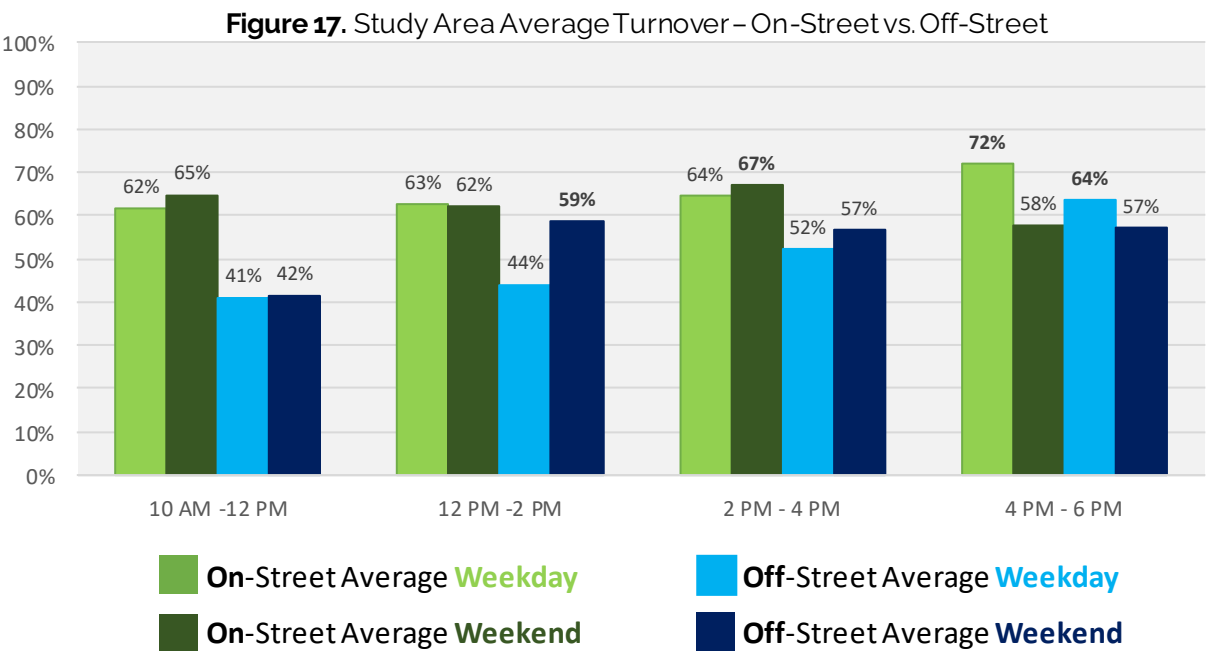
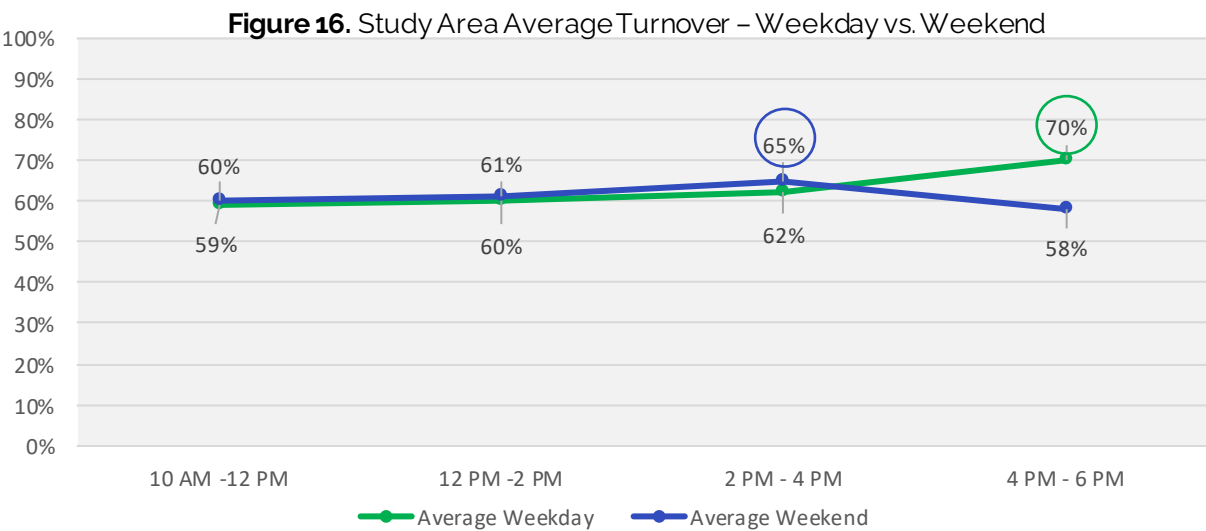


Figure 18. Study Area Average Weekday Turnover

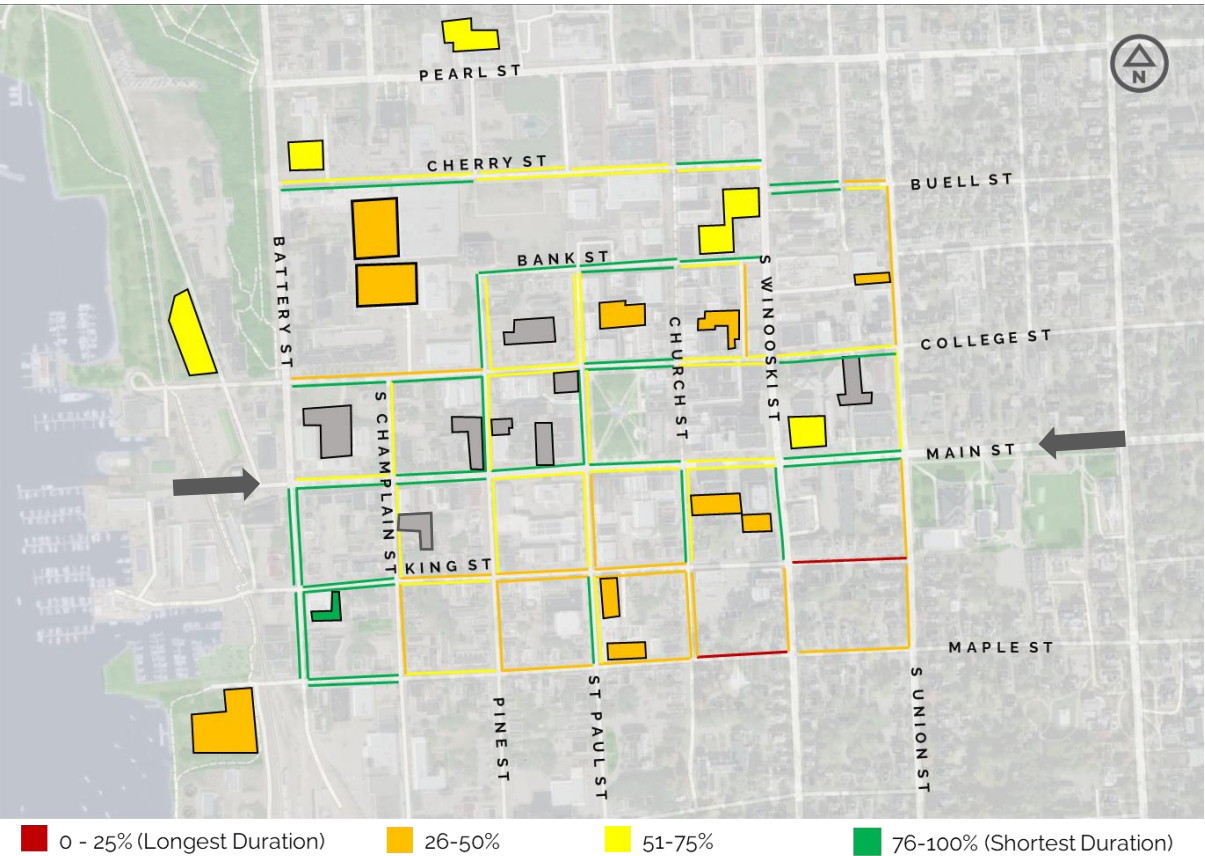
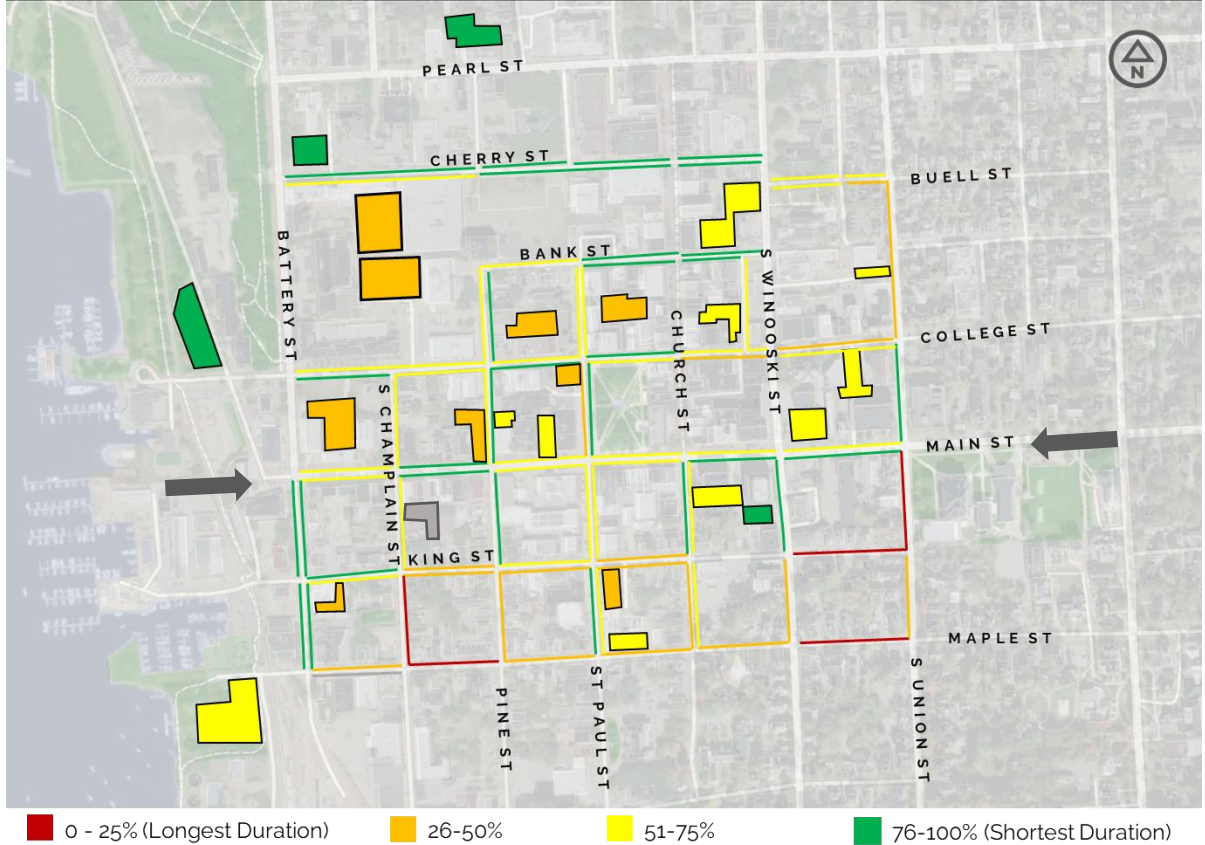


Figure 19. Study Area Average Weekend Turnover



WHERE IS THERE A PARKING PROBLEM?

There are several situations, depending on the time, day, and location in which parking is difficult to find. Off-street parking can be challenging at the following locations and time frames:

- Pease Lot - Weekdays specifically from noon - 2 PM and 6 PM-8 PM
- Marketplace Garage - Weekends-specifically from noon - 4 pm
- Main Street Lot 36 - Weekends specifically from 2 PM - 8 pm
- College Street lot - Weekends specifically from 4 PM - 6 PM
- Main Street Lot 34 - Weekends specifically from noon -4 PM
- Church Street Lot - Weekends specifically from noon - 2 PM

These off-street facilities and their respective average turnover rates are depicted in Figure 20.

Figures 21-22 depict on-street segments that have an average utilization over 85% throughout the day and their respective turnover rates for the weekday and weekend, respectively. Comparatively, parking duration is typically longer on the weekends than on weekdays throughout the study area. Segments with shorter parking durations can satisfy higher parking demand - defined as the number of unique parking transactions - than areas with longer parking durations. These are depicted by segments with turnover ranging 76-100%, meaning there is frequent turnover, and these segments are better equipped to handle the demand. These segments are evident along Bank Street and Cherry Street, particularly in the weekend period. Longer parking durations, however, indicate lower space turnover and greater difficulty for visitors/patrons to find a space upon arrival to Burlington. Those longer parking durations in highly utilized segments are evident for on-street parking segments surrounding the Church Street retail corridor, especially during the weekend peak (depicted in Figure 22). Parking utilization is particularly high along the Church Street retail corridor, and subsequent turnover rates hover around the 26-50% range indicating longer stays which does not adequately satisfy the high demand in this area and may cause drivers to circulate for a spot. This is also evident in the southeast zone where free and unrestricted parking is present.

Figure 20. Turnover Rates at Highly Utilized Off-Street Facilities

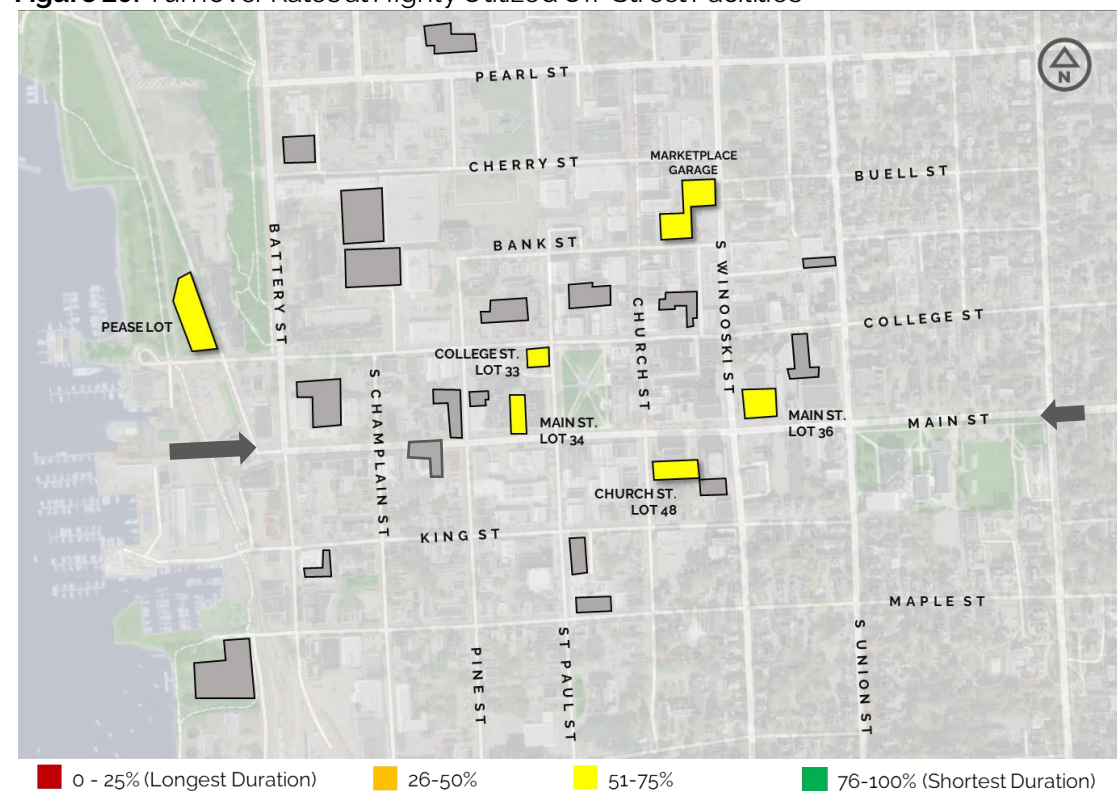


Figure 21. Turnover Rates at Highly Utilized (>85%) Segments - Weekday

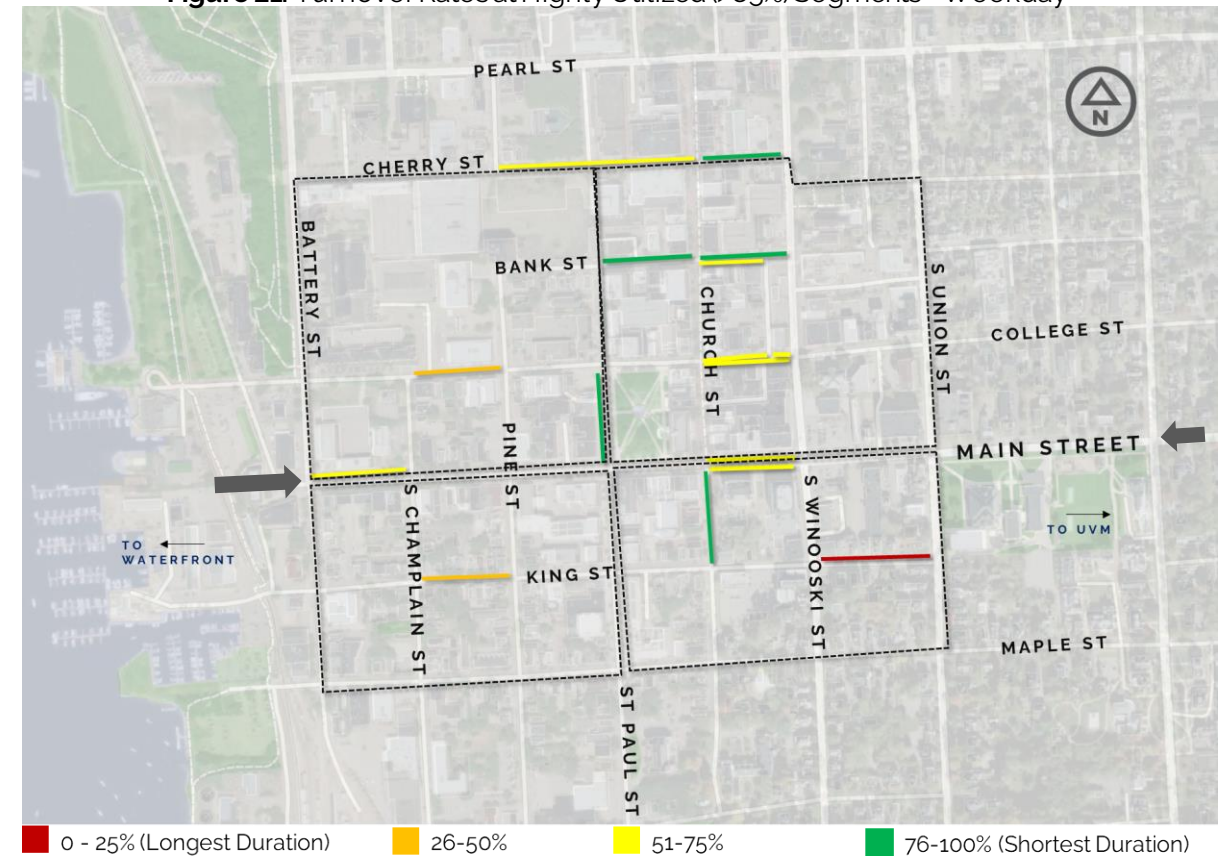
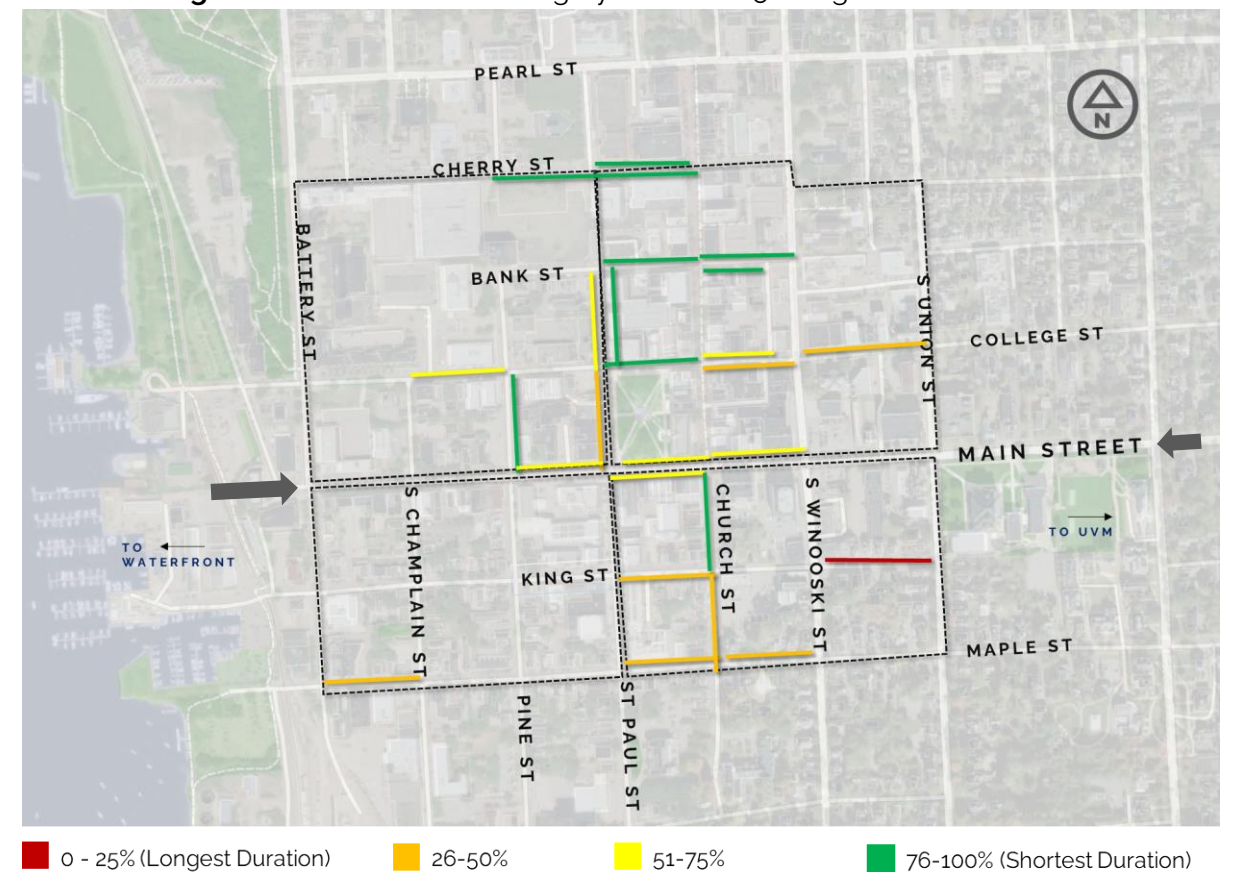


Figure 22. Turnover Rates at Highly Utilized (>85%) Segments - Weekend



ON-STREET PARKING REGULATION BREAKDOWN

Parking utilization and turnover allow planners to understand how on parking is being used, if regulations are being followed, and if additional regulations and/or enforcement may be needed to increase vehicle turnover. Table 1 depicts the utilization and turnover rates for on-street parking across the different regulations.

As shown in Table 1, free short-term segments experience the highest utilization followed by free and unrestricted segments. Free short-term segments experience average turnover rates of approximately 68% indicating additional enforcement is likely needed to increase vehicle turnover in these areas. Free and unrestricted segments experience the lowest turnover rates which is to be expected. To increase vehicle turnover, the City may want to consider changing the regulation to include a time limit.

Regarding metered parking, short term metered parking experiences higher utilization than long term metered parking but both reported similar turnover rates. This indicates that additional enforcement is likely needed along short term metered spaces to increase vehicle turnover and better satisfy the demand in these areas.

Table 1 Regulation vs. Utilization/Turnover

Regulation	Utilization		Turnover	
	Average Weekday	Average Weekend	Average Weekday	Average Weekend
Free and Unrestricted	77%	79%	34%	46%
Free Short Term	84%	86%	68%	68%
Long Term Metered	70%	69%	71%	66%
Short Term Metered	75%	76%	71%	68%

NORTHWEST ZONE BREAKDOWN

PARKING SUPPLY

- Within the Northwest Zone, there is a total of 1,865 parking spaces. Of this inventory, 244 spaces (13%) are located on-street and 1,621 spaces (87%) are located off-street. (Figure 23). It should be noted that many off-street facilities within the NW zone are not available for public use during the 10 AM - 6PM time frames. Therefore, these select facilities were inventoried from 6-8 pm only as this is when public use is allowed during the week. All off-street facilities were inventoried throughout the 10 AM - 8 PM timeframe during the weekend as public use is allowed.

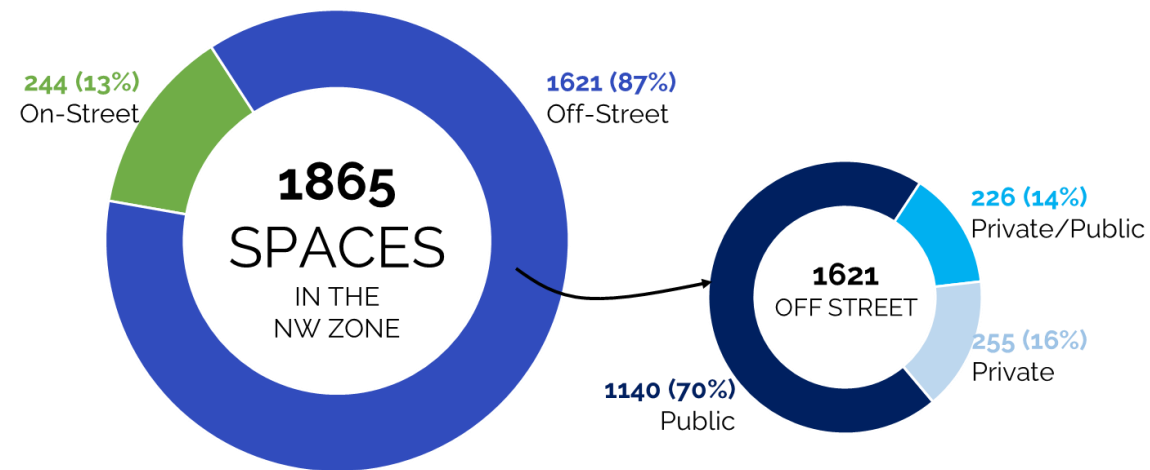


Figure 23. Northwest Parking Supply Breakdown

UTILIZATION

- Parking utilization across the entire Northwest Zone averages 72% during the weekday and 66% during the weekend. Parking utilization within the zone peaks from noon - 2PM during the week (83%) and from noon - 4 PM on the weekend (74%).
- On-street parking** utilization for the Northwest Zone peaks at 90% on weekdays from noon - 2 PM and 92% on weekends from 2 - 4 PM. On-street parking is effectively fully occupied during these time slots, as people will circulate looking for spaces as they become available. On-street parking utilization averages 80% on the weekday and 82% on the weekend.
- Off-street parking** utilization for the Northwest Zone peaks at 44% on weekdays from 2 PM - 4 PM and 37% on weekends from noon - 2 PM. Off-street parking utilization averages 37% on the weekday and 31% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking in the Northwest Zone as on-street spaces are more visible. However, overall, supply exceeds demand in the Northwest zone due to currently underutilized off-street facilities such as the College Street Garage and Lakeview Garage.

TURNOVER

- The Northwest Zone experiences an average turnover rate of 68% on weekdays and 63% on weekends.
- On-street parking** turnover for the Northwest Zone averages 72% on weekdays and 71% on weekends indicating that approximately 70% of vehicles parked in the NW are parked for less than 2 hours..
- Off-street parking** turnover for the Northwest Zone averages 42% on weekdays and 46% on weekends.
- Turnover on on-street facilities is likely much higher than that of off-street facilities due to time restricted parking regulations on many of these segments.
- When looking at turnover compared to time restrictions, parking segments with short-term time restrictions (83%) averaged much higher turnover rates than those of long-term time restrictions (69%), especially on the weekend.
- Turnover is lowest from noon - 2 PM on both weekdays and weekends.

Figure 24. Northwest Zone- On-Street vs. Off-Street Utilization

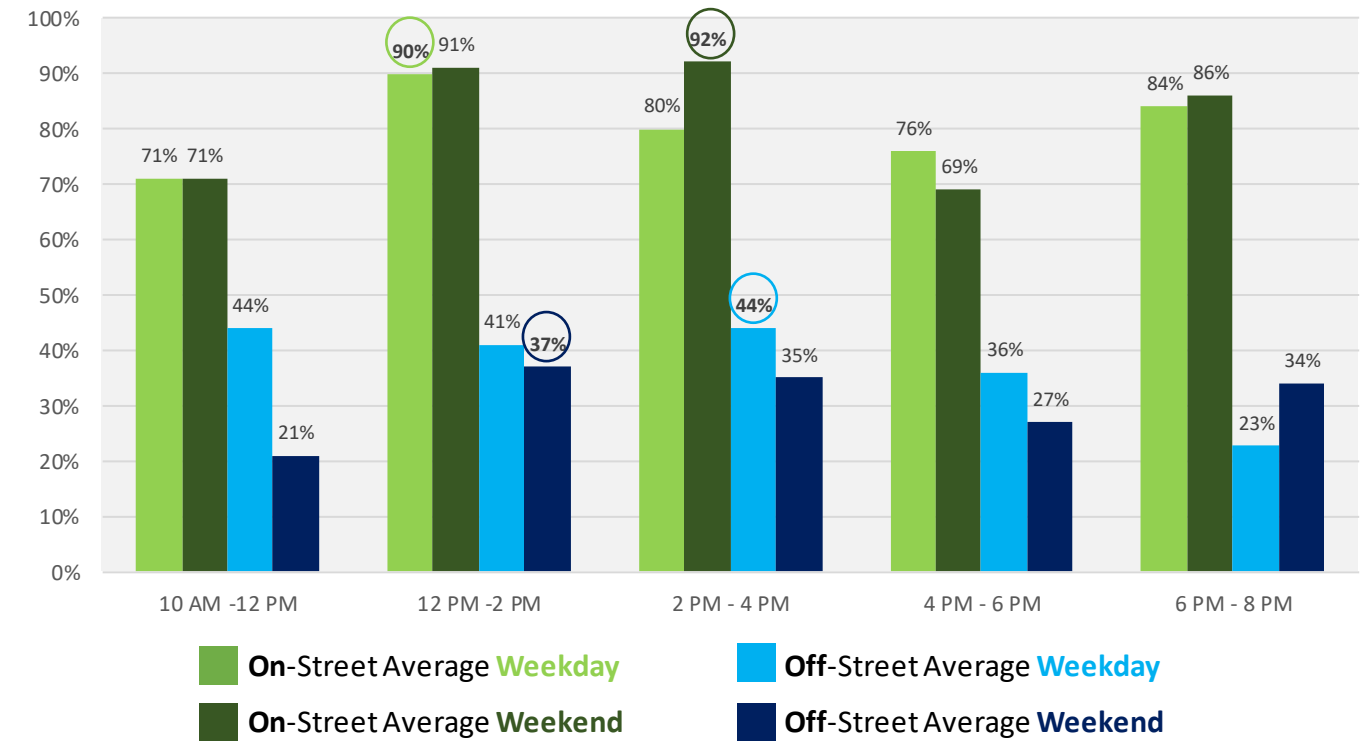
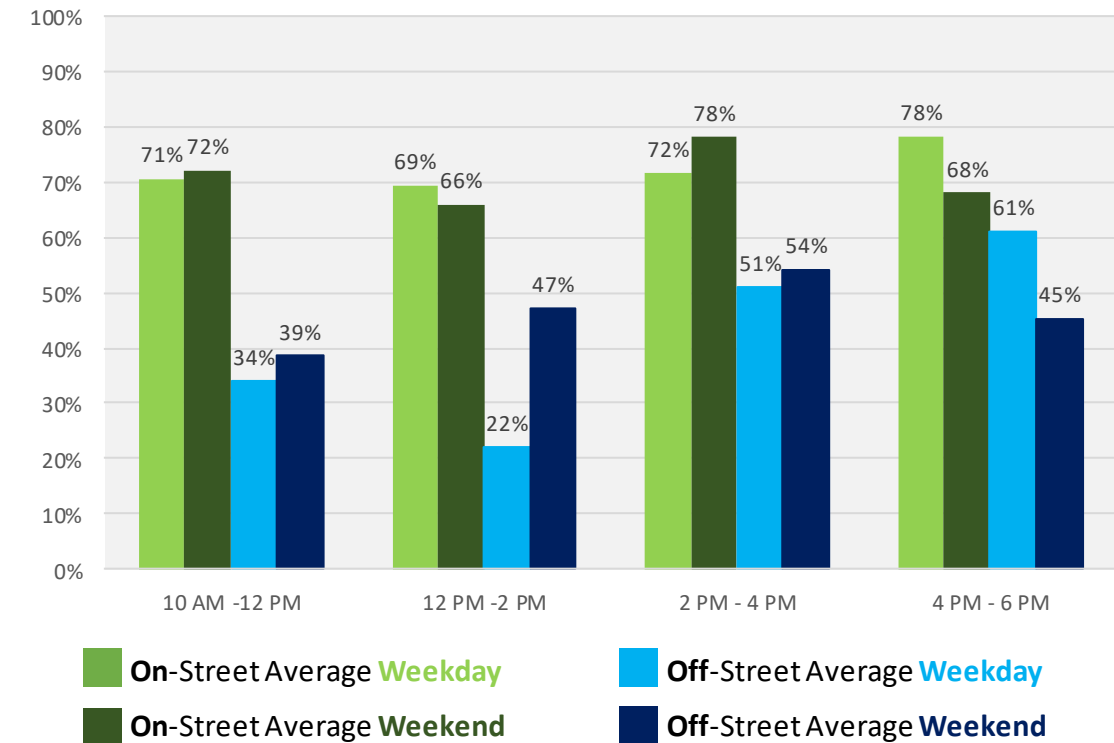


Figure 25. Northwest Zone- On-Street vs. Off-Street Turnover



NORTHEAST ZONE BREAKDOWN

PARKING SUPPLY

- Within the Northeast Zone, there is a total of 1,120 parking spaces. Of this inventory, 278 spaces (25%) are located on-street and 842 spaces (75%) are located off-street. (Figure 26)

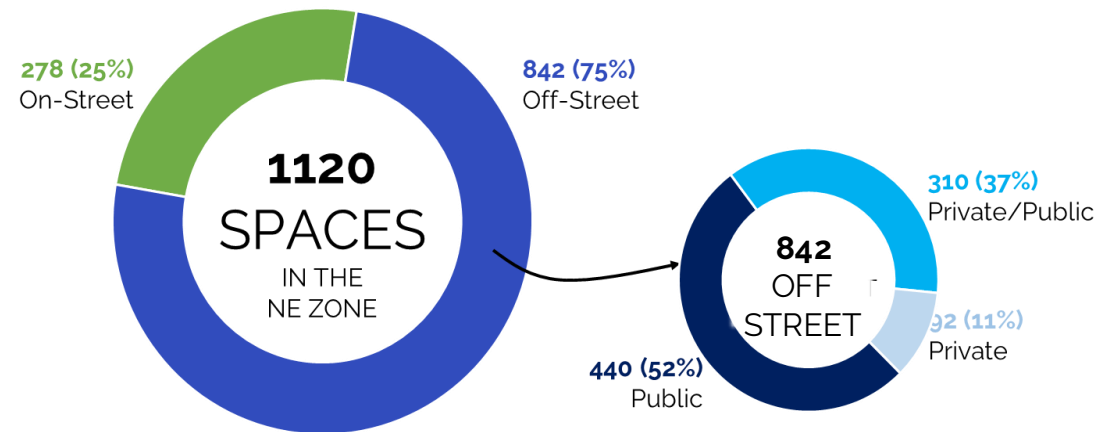


Figure 26. Northeast Parking Supply Breakdown

UTILIZATION

- Parking utilization across the entire Northeast Zone averages 70% during the weekday and 77% during the weekend. Parking within the zone peaks from 6-8 PM during the week (78%) and on the weekend (86%). Utilization is highest in the Northeast zone. This can be expected as it surrounds the core Church Street retail corridor.
- On-street parking** utilization for the Northeast Zone peaks at 85% on weekdays from 6-8PM and 92% on weekends from 6-8 PM. On-street parking demand exceeds supply during these time slots. On-street parking utilization averages 75% on the weekday and 82% on the weekend.
- Off-street parking** utilization for the Northeast Zone peaks at 62% on weekdays from 12 - 2 PM and at 62% on weekends from 6-8 PM. Off-street parking utilization averages 51% on the weekday and 55% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking in the Northwest Zone as on-street spaces are more visible. However, overall, supply exceeds demand in the Northeast zone due to currently underutilized off-street facilities especially the Corporate Plaza Garage. Improved wayfinding and arrival signage strategies are recommended to highlight the availability of off-street facilities.

TURNOVER

- The Northwest Zone experiences an average turnover rate of 68% on weekdays and 63% on weekends.
- On-street parking** turnover for the Northwest Zone averages 70% on weekdays and 68% on weekends indicating that approximately 70% of vehicles parked in the NE are parked for less than 2 hours..
- Off-street parking** turnover for the Northwest Zone averages 54% on weekdays and 55% on weekends.
- Turnover on on-street facilities is likely much higher than that of off-street facilities due to time restricted parking regulations on many of these segments.
- When looking at turnover compared to time restrictions, parking segments with short-term time restrictions had lower turnover than those with long-term restrictions in the Northeast Zone, indicating that vehicles are extending the allotted time. This may be attributed to the more residential nature of Buell Street and residents parking their vehicles along these segments.
- Turnover rates generally increase as the day progresses indicating that parking stays are longer from 10 AM - 2 PM.

Figure 27. Northeast Zone- On-Street vs. Off-Street Utilization

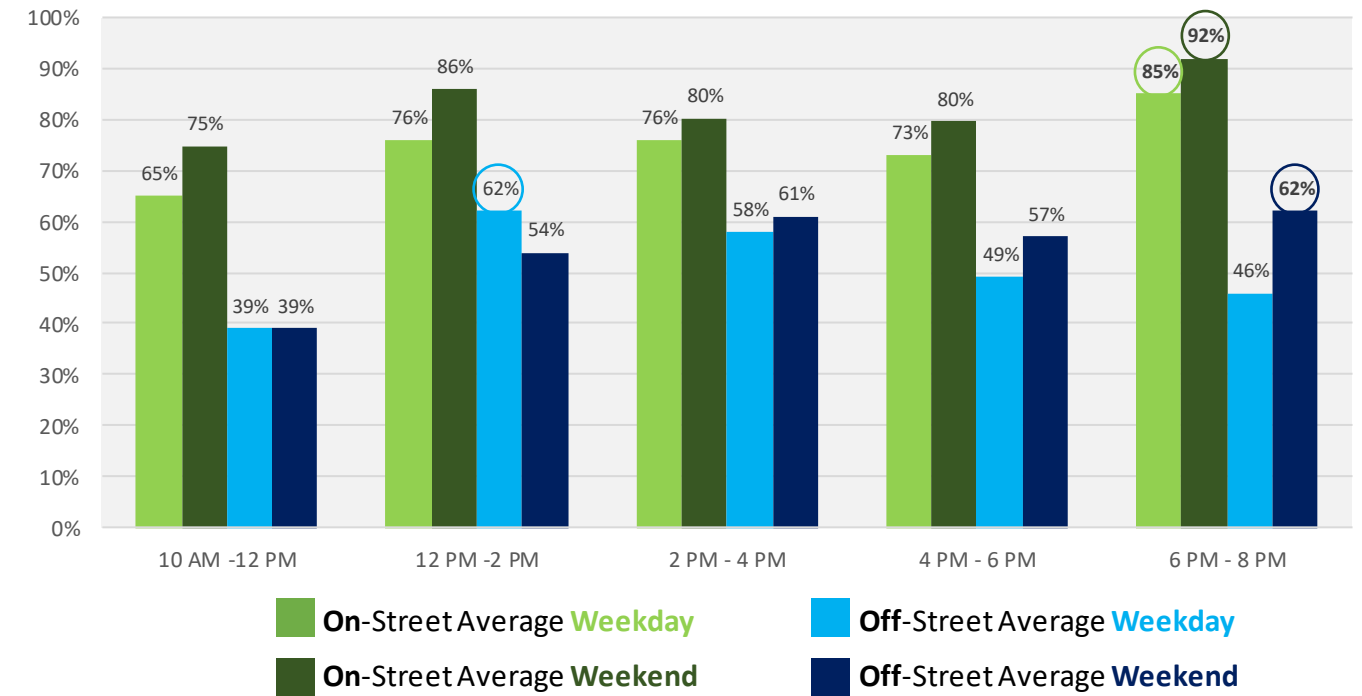
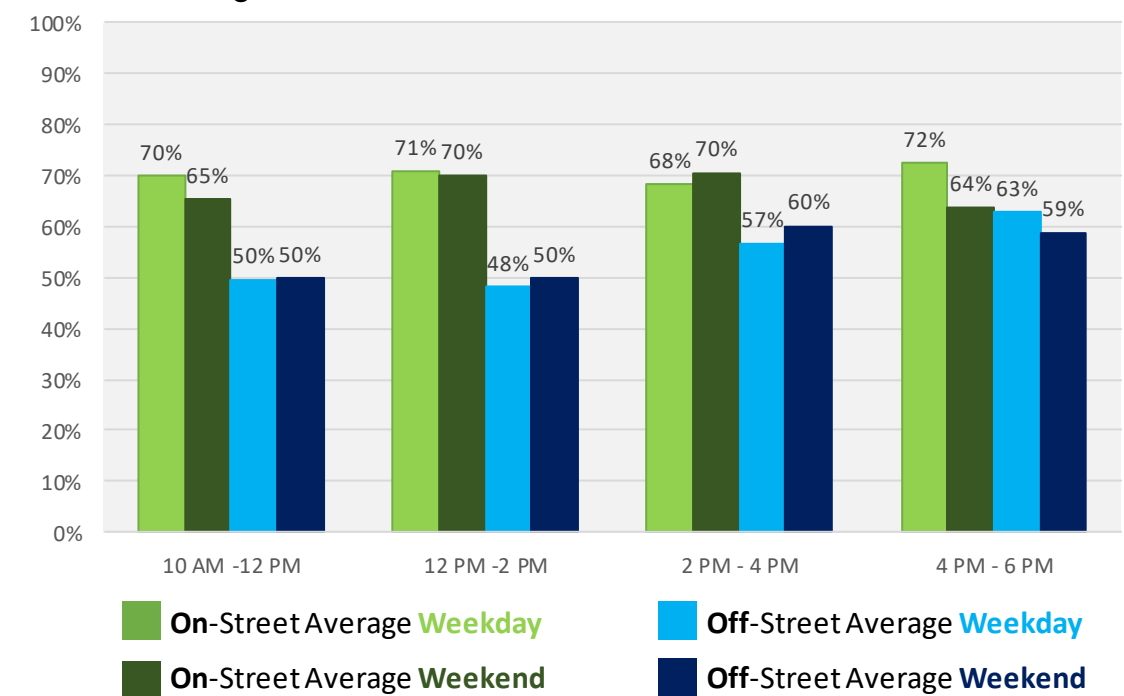


Figure 28. Northeast Zone- On-Street vs. Off-Street Turnover



SOUTHWEST ZONE BREAKDOWN

PARKING SUPPLY

- Within the Southwest Zone, there is a total of 344 parking spaces. Of this inventory, 231spaces (67%) are located on-street and 113 spaces (33%) are located off-street. (Figure 29). All off-street parking in the Southwest zone is private. It should be noted that all off-street facilities within the SW zone are not available for public use during the 10 AM - 6PM time frames. Therefore, these select facilities were inventoried from 6-8 pm only as this is when public use is allowed during the week. All off-street facilities were inventoried throughout the 10 AM - 8 PM timeframe during the weekend as public use is allowed.

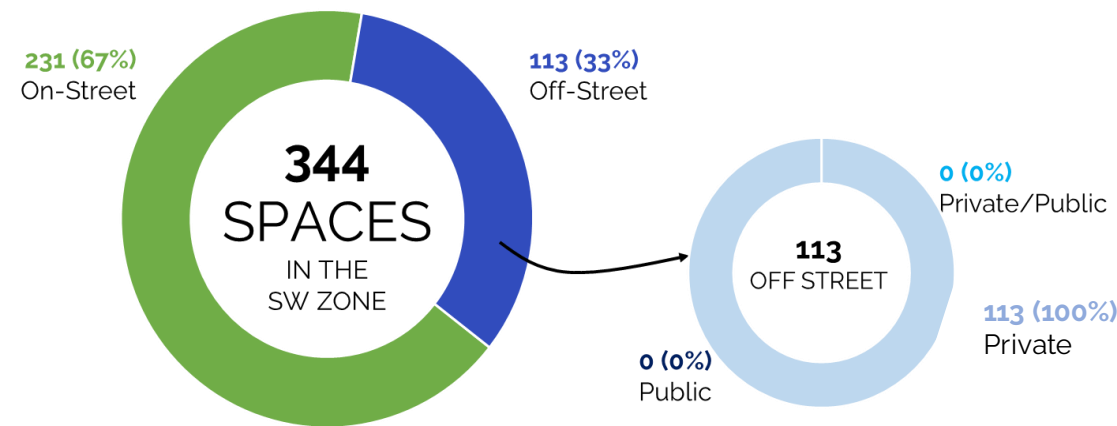


Figure 29. Southwest Parking Supply Breakdown

UTILIZATION

- Parking utilization across the entire Southwest Zone averages 58% during the weekday and 60% during the weekend. Utilization is lowest in the Southwest zone. This can be expected as it is the furthest from the Church Street retail corridor. Parking within the zone peaks from 12 - 2 PM during the week (65%) and from 2 -4 PM on the weekend (71%).
- On-street parking** utilization for the Southwest Zone peaks at 70% on weekdays from 12 - 2PM and 77% on weekends from 2-4 PM. On-street parking utilization averages 63% on the weekday and 65% on the weekend.
- Off-street parking** utilization for the Southwest Zone peaks at 7% on weekdays from 6 - 8 PM and at 11% on weekends from 12-2 PM. Off-street parking utilization averages 2% on the weekday and 7% on the weekend.
- The extremely low utilization associated with off-street parking facilities during the weekend indicates a need for improved wayfinding and information guidance. These numbers suggest that the public is not aware they can park in these facilities during the weekend.

TURNOVER

- The Southwest Zone experiences an average turnover rate of 69% on weekdays and 60% on weekends.
- On-street parking** turnover for the Southwest Zone averages 68% on weekdays and 60% on weekends indicating that approximately 65% of vehicles parked in the SW are parked for less than 2 hours..
- Off-street parking** turnover for the Southwest Zone averages 64% on weekends.
- When looking at turnover compared to time restrictions, short term metered segments experienced the highest turnover (approximately 80%) indicating general compliance of metered time allotment in this zone. Free and unrestricted segments experienced the lowest turnover (approximately 30% on weekdays and 45% on weekends) as to be expected. Free but short-term restricted segments experienced average turnover rates of approximately 60% indicating people are taking advantage of the free nature but not complying to the time limit.

Figure 30. Southwest Zone - On-Street vs. Off-Street Utilization

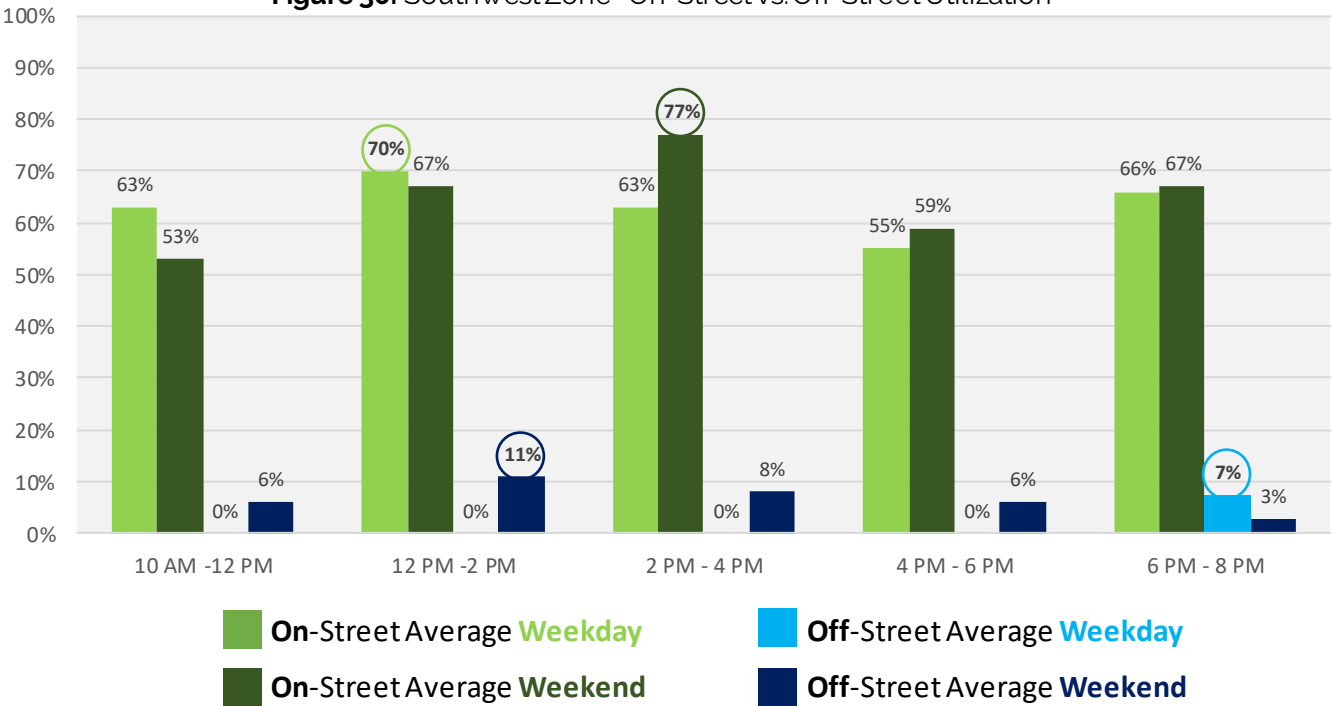
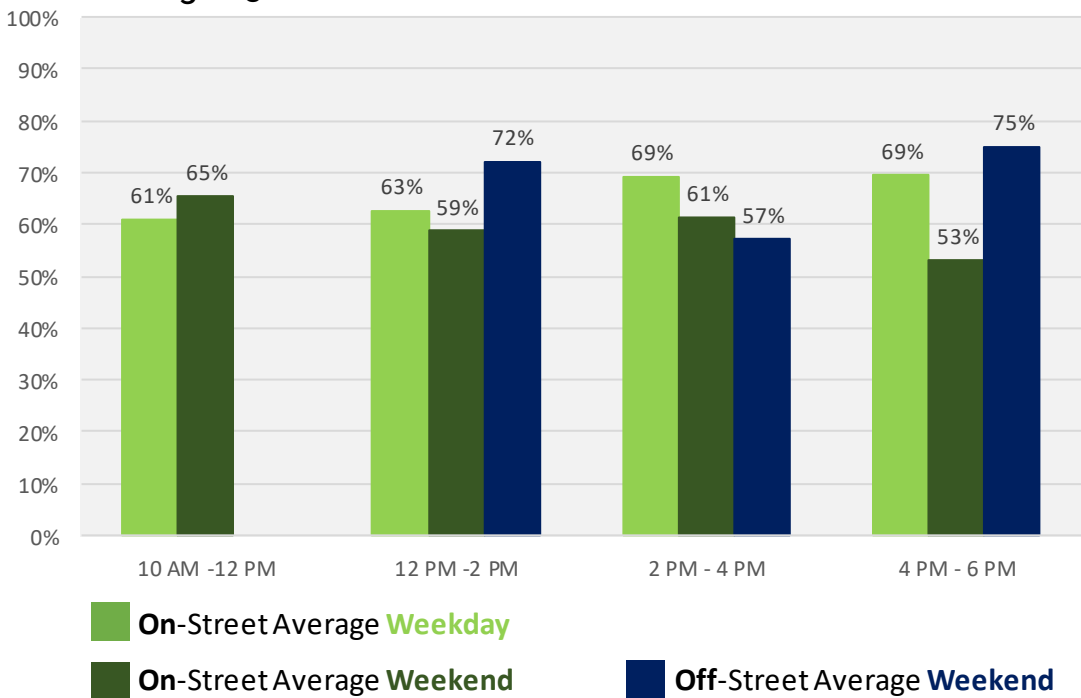


Figure 31. Southwest Zone- On-Street vs. Off-Street Turnover



SOUTHEAST ZONE BREAKDOWN

PARKING SUPPLY

- Within the Southeast Zone, there is a total of 385 parking spaces. Of this inventory, 214 spaces (56%) are located on-street and 171 spaces (44%) are located off-street. (Figure 32)

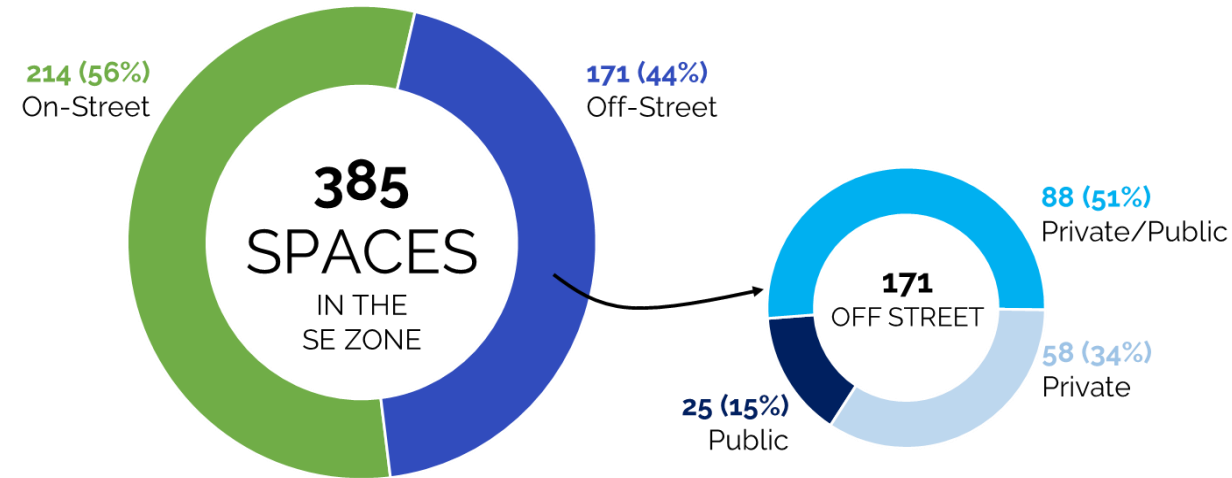


Figure 32. Southeast Parking Supply Breakdown

UTILIZATION

- Parking utilization across the entire Southeast Zone averages 62% during the weekday and 67% during the weekend. Parking within the zone peaks from 4 PM – 8 PM during the week (66%) and from noon – 2 PM on the weekend (73%). Generally speaking, supply exceeds demand in the southeast zone.
- On-street parking** utilization for the Southeast Zone peaks at 73% on weekdays from 4 PM – 8 PM and 79% on weekends from 6 PM – 8 PM. On-street parking utilization averages 69% on the weekday and 73% on the weekend.
- Off-street parking** utilization for the Southeast Zone peaks at 33% on weekdays from 6 PM – 8 PM and 47% on weekends from noon – 2 PM. Off-street parking utilization averages 26% on the weekday and 38% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking downtown as on-street spaces are more visible. Improved wayfinding and arrival signage strategies are recommended to highlight the availability of off-street facilities.

TURNOVER

- The Southeast Zone experiences an average turnover rate of 49% on weekdays and 56% on weekends – the lowest in the study area. Turnover is typically low in this zone due to the number of free and unrestricted segments.
- On-street parking** turnover for the Southeast Zone averages 51% on weekdays and 56% on weekends indicating that approximately 50% of vehicles parked in the SE are parked for more than 2 hours.
- Off-street parking** turnover for the Southeast Zone averages 39% on weekdays and 55% on weekends.
- Generally, from 10 AM – 4 PM, turnover is higher on the weekends rather than on the weekdays but from 4 PM – 6 PM, that trend inverts. During the weekday, employees may utilize the free and unrestricted parking for the length of their workday while on the weekends, patrons of the nearby restaurants and nightlife may utilize these spots for an extended period.

Figure 33. Southeast Zone - On-Street vs. Off-Street Utilization

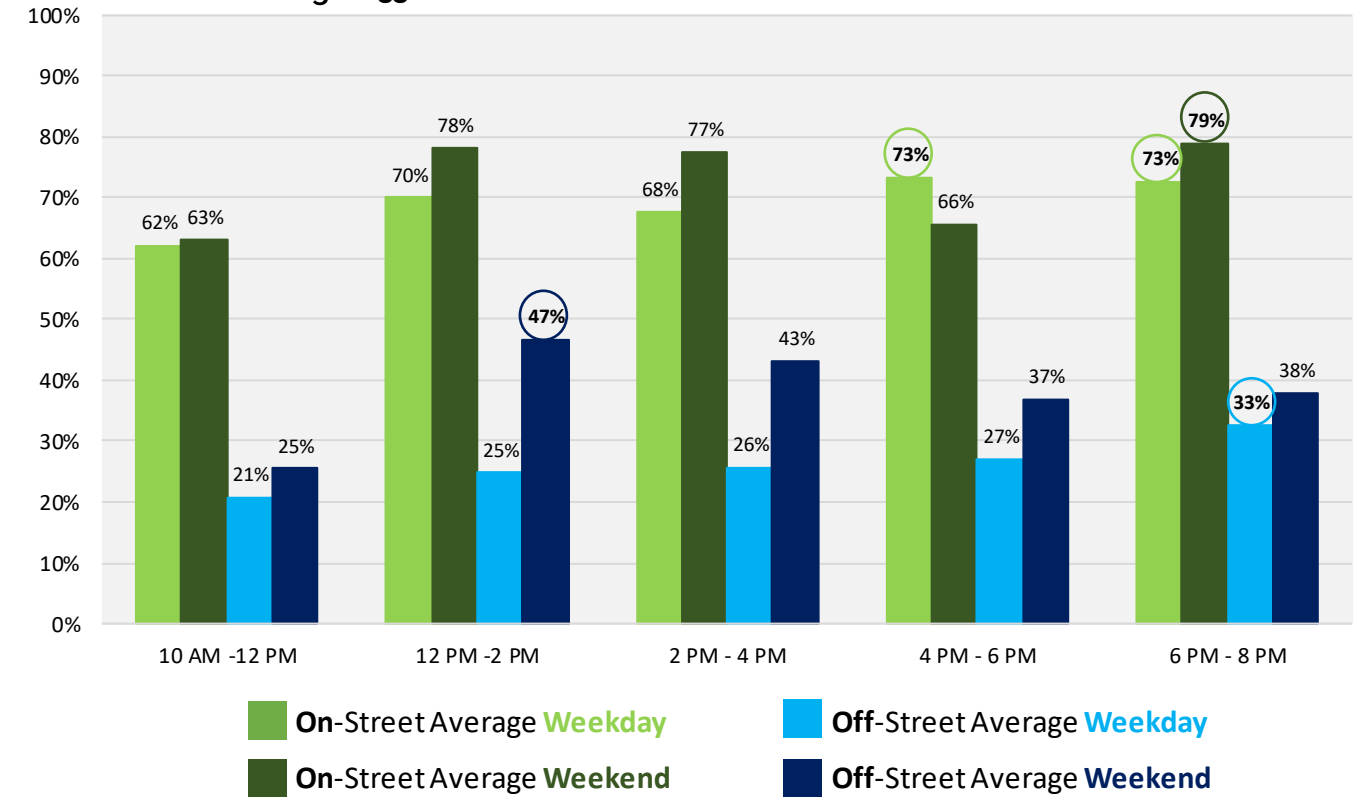
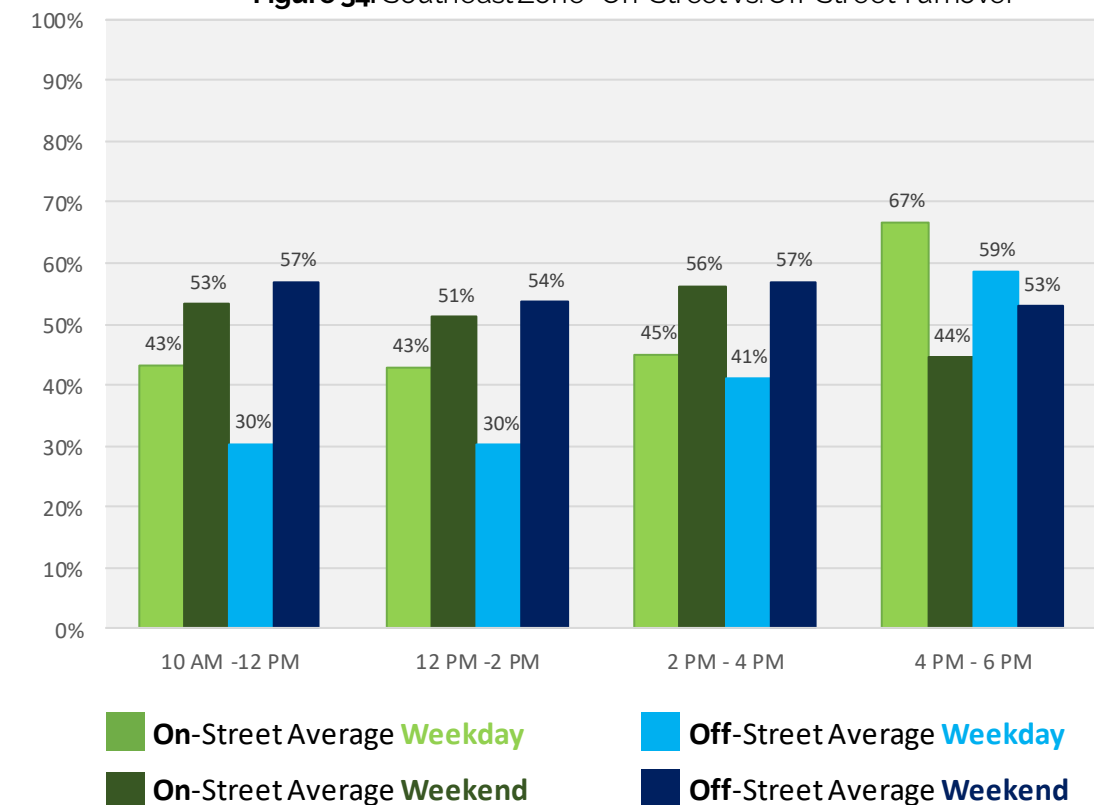


Figure 34. Southeast Zone - On-Street vs. Off-Street Turnover



04 MAIN STREET

As part of the Burlington Great Streets Project, Main Street will be transformed to optimize the allocation of roadway widths for all users. This is intended to be done by converting diagonal parking to parallel parking. This change allows for the introduction of wider sidewalks, appropriately sized tree belts to support tree health and stormwater management, and a protected bicycle lane. The Great Streets project will result in a streetscape appeal with activation spaces meant to enhance community. However, it also results in an overall reduction of 67 on-street parking spaces along the Main Street corridor within the study area.

Therefore, a critical component of this parking study is to understand the implications of the removal of on-street parking along Main Street and identify areas that can absorb the displaced parking

MAIN STREET UTILIZATION

- Parking utilization along Main Street averages 69% on weekdays and 81% on weekends.
- Utilization peaks at 81% from 12 PM -2 PM on weekdays as depicted in Figure 36. At peak there are 20 available spaces.
- On weekends, utilization peaks at 88% from 2 PM - 4 PM as depicted in Figure 37. At peak there are 15 available spaces.

Figure 35. Main Street On-Street Utilization

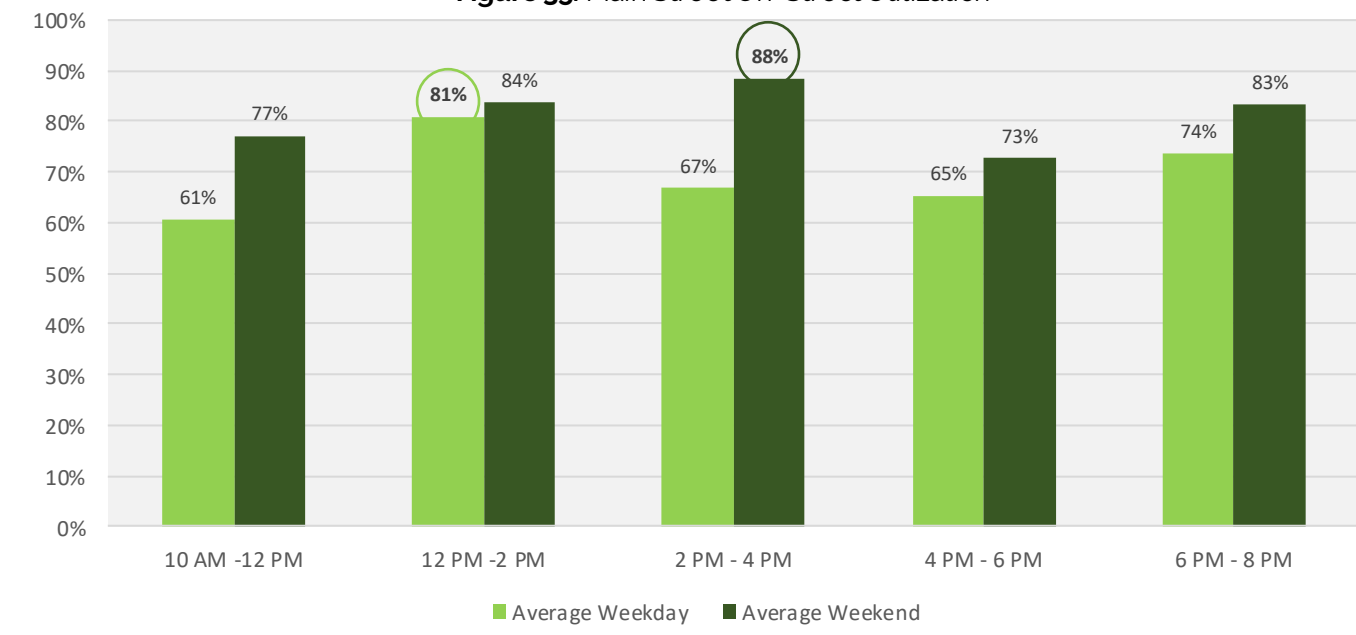


Figure 36. Main Street Peak Weekday Utilization 12 – 2 PM

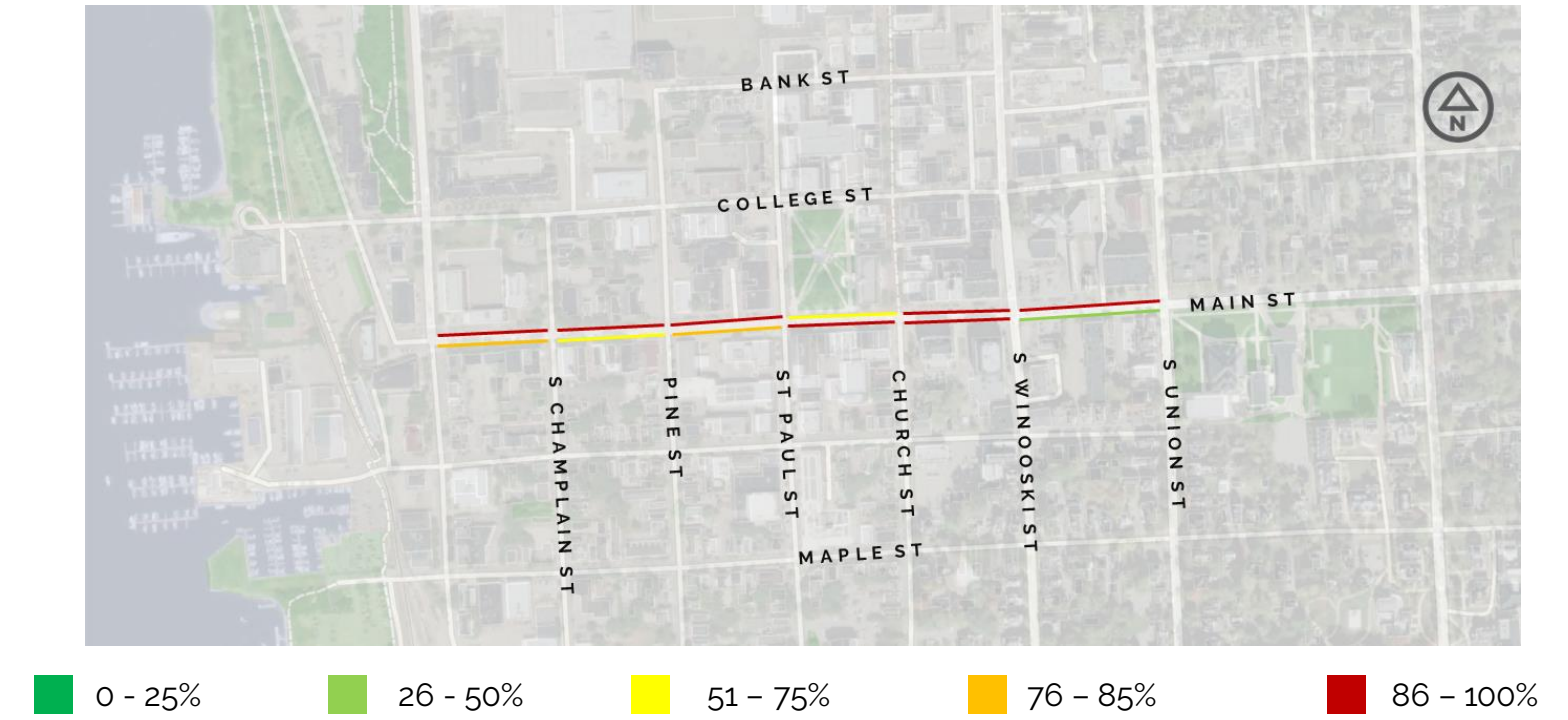
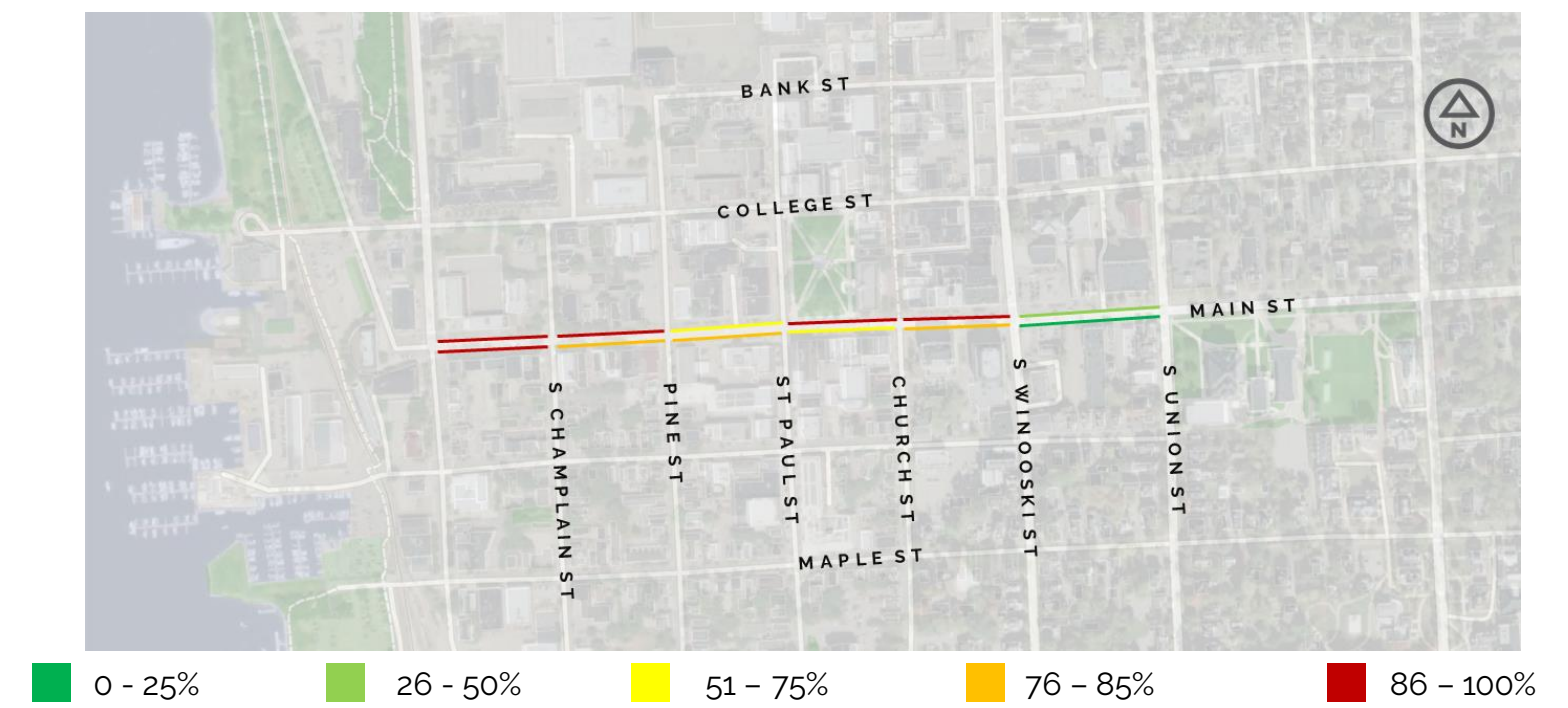


Figure 37. Main Street Peak Weekend Utilization 2 – 4 PM



MAIN STREET TURNOVER

- Main Street sees an average turnover rate of 74% on weekdays and 74% on weekends. The lowest turnover occurs at from 2 PM - 4 PM during a typical weekday (67%) and on the weekend from 10 AM - 12 PM (68%). Highest turnover occurs from 4 PM - 6 PM on weekdays (82%) and 2 PM - 4PM on the weekend (80%). (Figure 38).
- During a typical weekday, about half of the vehicles parked along Main Street are parked for less than 2 hours while the remaining 50% are typically parked for 2-4 hours.
- During a typical weekend day, about 25% of vehicles parked along Main Street are parked for less than 2 hours while the remaining 75% are typically parked for 2-4 hours.
- Therefore, it is generally easier to find a parking spot along Main Street during the week when utilization is typically lower and turnover is higher. On the weekend, since utilization is higher but turnover is lower, patrons are likely to circulate to find a spot as it may not be readily available.

Figure 38. Main Street On-Street Turnover

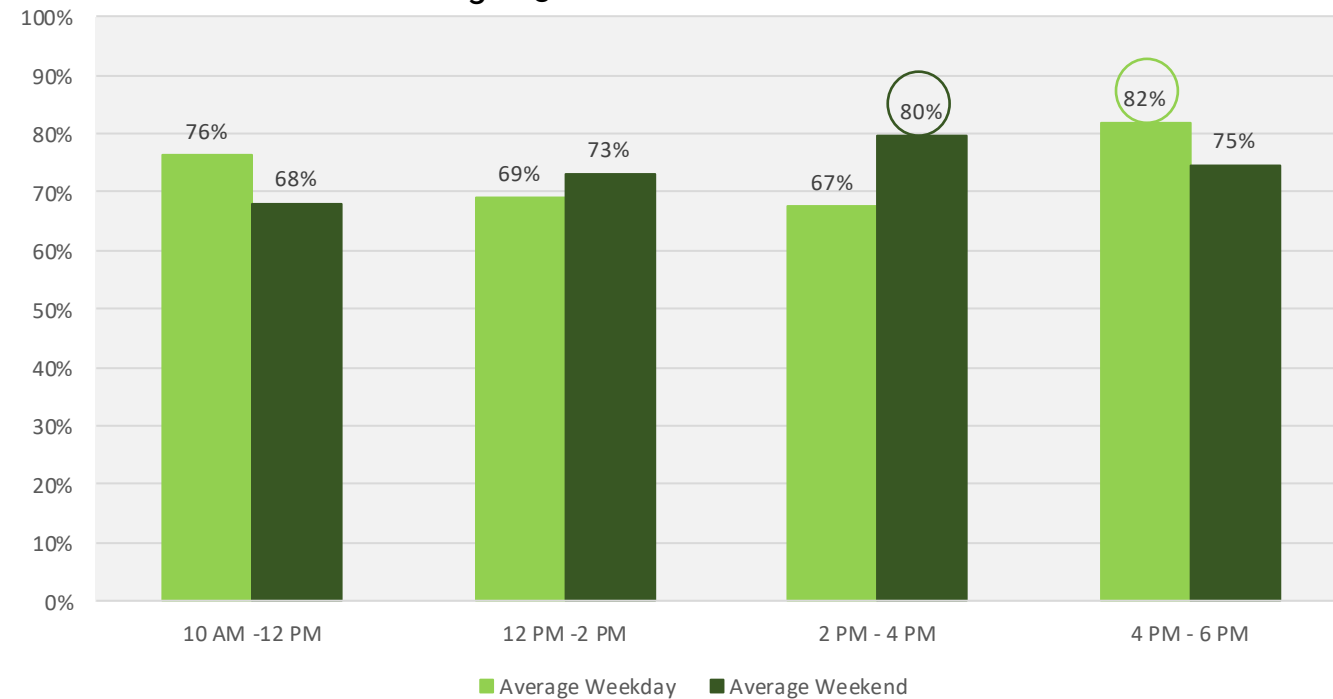


Figure 39. Main Street Average Weekday Utilization

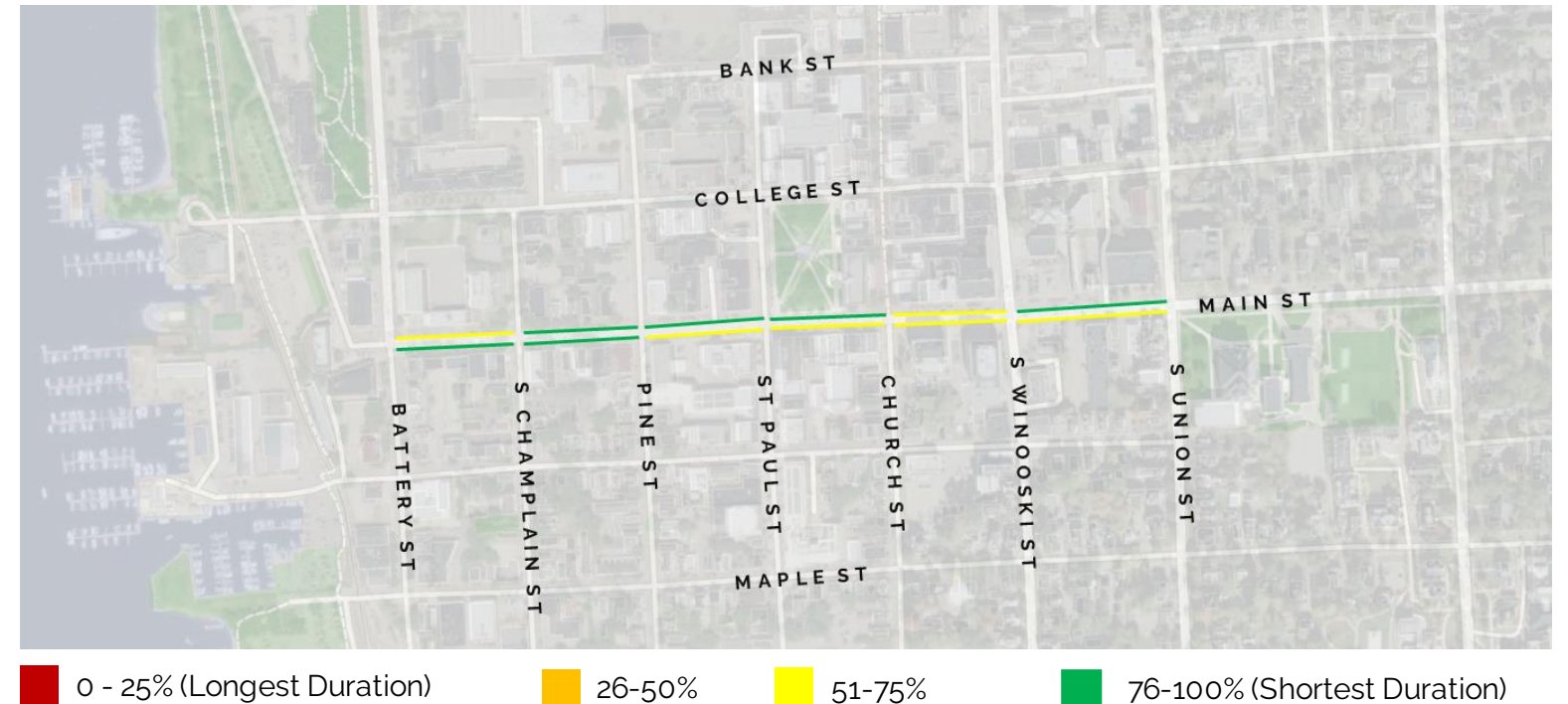
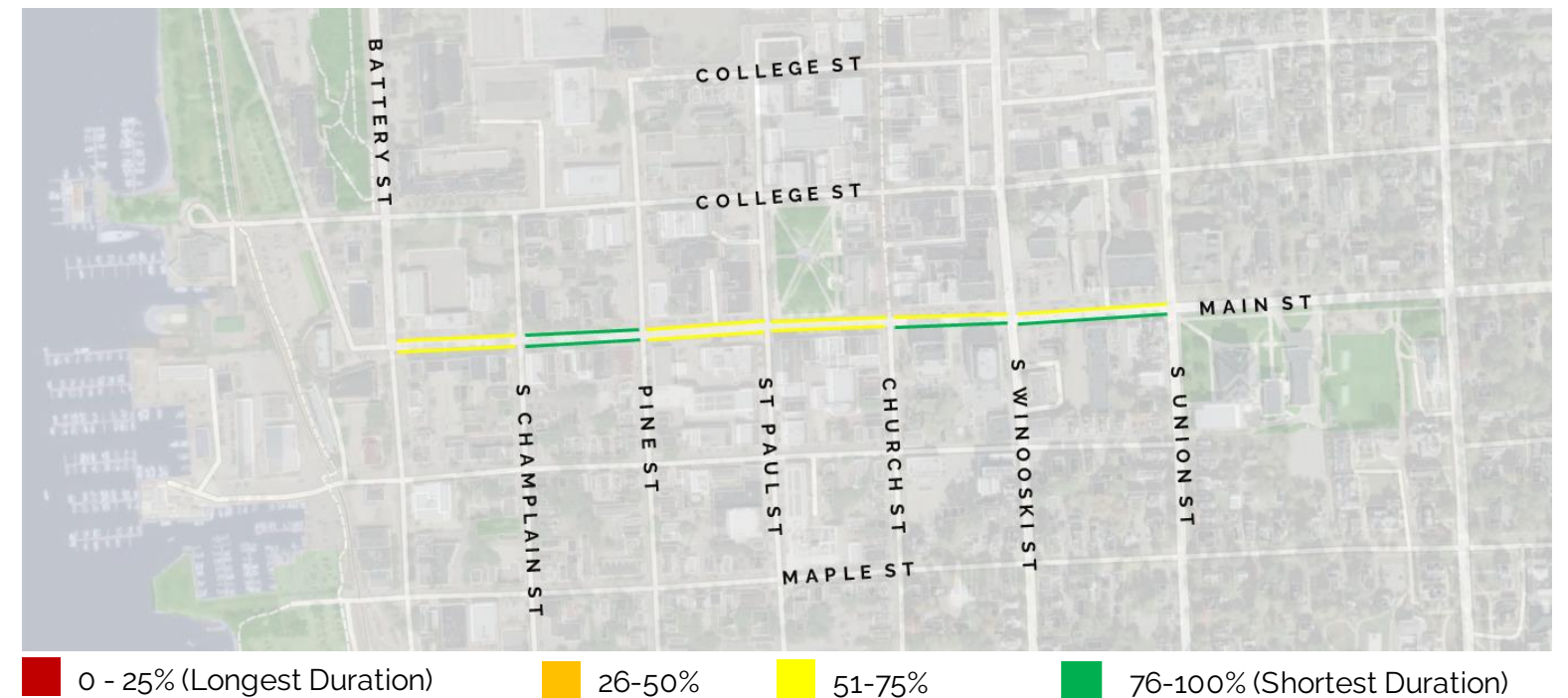


Figure 40. Main Street Average Weekend Utilization



05 CURRENT PARKING EXPERIENCE

The parking experience is determined by a motorist's decision about where to park, how to park/pay, how they feel about it, and overall comfort. In addition to parking availability, information regarding where and how to park is critical. It is also important to note that every parking experience begins and ends with a walk to/from a vehicle and therefore, the multimodal network is crucial to a safe and effective parking strategy. Figure 41 depicts some of the existing conditions across the system. There are opportunities to improve the parking experience such as implementing and coordinating wayfinding and parking arrival signage among the public and private sectors, continuing to invest in the walkability of downtown to ensure safe and comfortable access to parking, and continuing to invest in the safety and security of off-street parking facilities.

INFORMATION CLARITY

There is inconsistent signage branding throughout the parking network and in some scenarios, there is a proliferation of signage which can be confusing and overwhelming for potential patrons. These experiences are most notably located at off-street lots offering public parking in a privately owned lot.

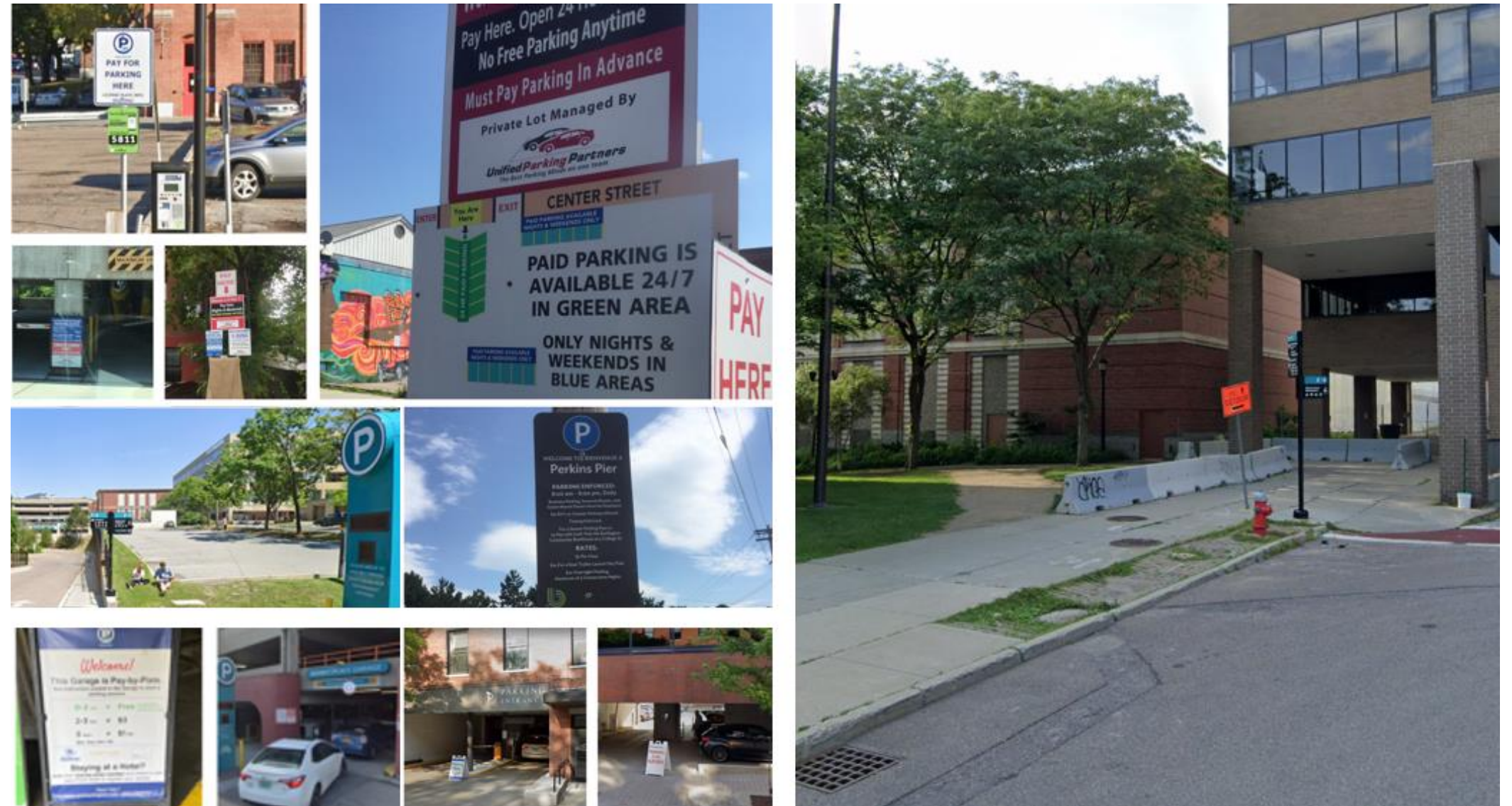
MULTIMODAL CONNECTIONS

Wide multi-lane streets, long crossing distances, accessibility issues, and lack of on-street activity, may contribute to both real and perceived safety issues for pedestrians and bicyclists. In the downtown core, sidewalks are largely complete, well-lit and provide a sense of security. However, as one moves toward the periphery of the network, the pedestrian realm begins to fray and there is a perception of lack of safety. Therefore, while parking may be more available along the periphery of the network, patrons may not feel comfortable or safe walking to and from those more remote parking facilities.

SAFETY AND SECURITY

Off-street parking facilities are underutilized and feel isolated, empty, and unsafe to many users.

Figure 41. Existing Parking Experience Conditions

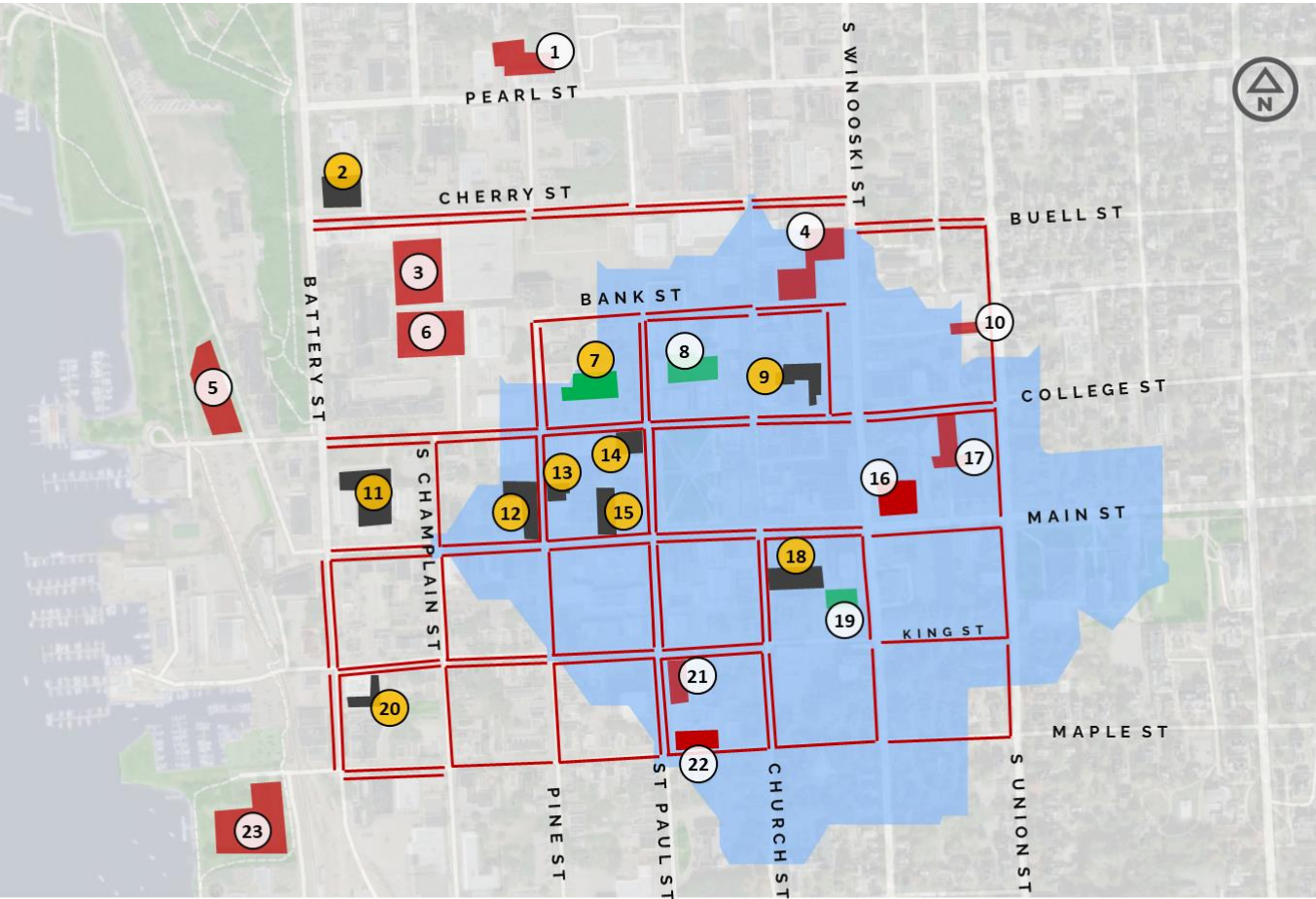


OWNERSHIP + PUBLIC AVAILABILITY

While the City of Burlington owns and manages a majority of the parking supply in Downtown Burlington, there is still 29% of the total parking supply and 38% of the off-street supply that is owned and managed by private owners. There is a share of these existing private facilities that do provide parking for the public, however it is poorly communicated and hours are generally inconsistent throughout the network- leaving drivers confused about their parking options. Property owners are generally hesitant to make their supply fully accessible to the public due to legitimate concerns such as liability, maintenance, loss of revenue, or impacts to tenants. Therefore, owners reserve most of their supply for specific tenants and then leave those spaces unused even when their tenants are not parking - resulting in low utilization.

Figure 42 in conjunction with Table 2 depict public parking availability across the network.

Figure 42. Existing ParkingOwnership + Public Parking Availability



OWNERSHIP

- Public Facility
- Private / Public Facility
- Private Facility

XX Indicates Facility not Available to Public at All Times

Table 2. Off-Street Public Parking Availability

ID	Name	Public Access	Owned By
1	Pearl St. Lot	24/7 – Enforced 9am– 6 pm	City of Burlington
2	2 Cherry St. Lot	Mon-Sat, 24 hrs; No public parking on Sunday	Unified Parking Partners
3	Downtown Garage	24/7, 365	City of Burlington
4	Marketplace Garage	24/7, 365	City of Burlington
5	Pease Lot	24/7, 365; Enforced Mon-Sat, 8am - 8pm; Sun, 8am - 6pm	City of Burlington
6	College Street Garage	24/7, 365	City of Burlington
7	Park Plaza /ICF Lot	Mon-Fri after 5pm; Sat, after 7am; Sun, All day	Privately Owned
8	Corporate Plaza Garage	24/7, 365	Privately Owned
9	2 Center Street Lot	Mon-Fri, 12 public spaces, 5pm - 2am; all spaces on Sat-Sun, all day	Unified Parking Partners
10	City Market Back-Lot	24/7, 365; Enforced 9 am – 6 pm, Max Parking Time 3 hrs	City of Burlington
11	Gateway Center Garage	7am – 12 am, Top Deck Only (90 spots)	Privately Owned
12	Pine Street Lot 31	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
13	Pine Street Lot 32	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
14	College Street Lot 33	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
15	Main Street Lot 34	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
16	Main Street Lot 36	24/7, 365; Enforced Mon-Sat, 9 am – 9 pm, Max Parking Time – 12 hrs	City of Burlington
17	Fletcher Free Library Lot	24/7, 365; Enforced Mon-Sat, 9 am – 6 pm, Max Parking Time - 3 hrs (Blue Meters), 9 hrs (Brown Meters)	City of Burlington
18	Church Street Lot 48	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
19	Courthouse Plaza Garage	85 public spaces 24/7	Unified Parking Partners
20	Battery/King Lot 55	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
21	King Street Lot 61	24/7, 365; Enforced Mon-Sat, 9 am – 9 pm, Max Parking Time – 48 hrs	City of Burlington
22	Maple Street Lot 62	24/7, 365; Enforced Mon-Sat, 9 am – 9 pm, Max Parking Time – 48 hrs	City of Burlington
23	Perkins Pier Lot	6am - 11 pm	City of Burlington

PARKING PAY RATES

Pay rates are generally more expensive at privately owned lots that allow public parking which leads to a lower demand and thus a lower utilization at these facilities. On the other hand, public facilities offer more affordable parking options which leads to a greater demand - especially for on-street facilities. Therefore, parking demand is highest for the fewest available spaces. It should be noted, however, that several off-street public facilities offer free parking for up to two hours. However, lots like the College Street Garage and Downtown Garage don't see the utilization that these prices would likely drive in comparison to the Marketplace Garage. This is likely due to these garage's locations in addition to the multimodal network linking these garages to highly desired destinations.

Figure 43 in conjunction with Table 3 highlights parking pay rates across the network. As depicted, on-street parking facilities are most expensive within the 5-minute downtown core area and become more and more affordable towards the periphery of the network (further from highly desired destinations). Therefore, there is a slight incentive to park further from the downtown core (approximately \$1 per hour difference). On-street parking rates remain static throughout the day, even during the busiest times.

Private off-street facilities average around \$4 an hour compared to much lower prices at \$1 - \$1.50 an hour at public facilities. Therefore, demand is much higher at public off-street facilities than private off-street facilities. This results in a direct incentive for drivers to circle for on-street spaces.

Figure 43. Existing Parking Rates

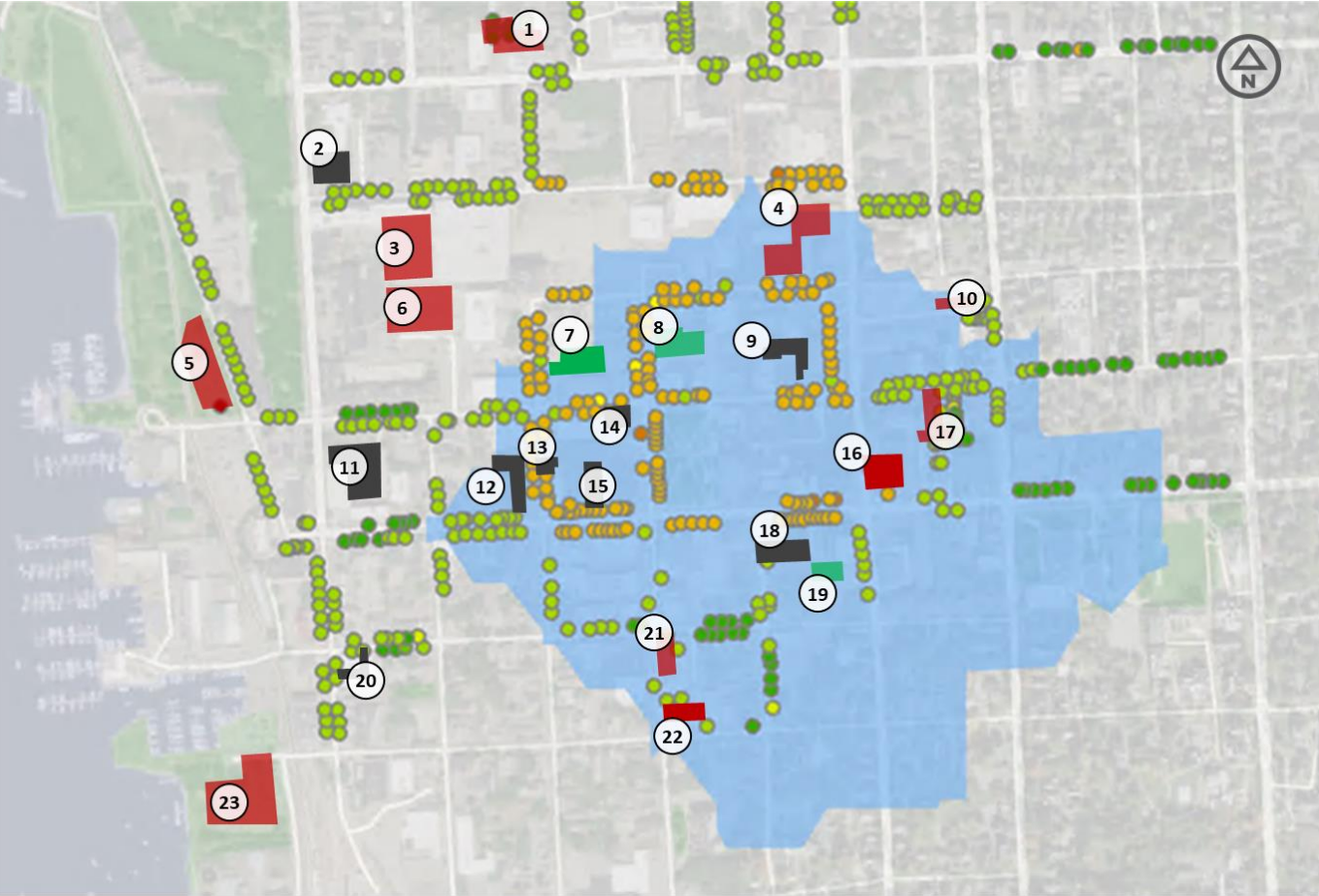


Table 3. Off-Street Parking Rates

ID	Name	Rate	Owned By
1	Pearl St. Lot	\$0.40/hr and \$1/hr	City of Burlington
2	2 Cherry St. Lot	\$4/hr	Unified Parking Partners
3	Downtown Garage	0-2 hrs: Free; 2-3 hrs: \$3; 3+hrs: \$1/hr; Daily Max: \$8; Free on Sundays/ Holidays	City of Burlington
4	Marketplace Garage	0-2 hrs: \$1-\$2; 2-4 hrs: \$3-\$6; 4-7hrs: \$7-\$9; Daily Max: \$10; Free on Sundays/ Holidays	City of Burlington
5	Pease Lot	\$3/hr in summer, \$2/hr in winter	City of Burlington
6	College Street Garage	0-2 hrs: Free; 2-3 hrs: \$3; 3+hrs: \$1/hr; Daily Max: \$8; Free on Sundays/ Holidays	City of Burlington
7	Park Plaza /ICF Lot	\$2 per 30 min, \$16 max per 24 hours, \$5 evening rate after 6pm	Privately Owned
8	Corporate Plaza Garage	\$2/30 min, \$16 daily max, \$5 flat rate after 6pm	Privately Owned
9	2 Center Street Lot	\$4/hr	Unified Parking Partners
10	City Market Back-Lot	\$1/hr (Blue Meters)	City of Burlington
11	Gateway Center Garage	\$5/day	Privately Owned
12	Pine Street Lot31	\$4/hr	Unified Parking Partners
13	Pine Street Lot 32	\$4/hr	Unified Parking Partners
14	College Street Lot 33	\$4/hr	Unified Parking Partners
15	Main Street Lot 34	\$4/hr	Unified Parking Partners
16	Main Street Lot 36	\$1.50 / hr	City of Burlington
17	Fletcher Free Library Lot	\$1/hr (Blue Meters) and \$0.40/hr (Brown Meters)	City of Burlington
18	Church Street Lot 48	\$4/ hr	Unified Parking Partners
19	Courthouse Plaza Garage	\$3/hr, \$18 daily max	Unified Parking Partners
20	Battery/King Lot 55	\$4/ hr	Unified Parking Partners
21	King Street Lot 61	\$1.50/hr	City of Burlington
22	Maple Street Lot 62	\$1.50/hr	City of Burlington
23	Perkins Pier Lot	\$6/day resident, \$8/day non-resident	City of Burlington

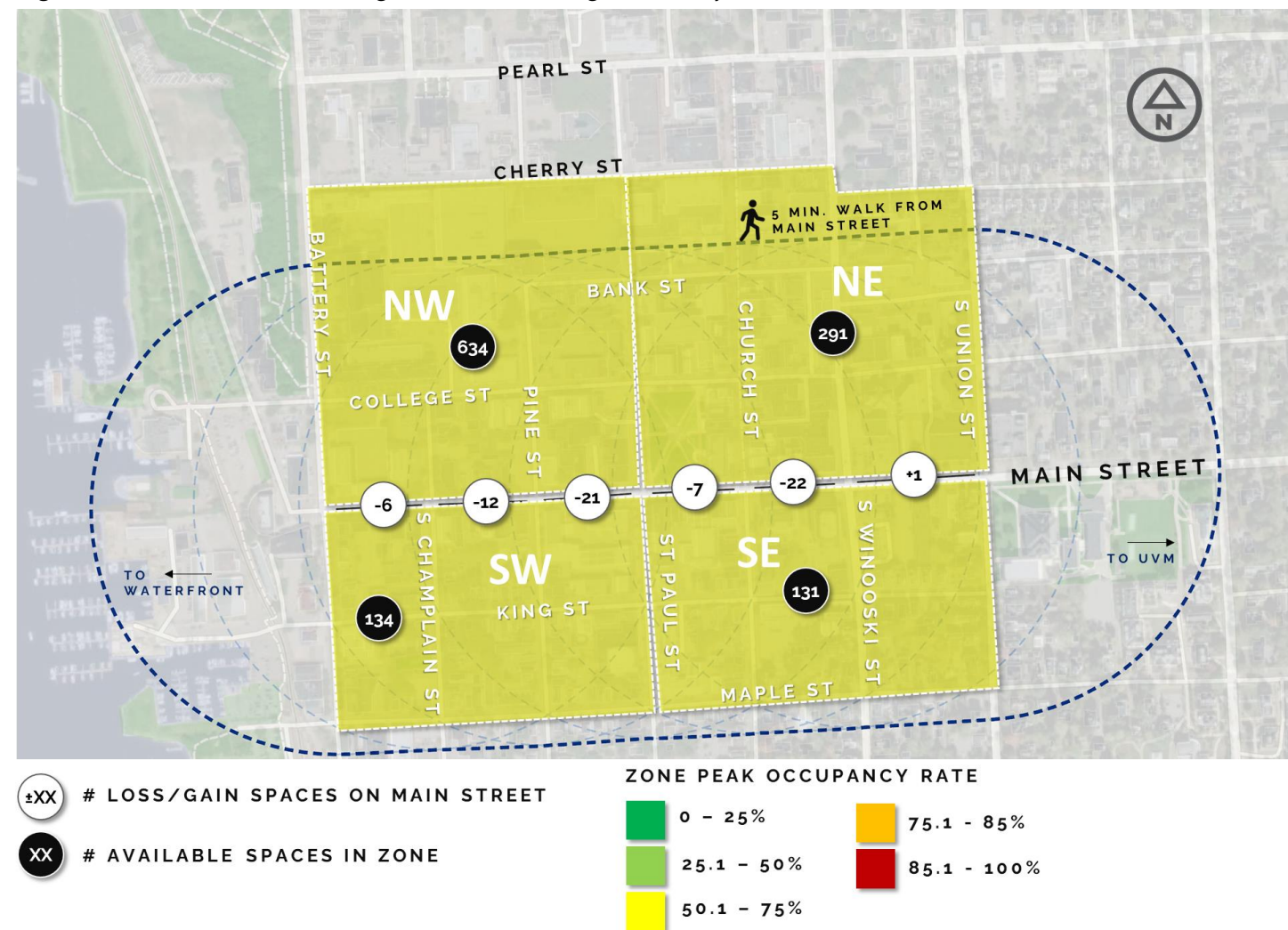
06 PARKING DEMAND ANALYSIS

As part of the Burlington Great Streets Project, Main Street will be transformed to balance all of the uses of the public right of way by optimizing the roadway. This is intended to be done by converting diagonal parking to parallel parking. This change allows for the introduction of wider sidewalks, appropriately sized tree belts to support tree health and stormwater management, and a protected bicycle lane. However, it also results in an overall reduction of 67 on-street parking spaces along the Main Street corridor within the study area. Therefore, a critical component of this parking study is to understand the implications of the removal of on-street parking and identify areas that can absorb the displaced parking.

PARKING SUPPLY 5 MINUTE SERVICE AREA - Average Weekday

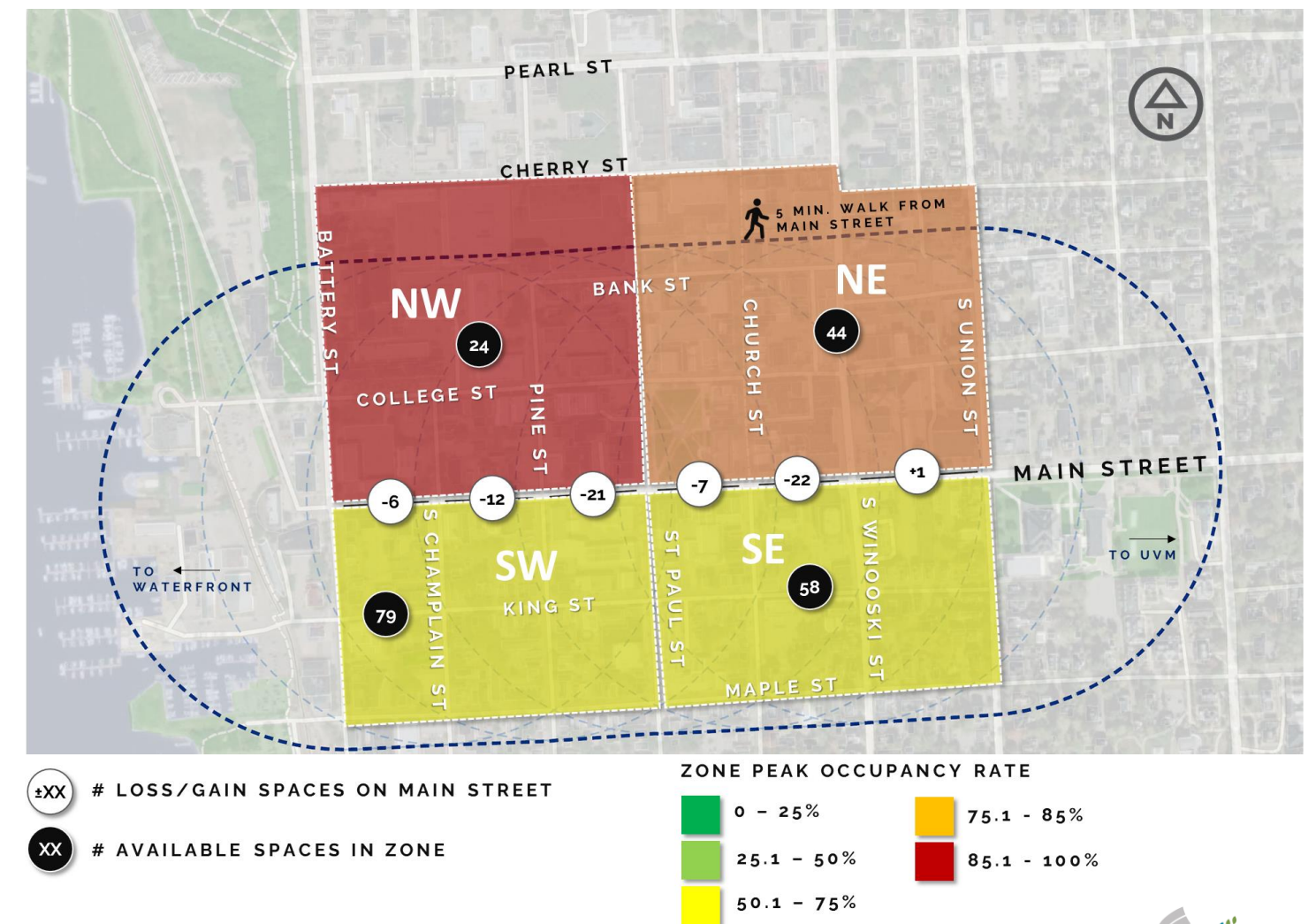
Considering an average weekday at each zone's peak period, there is a surplus of overall parking (on-street + off-street facilities) available in each zone to satisfy the demand resulting from the loss of the 67 spaces on Main Street. According to Figure 44, during the peak, the northwest zone has 634 vacant spots and the northeast, southwest, and southeast zones have 291, 134, and 131 vacant spaces, respectively. Collectively, that is 1,190 available spaces within a 5-minute walk from the Main Street corridor.

Figure 44. Total Adjacent Parking Available – Average Weekday Peak 12 – 2 PM



When filtered to on-street parking only, the northwest zone has 24 vacant spots and the northeast, southwest, and southeast zones have 44, 79, and 58 vacant spaces, respectively. Collectively, that is 205 available spaces within a 5-minute walk from the Main Street corridor during a typical weekday peak. (Figure 45)

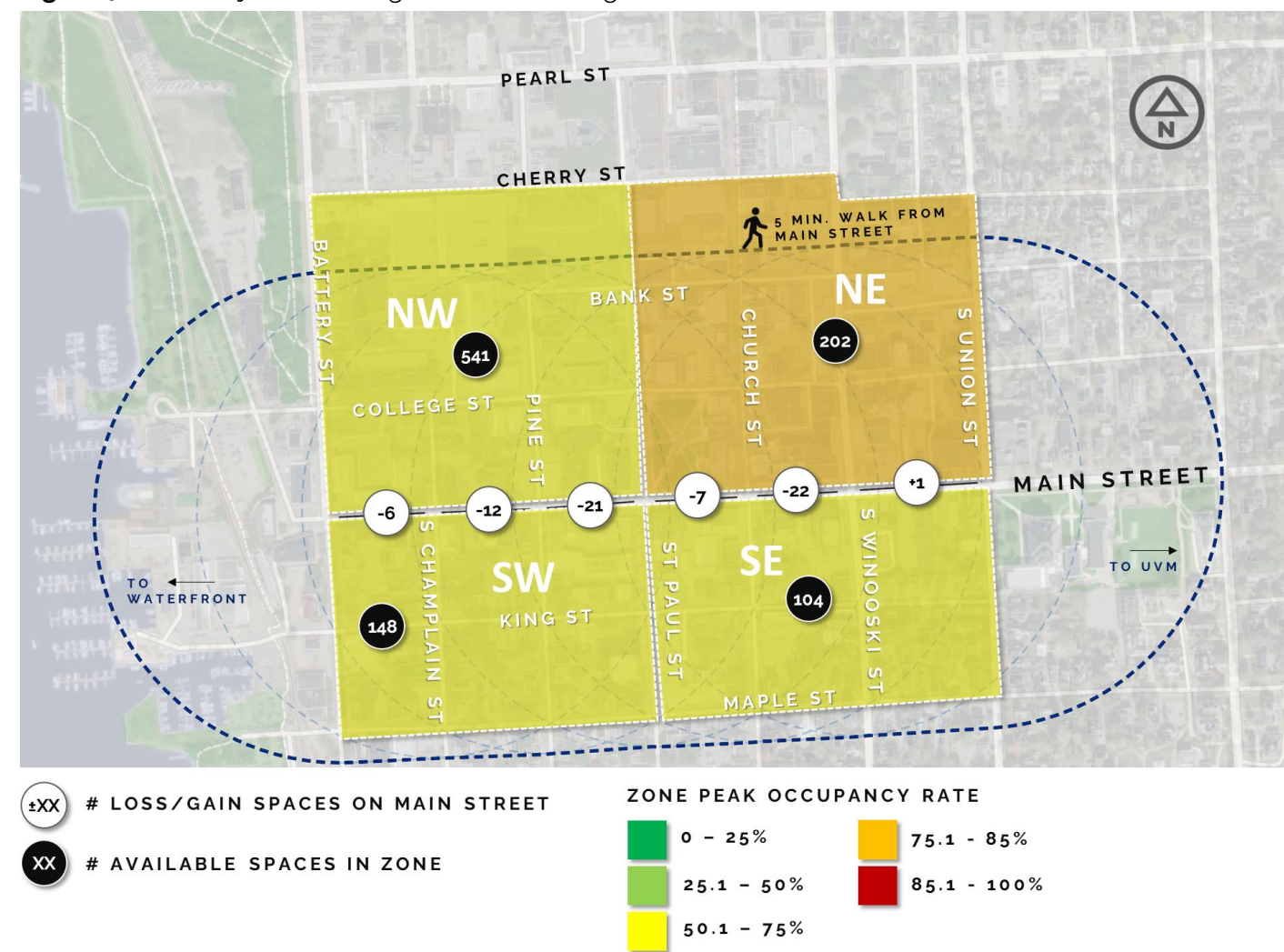
Figure 45. On-Street Adjacent Parking Available – Average Weekday Peak 12 – 2 PM



PARKING SUPPLY 5 MINUTE SERVICE AREA - Average Weekend

Considering an average weekend at each zone's peak period, there is a surplus of overall parking (on-street + off-street facilities) available in each zone to satisfy the demand resulting from the loss of the 67 spaces on Main Street. According to Figure 46, during the peak, the northwest zone has 641 vacant spots and the northeast, southwest, and southeast zones have 202, 148, and 104 vacant spaces, respectively. Collectively, that is 995 available spaces within a 5-minute walk from the Main Street corridor.

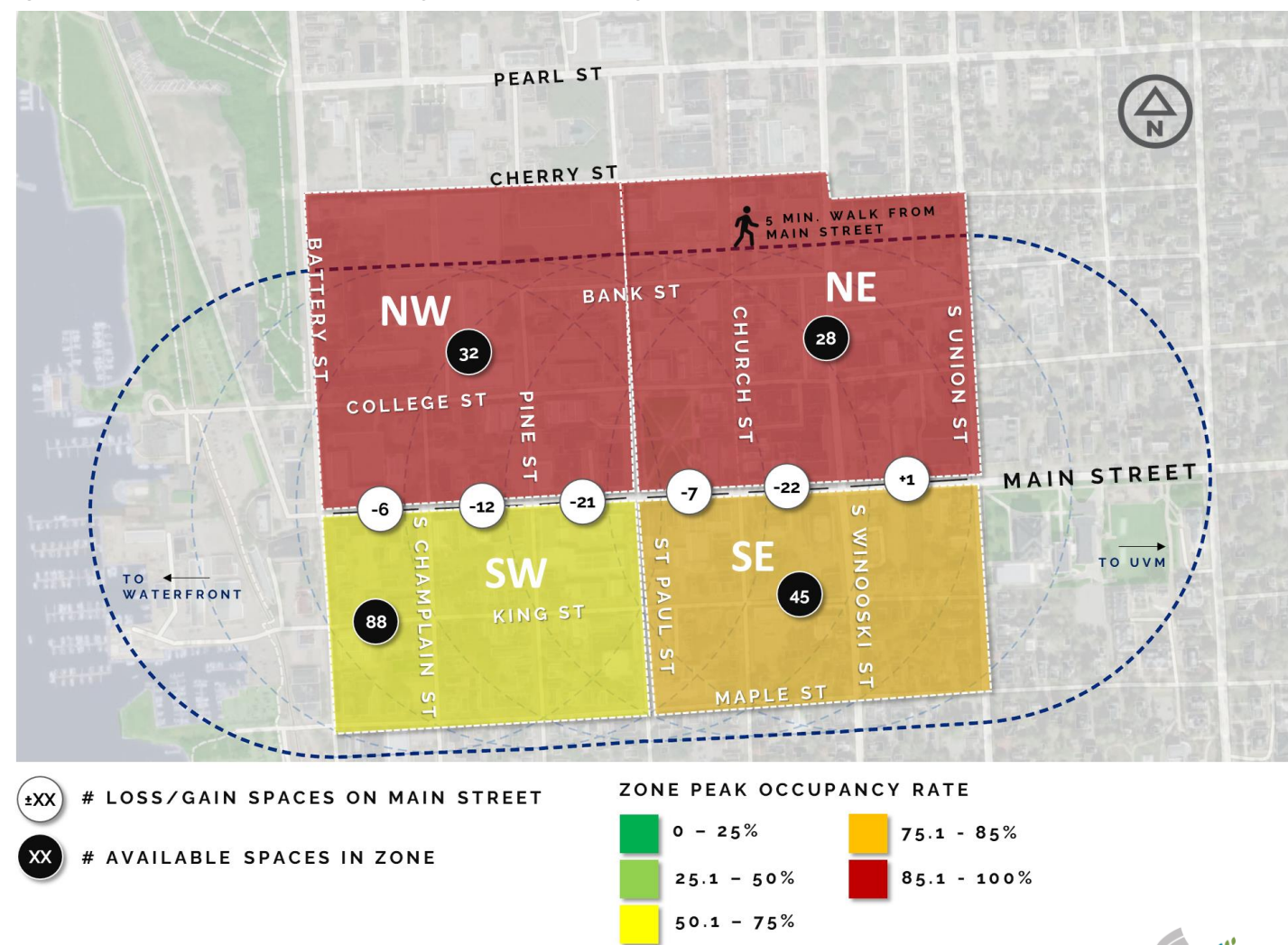
Figure 46. Total Adjacent Parking Available – Average Weekend Peak 6-8 PM



When filtered to on-street parking only, the northwest zone has 32 vacant spots and the northeast, southwest, and southeast zones have 28, 88, and 45 vacant spaces, respectively. Collectively, that is 193 available spaces within a 5-minute walk from the Main Street corridor during a typical weekend peak. (Figure 47)

Therefore, one can conclude that there is enough supply to satisfy the demand resulting from the loss of 67 spaces along Main Street. Generally, the southwest and southeast corridors are best equipped to handle on-street parking; however, for most visitors looking to dine and shop on Church Street, this results in a longer walk to their destination. It should be noted that off-street parking facilities throughout the study area are generally underutilized. Therefore, it is recommended that wayfinding strategies be improved and implemented to better inform parking availability.

Figure 47. On-Street Adjacent Parking Available – Average Weekend Peak 6-8 PM



PARKING SUPPLY CORE AREA

It is understood that more parking is available on the periphery on the study area due to its further location from the core downtown area. Therefore, the study team conducted a second analysis which focused on the "core" downtown area which was developed by applying a 5-minute walk service area around the intersection of Main Street at Church Street (depicted in blue).

Figure 48 depicts utilization during the peak weekday period 12-2 PM. During this time period, most private garage **do not** offer public parking. As depicted, during the peak period, there are 124 on-street parking spaces and 426 off-street parking spaces. This totals to 550 available parking spaces during the peak period within the "core" downtown area.

Figure 48. Parking Availability within Downtown "Core" 5 Minute Walk Servicearea of Church at Main – Average Weekday Peak 12- 2 PM

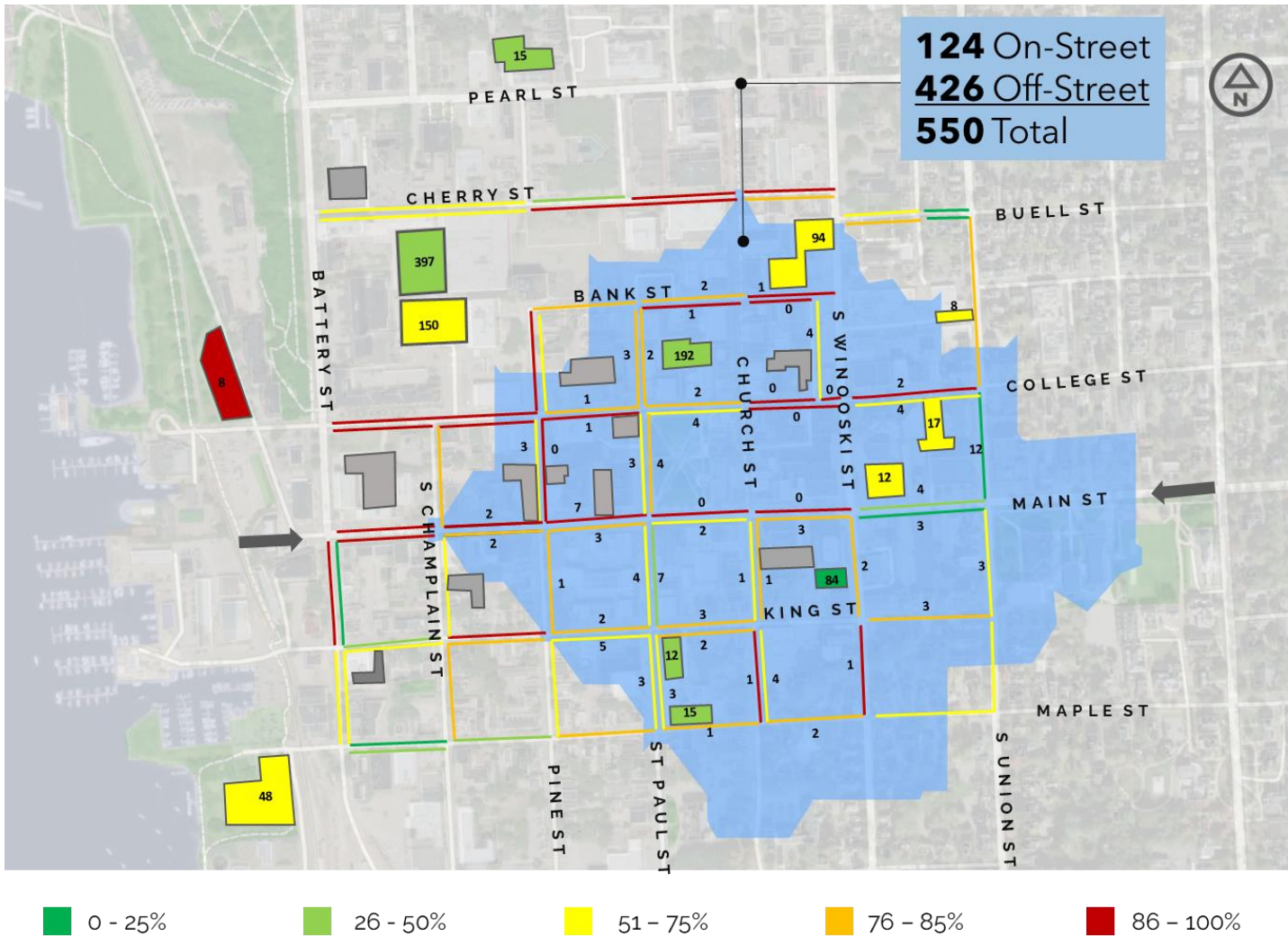
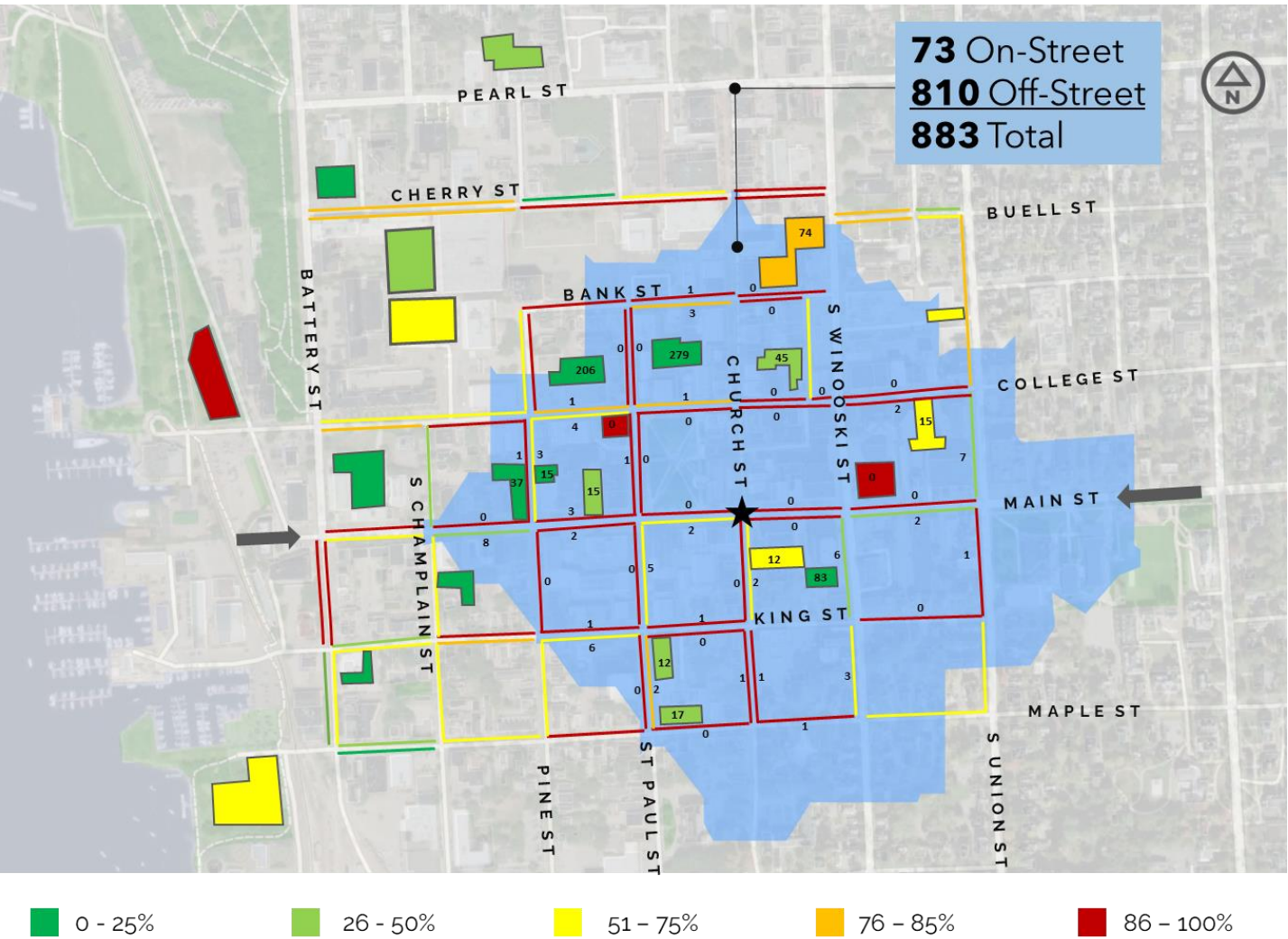


Figure 49 depicts utilization during the peak weekend period 6-8 PM. During this time period, most private garage offer public parking as well and therefore, these garages were added as available capacity. As depicted, during the peak period, there are 73 on-street parking spaces and 810 off-street parking spaces. This totals to 883 available parking spaces during the peak period.

With the removal of 67 on-street parking spaces along Main Street, there are barely enough surrounding on-street parking spaces available to absorb that loss within the downtown core area. However, there are plenty of off-street parking facilities that can easily accommodate the loss of parking on Main Street. Therefore, it is recommended that wayfinding strategies be improved and implemented to better inform parking availability.

Figure 49. Parking Availability within Downtown "Core" 5 Minute Walk Servicearea of Church at Main – Average Weekend Peak 6- 8 PM



COVID-19 IMPLICATIONS

As we continue to navigate living through the undulations of the pandemic, the City of Burlington has not seen parking demand swing back to pre-COVID-19 levels across the entire network. Therefore, the study team conducted an ancillary review of previous data sets to determine appropriate adjustments to account for COVID-19 aftereffects.

ON-STREET FACILITIES

2015 Desman Study Comparisons

Table 4 provides a high-level comparison of the 2015 Desman study data to the 2022 study data. As Table 4 suggests, 2022 on-street parking utilization rates are relatively on par with those back in 2015 with minor fluctuations (-3 to +2 %). Weekday on-street utilization is slightly below in the current condition than the data presented in the 2015 study. This may be attributable to the aftereffects of COVID-19, a shift in travel mode demographics, and climate change initiatives.

Smart Meter + Park Mobile Revenue Comparisons (2019 vs. 2022)

As previously mentioned, the City of Burlington’s parking revenue is down 30% across the entire Burlington parking network. However, when we filter down to the downtown core area, we see that parking has actually fully recovered in the on-street parking environment within this area. The study team obtained Smart Meter data (focused on Bank Street, Center Street, Cherry Street, College Street, Main Street, Pine Street and St. Paul Street (all of which are within the study area)) for July 2019 and July 2022. The smart meter locations include coin and credit card transactions at the meters. As Table 5 presents, in total, there was a 21% and 31% reduction in smart meter revenue on average weekdays and average weekends, respectively, post COVID.

ParkMobile, on the other hand, the app that allows one to pay via their mobile device, has experienced a significant increase in use post-COVID with revenue increasing upwards of 95% during the average weekday and 69% during the average weekend within Zone 5803 (highlighted in Figure 50).

As highlighted in Table 5, collective revenue from smart meters and Park Mobile within the downtown area has experienced an 18% uptick during the average weekday and weekday peak (6 – 8 PM). Revenue during the average weekend and peak weekend period (6-8PM) has decreased 1% and increased 3%, respectively.

Table 4. 2015 vs 2022 Data – On-Street Facilities Utilization - (Desman Study, 2015)

Area/ Time Frame	2015 Study	2022 Study	% Difference
Weekday Average	73%	72%	-1%
Weekday Peak (6- 8 PM)	81% (7 PM)	78% (6 – 8 PM)	-3%
Weekend Average	80%	77%	-3%
Weekend Peak (6-8 PM)	80% (7 PM)	82% (2 – 4 PM & 6 – 8 PM)	+2%

Table 5. Smart Meter + Park Mobile Revenue Data (Zone 5803) - (Data Provided by City of Burlington)

Area/ Time Frame	2019 Revenue (\$)			2022 Revenue (\$)			% Difference		
	Smart Meters	Park Mobile	Total	Smart Meters	Park Mobile	Total	Smart Meters	Park Mobile	Total
Weekday Average	2526	1285	3811	1991	2511	4502	-21%	95%	18%
Weekday Peak (6-8 PM)	451	184	635	375	375	750	-17%	104%	18%
Weekend Average	3082	1332	4414	2141	2246	4387	-31%	69%	-1%
Weekend Peak (6-8 PM)	375	154	529	266	278	544	-29%	81%	3%

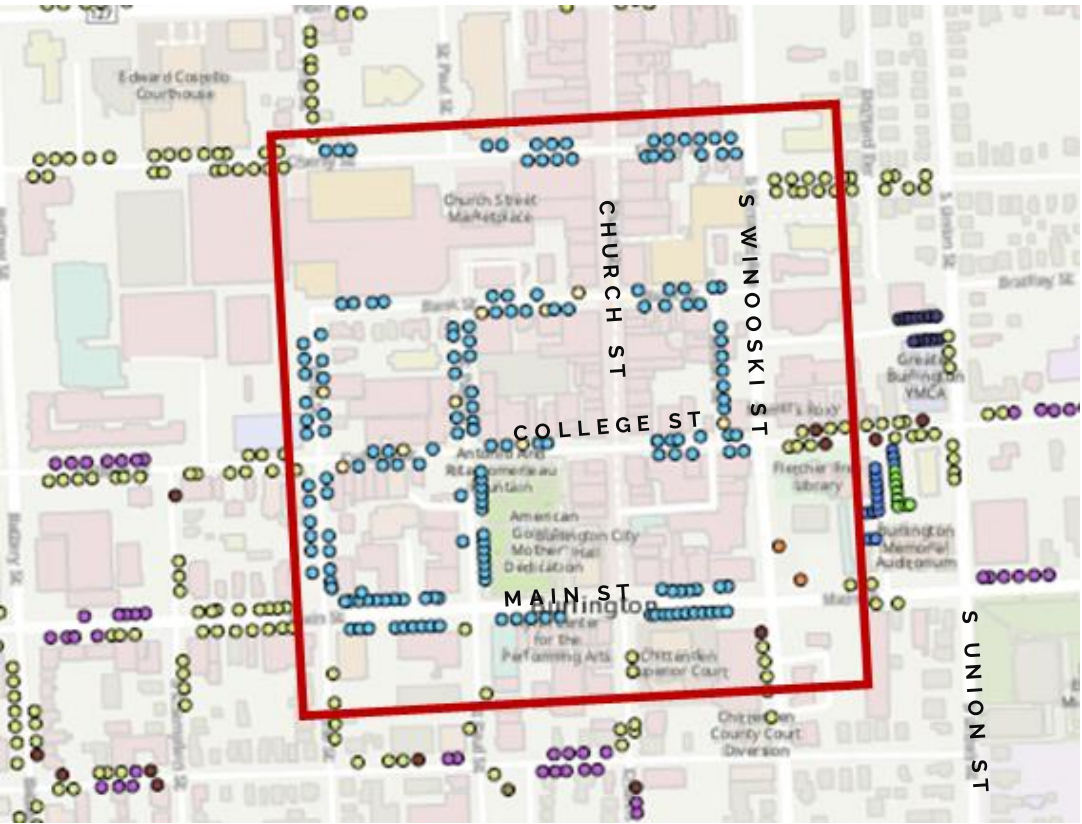


Figure 50. Park Mobile Zone 5803 (depicted by red outline) – Map Provided by City of Burlington

COVID-19 IMPLICATIONS

OFF-STREET FACILITIES

2015 Desman Study Comparisons

Table 6 provides a high-level comparison of the 2015 Desman study data to the 2022 study data. As Table 6 suggests, off-street utilization rates, are drastically lower (upwards of a 49% decline on the average weekday and a 33% decline on the average weekend). Off-street utilization (specifically weekday) is much lower in the current condition than previously in 2015. This is likely due to the aftereffects of COVID-19 as many Burlington employees have yet to “return to office”.

City of Burlington Off-Street Revenue Comparison

The Burlington Department of Public Works presented on the status of the parking network at the BTV Stat meeting in November 2022. At this meeting, off-street revenue trends were presented (Figure 51). As Figure 51 suggests, total off street revenue was around \$230,000 in July 2019 as compared to approximately \$180,000 in July 2022. This accounts for an approximate 21% reduction in revenue across off-street facilities which is consistent with the 2015 Desman study data.

ADJUSTMENT CONCLUSIONS

While the City has not seen parking revenue recover to pre-pandemic levels network wide, there is question as to whether the demand will ever fully recover. COVID-19 changed the way we live, we work, and we travel. With many employers continuing to offer flexible work arrangements (work-from-home) it is unlikely that the demand, particularly in the off-street facilities will ever fully recover.

In addition to COVID-19 implications, there are many technological and generational shifts occurring that may limit a full parking recovery. A large factor is climate change and a generational mode shift leaning towards multimodal options- thus limiting the use of automobiles. The City of Burlington has been very proactive in recent years to upgrade multimodal facilities and accommodations to encourage walking and biking rather than driving. Some of these initiatives include the South End Multimobility Study, Great Streets, Battery Street, TDM Updates, Amtrak Improvements, and numerous lighting and sidewalk improvement projects throughout the City.

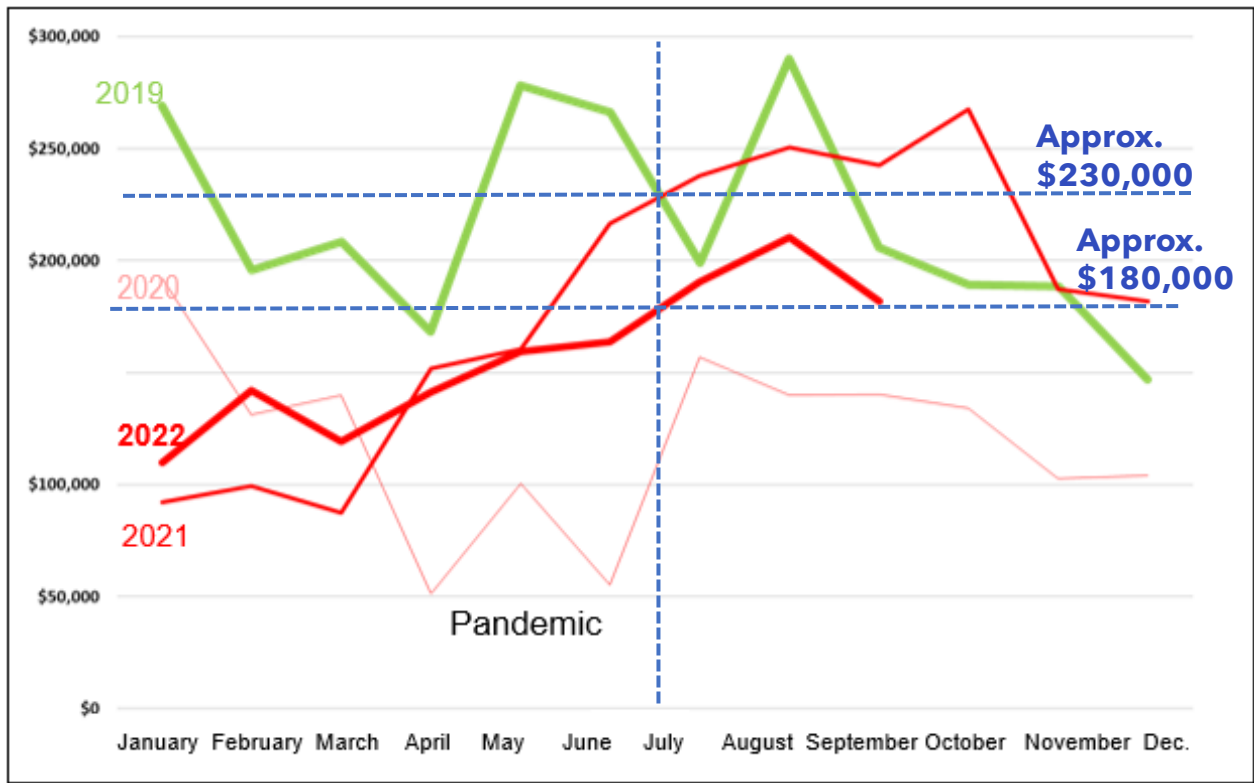
Autonomous vehicles will also play a role in the parking sphere. With improvements in technology, there will no longer be a need to circulate to find parking and likely there will not be a high demand for parking in downtown areas.

Ultimately, to account for COVID-19 aftereffects, a conservative 40% upwards adjustment was applied for off-street utilization in the peak period to reflect pre-pandemic conditions and assume a fully recovered system. Conversely, on-street facilities were not adjusted to reflect current revenue trends. These adjustment factors should be used to prepare for future development. The City of Burlington should continue to evaluate parking facility features like lighting, technology, and security to ensure the parking program stays efficient, safe, and reliable in a post-COVID world.

Table 6. 2015 vs 2022 Data – Off-Street Facilities Utilization – (Desman Study, 2015)

Area/ Time Frame		2015 Study	2022 Study	Difference
Weekday Off-Street	Average	57%	29%	-49%
	Peak	70% (1 PM)	51% (12 – 2 PM)	-27%
Weekend Off-Street	Average	54%	36%	-33%
	Peak	60% (2 pm)	45% (6 – 8 PM)	-25%

Figure 51. City of Burlington Off-Street Revenue Data



PARKING SUPPLY CORE AREA OFF STREET FACILITIES ADJUSTED 40%

To provide a conservative scenario that assumes a full recovery post COVID, a 40% adjustment factor was applied to all off-street parking facilities during the study area's peak periods.

Figure 54 depicts utilization during the peak weekday period 12-2 PM. During this time period, most private garages **do not** offer public parking. As depicted, during the peak weekday period, there are 124 on-street parking spaces and 122 off-street parking spaces. This totals to 246 available parking spaces during the weekday peak period within the "core" downtown area - - still enough to accommodate the loss of parking on Main Street, however many of those spaces are in higher rates garages. Therefore, future wayfinding implementation may be best focused on off-street facilities such as the College Street Garage and Downtown Garages that have available parking at a fraction of the price and is just outside the downtown core. These off-street facilities provide greater supply than those off-street facilities at the gateway blocks (collecting vehicles traveling from I-89 and the universities) with high utilization. Since utilization is high at off-street facilities at the gateway blocks, the City may want to investigate the possibility of providing an additional off-street facility to increase supply in this high demand area.

Figure 52. Parking Availability within Downtown "Core" 5 Minute Walk Service area of Church at Main – Average Weekday Peak 12-2 PM – Off-Street Adjusted 40% Upwards

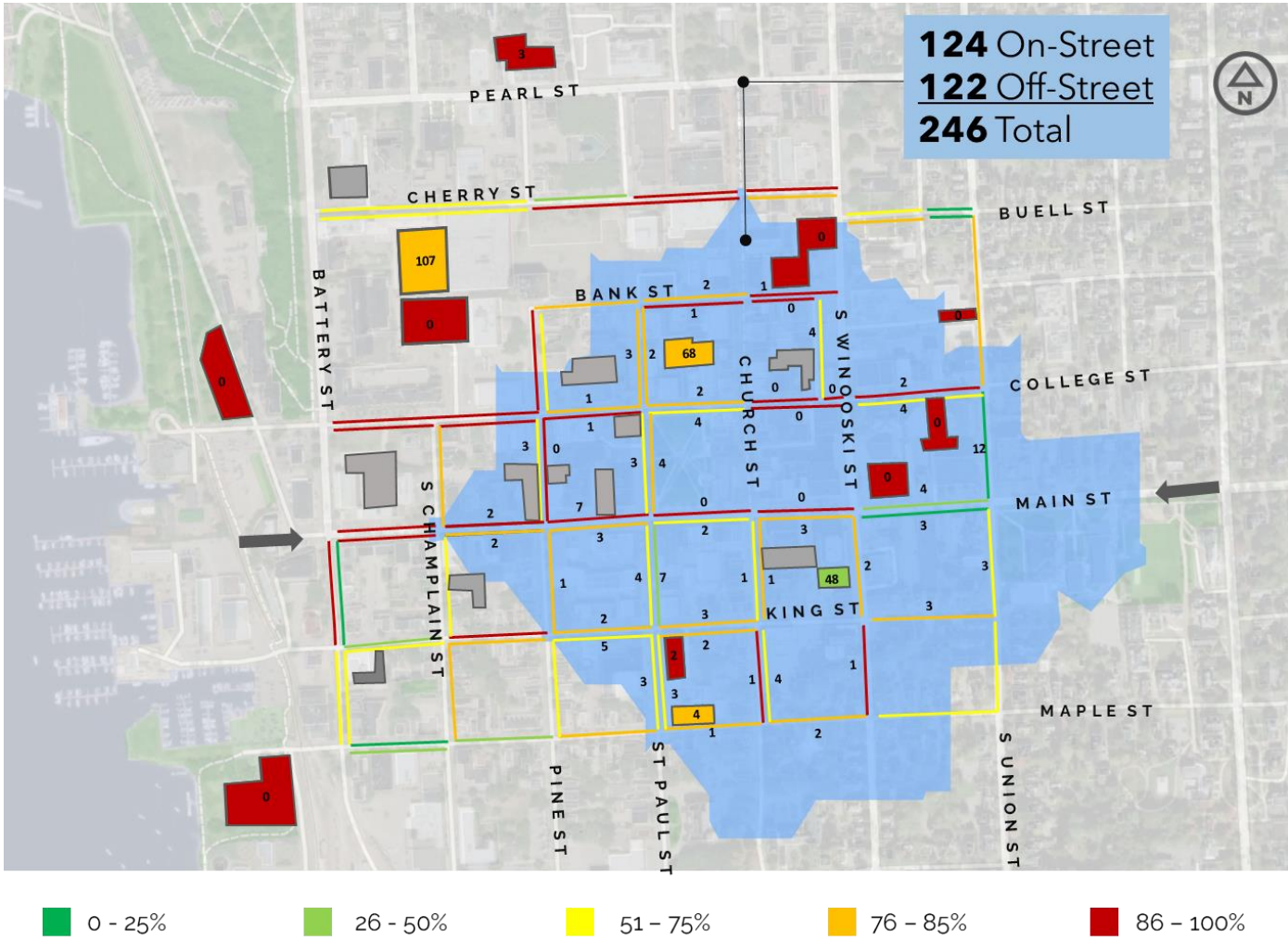
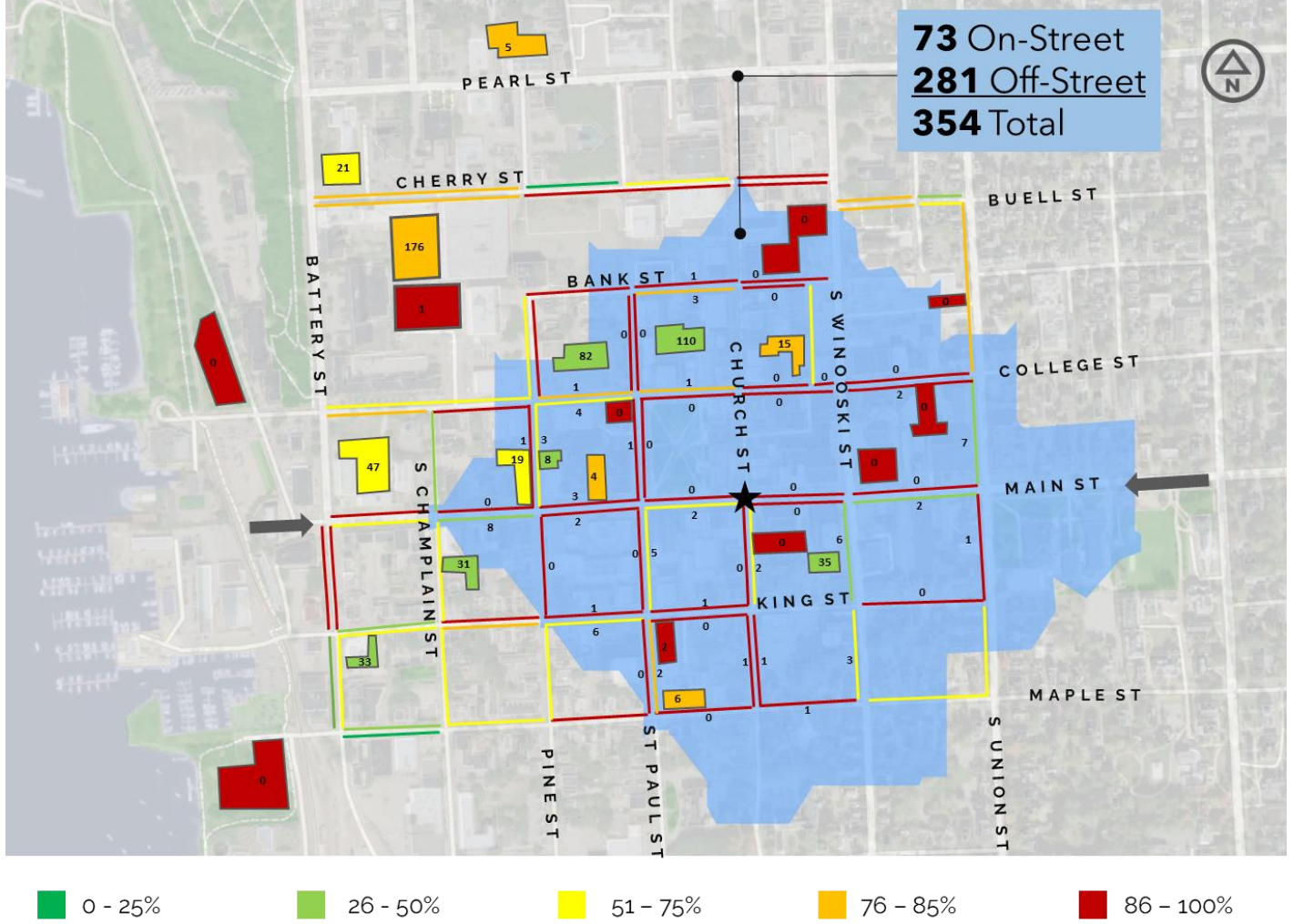


Figure 53 depicts utilization during the peak weekend period 6-8 PM. During this time period, most private garage offer public parking as well and therefore, these garages were added as available capacity. As depicted, during the peak period, there are 73 on-street parking spaces and 281 off-street parking spaces available within the "downtown core" area. This totals to 354 available parking spaces during the peak period. With the removal of 67 on-street parking spaces along Main Street, there are very few surrounding on-street parking spaces available to absorb that loss within the downtown core area. However, there are plenty of off-street parking facilities that can easily accommodate the loss of parking on Main Street.

Similarly, wayfinding strategies may help directing motorists to the available off-street facilities. While there are a number of available spaces within these facilities, many are located within private facilities which charge much more on an hourly basis than those public facilities - as discussed in Section 5. Therefore, the city may want to investigate an additional public parking garage to increase supply across the network- an especially within this downtown core area.

Figure 53. Parking Availability within Downtown "Core" 5 Minute Walk Service area of Church at Main – Average Weekend Peak 6-8 PM – Off-Street Adjusted 40% Upwards



07 RECOMMENDED FUTURE STRATEGIES

1. MAXIMIZE USE OF EXISTING PARKING

1.1 Consider pricing and curb regulation adjustments to create available spaces in high demand areas.

The City may consider fixed rate pricing and/or curb regulation (time-limit) adjustments to help create available spaces in high demand areas. Most of the on-street parking located within the downtown “core” area is \$1.50 per hour with no time limit. The City may want to consider increasing pricing within this area to \$2.00 - \$2.50 and implement a 2-hour time limit restriction - consistent with similar cities (Portsmouth, NH and Portland, ME). Vehicles parking within the high demand downtown “core” will be forced to turnover more frequently - thus reducing circulating vehicles (and subsequently, congestion and greenhouse gas emissions). This, however, does require strict enforcement to be truly effective. Vehicles wishing to park long term will need to do so in segments outside of the core area which offer cheaper pricing to incentivize parking and walking or within off-street facilities where there is more availability. Any rate changes and parking time limits should be developed based on the data contained herein or future data.

As a long-term solution, the City may investigate the implementation of a dynamic pricing program to adjust pricing and or regulations based on demand so that spaces are consistently available. A program like this would increase the price if the block or lot was too full (over 85% utilized) and lower the price if the block/lot is too empty. This provides more of an incentive to park in lower utilized segments and creates consistent availability. This type of performance-based pricing would require technological investments.

Case Study- Seattle SeaPark. The City of Seattle created a structure for a data-driven process to dynamically set on-street parking prices. To do so, the City passed two Statements of Legislative Intent (SLI) providing staff authority to develop the program and added resources for parking data collection. The outcomes-based approach aspired to help retail business, provide more consistent parking availability, and reduce congestion and greenhouse gas emissions. Demand for parking varies block to block, so the city established 30 distinct parking zones. The city collects parking data and measures occupancy rates between April and June on typical weekdays. The target range is 70-85%, which results in one to two spaces available per block. Pricing and regulations are adjusted to achieve this target, and demand is evaluated by time-of-day groupings (morning, afternoon, and evening).

1.2 Continue to enhance the multimodal links to parking facilities.

The City may continue to invest in multimodal links to parking facilities. Every parking experience begins and ends with a walk to/from a vehicle and therefore, the multimodal network is crucial to a safe and effective parking strategy. It is recommended that the City continue to investigate and invest in important connections to and from parking facilities such as the Amtrak Connections project.

1.3 Consider a shared parking program in which private parking is better shared with the public

The City or another entity could investigate the implementation of private-public partnerships and engage willing property owners to develop shared parking agreements. These agreements could involve directly leasing parking from a private facility for use as public parking, portions of private facility open for public use at more times, or payment structure adjustments to make parking more equitable across the system.

Whichever entity may approach these property owners may also consider a conversation involving pricing strategies. Private property may benefit from lowering pricing to be consistent with public parking rates to incentivize more users to park in their lots which are generally located within the core downtown area.

Case Study - Sacramento, CA. The City prioritized shared parking agreements with private owners. The parking agreements vary from facility to facility, but usually they are either “enforcement only” or full management agreements. For enforcement only, the City manages enforcement and there is no management fee or revenue sharing (all revenue is returned to the City), but the owners give right of entry to the City. For full management agreements, the City manages the facility and controls revenue collection, liability (via City insurance), enforcement, and maintenance. The City will often staff a parking attendant at the lot or garage. Depending on agreement type, the City pays for the capital improvements, signage, and marketing expenses; when the lot starts being profitable, the City pays itself back. After breaking even, the profits are then shared with the facility owner (depending on the agreement). The City of Sacramento has approximately 10,000 spaces under shared agreements resulting in approximately \$40 million in estimated municipal savings and \$1 million in revenue from shared facilities from not having to build new parking structures.

2. STRATEGICALLY INVEST IN INFORMATION + TECHNOLOGY

2.1 Consider the implementation of a comprehensive parking signage and wayfinding system.

It is recommended that the City implement a comprehensive parking signage and wayfinding system to reduce confusion and improve the customer experience. A comprehensive, consistent wayfinding system makes it easier to find parking, especially for new visitors. The City may also engage with private parking owners to apply a consistent messaging across the system and strengthen the parking “brand”. Providing real-time information may also help redistribute demand to underutilized facilities. It is recommended that the City consider implementing said wayfinding package prior to Main Street construction to get motorists in the habit of parking at off-street facilities.

3. IMPROVE MOBILITY OPTIONS TO REDUCE PARKING DEMAND + AUTOMOBILE DEPENDENCE

3.1 Continue to invest in Transportation Demand Management (TDM) practices.

The City of Burlington may continue to invest in Transportation Demand Management (TDM) practices to improve mobility, better manage transportation services, optimize investment in transportation facilities and services, and respond to growing concerns and a desire for environmentally and fiscally responsible transportation systems. As part of the Climate Action Plan adopted in 2013, the City of Burlington seeks a 10% reduction in vehicle miles of travel per capita by 2025. Some actions towards this goal have been pursued, like development of a bike and pedestrian plan, improvements to bike and pedestrian infrastructure, and adjustments to parking pricing. The City may wish to build upon these initiatives and investigate the possibility of remote parking access to reduce the demand in the downtown core.

4. ENHANCE PARKING MANAGEMENT + OPERATIONS

4.1 Continue to invest and strategically implement an enforcement strategy to ensure equity across the system.

It is recommended that the City of Burlington continue to invest in resources to effectively enforce parking regulations. Enforcement is critical for the system to function effectively and equitably.

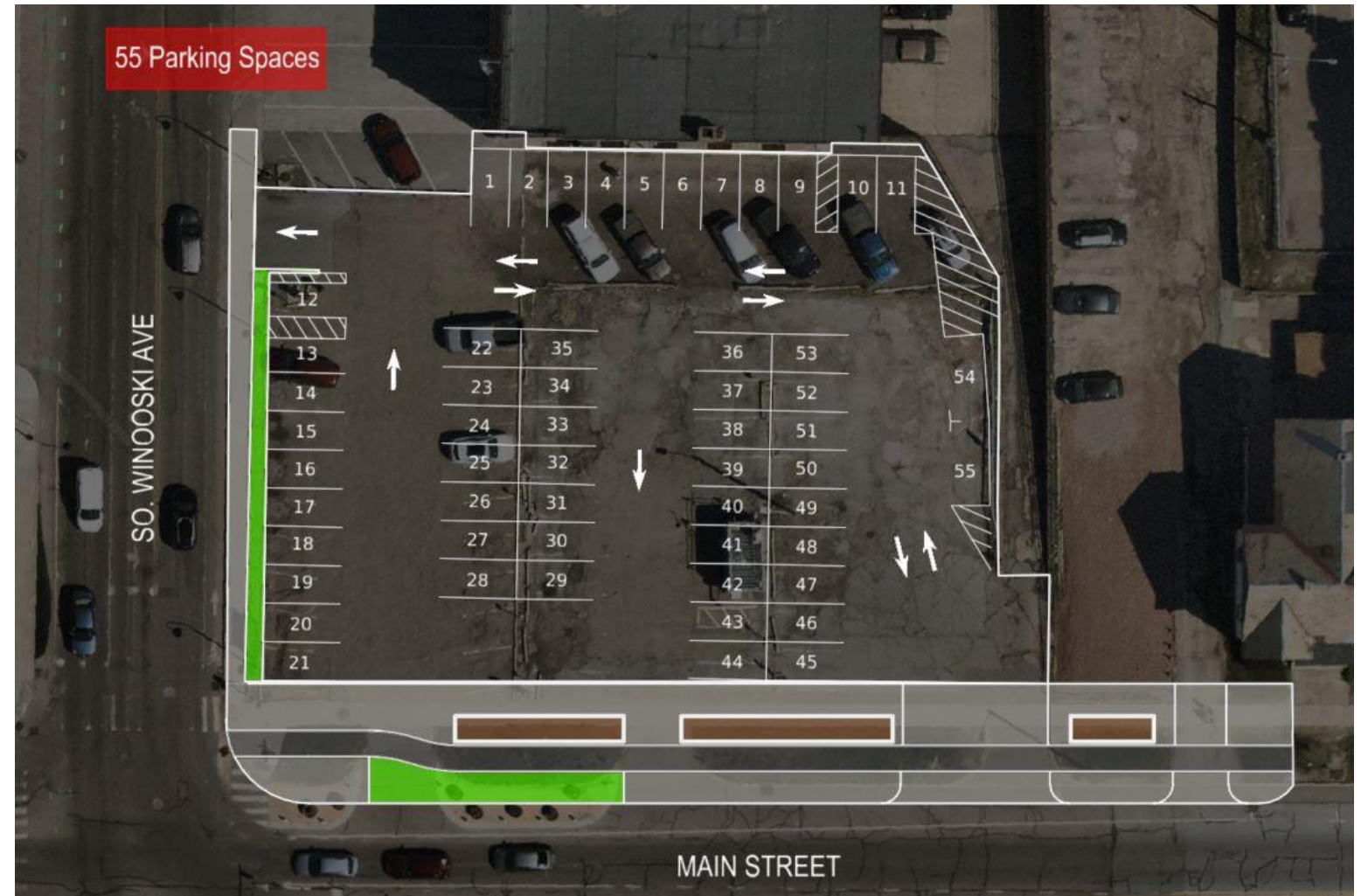
5. PROVIDE ADDITIONAL PUBLIC PARKING AS NEEDED

5.1 Consider a short-term reconfiguration of the Main Street lot to increase available public parking.

In efforts to provide additional supply to meet the high demand along the gateway blocks, the study team investigated the possibility of providing additional off-street facilities. As such, the Main Street lot located in the northeast corner of Main Street and South Winooski Avenue, was examined to determine if a reconfiguration of this lot could provide additional spaces while also reducing curb cuts to increase safety accessing and egressing the site. The current site is partially utilized by the Fire Department and there is a ramp down to the Fire Department that must remain.

In the event that that site is redeveloped, zoning prohibits the street frontage being used as parking and this lot is likely too small to make an upper level parking structure feasible (as it requires square footage for ramps). As a short-term solution, the City may wish to reconfigure the existing lot. Figure 54 shows a preliminary layout that reconfigurations the existing surface lot to maximize the number of spaces utilizing space currently used by the Fire Department. This layout also closes several of the curb cuts for more efficient access management.

Figure 54. Potential Short-Term Reconfiguration of Main Street Lot



5.2 Continue to strategically identify potential public parking supply in key locations.

As a long-term solution, there is the potential for combining parcels to create a larger development that could incorporate development at the street frontage and provide parking on other levels. The City may wish to work with future private developers of City-owned lots to maintain a certain amount of spaces for public parking. In order to conservatively absorb a loss of parking on Main Street as part of the Great Streets project and account for future growth in parking demand, it is recommended that any future developer maintain at least 100 public parking spaces.

07 CONCLUSIONS

UTILIZATION

- Parking utilization across the entire study area averages 67% during the weekday and 67% during the weekend. Parking utilization for the entire study area as a whole peaks from noon – 2PM during the week (72%) and from 6 PM -8 PM on the weekend (73%). At peak, there are hundreds of vacant parking spaces.
- On-street parking utilization for the entire study area peaks at 78% on weekdays 6-8 PM. On-street parking utilization for the entire study area peaks at 82% on weekends, from 2 PM – 4 PM and again from 6 PM – 8 PM. On-street parking averages 72% on the weekday and 77% on the weekend.
- Off-street parking utilization for the entire study area peaks at 51% on weekdays from 12 PM – 2PM and 45% on weekends from 6-8 PM. Off-street parking averages 29% on the weekday and 36% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking downtown as on-street spaces are more visible.
- As one may expect, parking utilization is highest surrounding the Church Street retail corridor from Cherry Street to Main Street.

TURNOVER

- The study area sees an average turnover rate of 64% on weekdays and 62% on weekends. The lowest turnover occurs at from 10 AM -12 PM during both the weekday and weekend. Highest turnover occurs from 4 PM – 6 PM on weekdays and 2 PM – 4PM on the weekend.
- On-street parking generally experiences higher turnover than off-street parking facilities due to metering. Turnover rates increase for both on-street and off-street facilities as the day goes on during the week whereas turnover rates generally decrease throughout the day during the weekend as more people are dining for dinner.
- Main Street experiences relatively high turnover during the weekdays and slightly less during the weekends.
- The lowest turnover (longest parking durations) typically occur on unrestricted blocks which include segments along King Street, Maple Street, Church Street, S. Winooski Street, and S. Union Street. Many of these segments also experience the some of study area's higher utilization rates throughout the day.
- The highest turnover (shortest parking durations) typically occur along short-term metered parking segments, indicating there is a mixture of general compliance and proper enforcement in these areas - with the exception of College Street from Church Street to So. Union where turnover rates are below 50% on the weekends.

DEMAND

- To account for COVID-19 aftereffects, a conservative 40% upwards adjustment was applied for off-street utilization in the peak period to reflect pre-pandemic conditions and assume a fully recovered system. Conversely, on-street facilities were not adjusted to reflect current revenue trends. These adjustment factors should be used to prepare for future development. The City of Burlington should continue to evaluate parking facility features like lighting, technology, and security to ensure the parking program stays efficient, safe, and reliable in a post-COVID world.
- It is unclear as to whether parking in Downtown Burlington will ever fully recover not only because of COVID-19 aftereffects (work from home) but also because of generational and technological shifts in addition to a focus on combating climate change via multimodal facilities and encouraging walking and biking rather than automobile use.
- To provide a conservative scenario that assumes a full recovery post COVID, a 40% adjustment factor was applied to all off-street parking facilities during the study area's peak period (average weekday 12-2 PM). During the peak period, 124 on-street parking spaces remain and there are 122 off-street parking spaces available within the "downtown core" area which totals to 246 available spaces. With the removal of 67 on-street parking spaces along Main Street, there are very few surrounding on-street parking spaces available to absorb that loss within the downtown core area. However, there are plenty of off-street parking facilities that can easily accommodate the loss of parking on Main Street.
- It is recommended that wayfinding strategies be improved and implemented to better inform parking availability, specifically at off-street facilities closer to Lake Champlain given the high utilization of off-street facilities at the gateway blocks (collecting vehicles traveling from I-89 and the universities). Since utilization is high at off-street facilities at the gateway blocks, the City may want to investigate the possibility of providing an additional off-street facility to increase utilization in this demand area.

CONCLUSION

The continued availability of parking spaces suggests that that adding to the existing supply is not needed; however, there are parking corridors that are more popular due to their proximity to amenities and services. It is important to recognize that hot spots have an outsized impact on public perception of supply because high-demand parking spaces are the most convenient, familiar, and easiest to find locations.

The reduction in parking supply anticipated as a result of the Main Street Great Streets project can be accommodated in a partnership with off street parking lots in combination with shorter maximum parking times, higher rates and increased enforcement in high demand areas. The City of Burlington should continue to evaluate parking facility features like lighting, technology, and security to ensure the parking program stays efficient, safe, and reliable in a post-COVID world.

Attachment 5: Main St Business/Property Owner Parking Feedback:

Address	Business	Parking Feedback	Changes
131 Battery Street	April Cornell	Uneasy over loss of parking, yet supportive of eliminating spaces adjacent to building to improve safety of crossing in front of Main Street landing. Heavily rely on tourists and those travelling from a distance, Many clients are older and mobility challenged, and need their vehicles to get around. Likes the idea of temporary parking along Battery Street during construction.	Removal of 3 spaces in front of building (on north side of Main Street) Addition of 10 temporary spaces on Battery Street near Main Street intersection
40 Main Street	Di Moda Salon	Inquired about whether a garage near waterfront would ever be built.	
51-53 Main Street	Anjou	Lot in back for store parking, and allow August First to park. Leases some spaces with BHT	
55 Main Street	Restaurant Poco	No off-street parking; Employees park on street and in garages. Inquired about City subsidizing parking fees in private garage.	
149 S Champlain Street	August First	Interested in loading/unloading space near business for deliveries and short-term parking Employees and customers park on Main St and South Champlain St	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM and ADA space proposed near S Champlain intersection, south side
66 Main Street	Burlington Housing Authority	Employees use parking behind building, in lot across road, and in Downtown Garage. Many participants walk and bike to location. Interested in short-term loading space in front of building to accommodate participants dropping off documents.	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed near S Champlain intersection, south side
67 Main Street	Dirt Chic	Employees rely on parking in lot on side of building Consignment drop-off on street in front of business	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed near S Champlain intersection, south side
72 Main Street	Main Street Barbers	Employees and Customers rely on street parking. Noted that parking is typically very full on this block. Many clients are mobility challenged. Interested in Employee Parking Program in Downtown Garage which currently does not serve private contractors. Interested in some sort of bus service or shuttle for downtown.	Implementing 3-hour maximum parking restriction in order to facilitate higher turnover
74 Main Street	Iyengar Yoga Studio	Customers Park on street. No general client parking in back, except for 2 ADA spaces. Employees and building tenants park in shared lot with #72.	

77-85 Main Street	Ski Rack & Wilsuzan Associates	Preference to retain as much street parking as possible. Customer, Tenant, and Employee parking located in lot behind building. Customers also use street. Asked about removing parking in phases. Suggested more wayfinding needed to direct motorists to garages. Suggested safety upgrades (lighting, monitoring) needed in garages. Supportive of City adding temporary off-street parking during construction.	
78 Main Street	Farmhouse Group	Off-street parking for employees and tenants No extra parking on site. Neighbors are looking for parking. Parking concerns limited to evening hours.	
100 Main Street	North Star Sports	Not enough parking on weekdays during business hours. Large purchases and services at North Star Sports require vehicles. Interest in short-term loading space on Main or Pine in front of North Star Private lots are expensive. Don't know where the additional parking is or when it is available. North Star wants a resource to give to customers to tell them where to park. Concerns over dedicated EV spaces unavailable to other customers.	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed near Pine Street intersection, north side Implementing 3-hour maximum parking restriction in order to facilitate higher turnover
101 Main Street	Vermont Comedy Club	Venue holds 140 people so loss of parking is concerning. Younger patrons walk but older patrons may be challenged. Interested in ADA space nearby for those with mobility challenges. Employees walk, bike, and use street for parking. The club has 2 spaces for employee parking in the hotel garage. Interested in shuttling or valet possibilities.	Can an ADA space be added in front of this building? Or loading/unloading? Or could first space on Pine be converted?
106-110 Main Street	BTV Spaces	Have a rented private lot. Issues with illegal parking. Many employees and clients park on street; up to 10 people daily. 3-hour time limit presents issue for coworking space at 106 Main Street. Strong preference for bicycle racks nearby.	
131 St Paul Street	CarShare Vermont	Advocated to keep 2 spaces for carsharing use, on north side of Main Street either side of St. Paul Advocated for EV chargers, and ability to keep Flo charger and Main and St Paul	Maintaining two electric vehicle charging spaces + 1 flo charging space on Main in front of Mad River Distillers Maintaining car share space on Main in front of City Hall Park

137 St Paul Street	Mad River Distillers	Parking in back of building for one employee. Other employees walk and drive. Rely on loading space for delivery vehicles, likes the idea of converting to general loading/unloading to accommodate delivery vehicles other than trucks. Customers walk and park on street.	15-Minute max loading spaces 6AM-6PM/3-Hour max 6PM-9PM proposed on St Paul Street on west side, in front of MRD
131 Main Street	The Gryphon	Half customers walk, half drive. Customers park on street. 2 chefs have parking passes for garage attached to building. Interested in free parking days during construction/ways to get people downtown. Asked about Uber credit program, DPW will look into.	Look into program
131 Main Street	O'M Salon	Owner has parking space at VHFA. Notes that kiosks can be challenging to find. No concerns about proposed new time limit. Client age group is older, interest in accessible spaces nearby, which are being provided on this block.	One accessible space being added in front of TD bank and 3 being added between Flynn and Church
135 Main Street	Bern Gallery	Employees are parking on Maple to get free parking Owners park on street in front of business There is one employee parking space in back alley, and one for upstairs tenant. Delivery drivers park up near Manhattan's and use dolly to transport product.	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of RJ's 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed on west side of Church in front of Manhattan's
153 Main Street	Flynn Theatre	Interested in DPW providing parking resources. Customers use street parking. Hearing concerns from patrons regarding public safety. Concerned about parking/access during construction. Concerns about new parking configuration, how it will affect busses dropping off patrons, and loss of parking in general.	Temporary parking being added on Church and South Champlain during construction. Removable bollards included in design so busses can park across Flynn bump out
159 Main Street	Ruben James	Rarely sees taxis used. Most often sees Uber and Lyft used. No off street parking for building. Delivery spaces heavily utilized throughout day.	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of RJ's 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed on west side of Church in front of Manhattan's

188 Main Street	Nectars	Have safety concerns about employees parking in parking garage No feedback from patrons regarding parking; many walk. Loading and unloading is a concern; for performers and deliveries. There are 4 parking spaces for employees in the back lot along with 4 spaces for Muddy Waters and Lezot	60-foot 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of Sidebar/Mr. Mikes
194 Main Street	Park Hill Property Owners	No off-street parking or agreements Advocated for loading/unloading spaces for businesses	60-foot 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of Sidebar/Mr. Mikes
194 Main Street	The Café Hot	Vehicle loading and unloading space is very important Rents one space at courthouse garage for parking Some employees utilize lot at corner of South Winooski and Main for parking	60-foot 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of Sidebar/Mr. Mikes 60-foot loading/unloading proposed in front of Fed Ex building
202 Main Street	Sidebar		
219 Main Street	Champlain Farms	Parking on site	
227 Main Street	Perrywinkles	Onsite parking Does not rent parking to anyone else Supports less parking along Main Street	
247 Main Street	J Skis	Currently working on wayfinding to direct to surrounding parking Looking to relocate employee parking to allow for customers on street Customer parking on site, side lot Employee parking off site, on street, or otherwise	

Attachment 6: Main St Public Comment Received:

Email Received 4/10/23:

What you really should do is eliminate the ParkMobile app which tracks the users location from the app at ALL TIMES.

This is an invasive and perhaps illegal app. Get rid of it and make you own. Why pay them .30 for every single transaction. Make a burlington city app and get rid of Park Mobile.

Katherine Quittner
209 College St

Email received 4/10/23:

Thanks for sharing the Great Streets Parking Plan re: Main Street project via Front Porch Forum. It looks well thought out.

Kate Kruesi
77 Oakcrest Dr
Burlington VT 05408

Email received 4/10/23:

I am a hairstylist at the salon at Mirror Mirror at the bottom of Main Street. My greatest concern in the plans for the Great Streets Main Street Project is the 3 hour maximum being placed on metered parking. Many people come into the salon for a 2-3 hour long service. They may then choose to grab lunch, or browse some shops after their appointment if their parking meter will allow them to. People already complain about traffic coming into the city, finding parking, the app they have to use, etc. please don't also limit the amount of time they can spend in our businesses within the city.

Thank you!
Crystal Doyle

Email received 4/11/29:

I see Burlington is pushing ahead to make driving in downtown Burlington as big a pain in the butt as they can. The plans for narrowing the streets at intersections and doing away with turn lanes, making traffic even slower in their foolish efforts to make Burlington a 'bicycle friendly city' is for me, the last straw. Never mind that environmentally, with our winters and hot humid

summers, and geographically, with the city being build on the side of a pretty steep hill, Burlington simply doesn't fit as a bicycle friendly place for most people.

Fortunately, there is nothing in downtown Burlington that I can't get elsewhere, in Williston or South Burlington.

Too bad. Downtown used to be a nice place to shop, but not after this project cripples traffic.

Yours,

Terrance McGrath

Email received 4/19/23

Dear City Servants,

I just want to reiterate that I feel quite strongly about capitalizing on the view of the lake while traveling west on Main Street, and want your plan to take this into consideration.

This view is unique to Burlington and as a "gateway" and should be showcased, so I would recommend keeping the vegetation low so as not to obstruct it.

Trimming some of the branches that are hanging over the street and blocking the view of the lake above Union Street would also be a good idea, in my judgement.

Thank you for your good service.

Best,
Connie Ramsey

Email Received 4/28/23:

Dear Public Works Commissioners,

While we are supportive of the planned upgrades to lower Main Street as part of making downtown Burlington more beautiful and user friendly, we are, quite frankly, mortified about the loss of 67 parking spaces along with the general disruption that will likely occur. We understand that a project of this magnitude and nature cannot be accomplished without some disruptions, but we must express our concerns that such disruptions need to be managed in such a way that we will not lose so many clients as to drive us out of business. This concern is further amplified by the fact that we are located in the middle of the block between Pine and South Champlain Streets, without the potential access from any intersecting street.

As a tax practice, during the months of January through April inclusive, we are dependent on staff being able to access our on-site parking area from a safety perspective because some of the

women arrive around 5am or earlier, or work until 10pm and possibly later. We have had employees in the past who would only work for us because they knew that they did not need to risk walking along city streets to off-site parking outside of daylight hours – and this concern has increased in the past few years along with the increase in homelessness, general disturbances in the area, and crime overall. We need to insist that planning take into account this need for continued access to our onsite parking during these critical months.

Thinking about our clients, we have client visits to our office on a daily basis. A significant proportion of our clientele are elderly and, while not fully incapacitated, depend on being able to find a parking spot within a very short walk from the office entrance – currently, they almost always find some place to park within four of five parking spots. Again, some accommodation must be made so that they can reasonably access our business without being expected to walk a few blocks from a parking garage, especially in the winter. If this is not achieved, I genuinely fear that we will permanently lose many clients, which possibly could cause our business to fail. For the record, when we decided to acquire our office property in downtown Burlington, we did so for two primary reasons: We strongly believe in a vibrant and viable downtown for cities, instead of contributing to the donut effect of suburbia; and we knew that we would have ample street parking.

I would like to add that our tenant, Main Street Barber Shop, is also very heavily dependent on people having reasonable access from close-by parking. They are very concerned, possibly even more so than us, that their business will be extremely adversely impacted. And, if they cannot survive and pay their rent, then our ability to avoid unsustainable losses may be more than we can deal with. Very bluntly, I cannot afford to sustain losses of the magnitude that could occur.

In summary, genuine continued access to our building must be arranged in the execution of the plans, continued access to our on-site parking must be maintained, and ample reasonably close parking arrangements must be found to allow our clients to continue their patronage of our business and that of our tenant. We await some specific information about how this will be accomplished and would like to engage in discussions as the planning proceeds. It would be appreciated if involved stakeholders were involved in the execution of the planning, rather than having things thrust upon them.

Thank you.

Claude R. Schwesig, CPA
HerrickGlobal
72 Main Street

Email Received 4/28/23: (see Attachment 6.2)

Here are the signatures of 22 businesses who are voicing concerns about the Great Streets project. This is a small representation of concerned people. We know DPW representatives also have written notes of similar and related concerns from many building and business owners who are not listed. You have also received comments from others who are not listed here.

See the attached document with signatures.

Thank you for your support of our City.

Main Street Businesses

Email Received 4/29/23: (see Attachment 6.2)

Here are a few more business that signed this form and are very concerned about the loss of parking and price increase. These concerns have been previously mentioned numerous times to DPW.

Email received 4/29/23

As a Main Street property owner, I wanted to express my concerns about the planned parking loss along Main St. due to the great street project. My understanding from attending multiple meetings on the matter is that every effort would be made to find alternative parking both during and after construction along the entire project corridor. Has that happened? Has the CSMP or CEDO been apprised of any plans to add or access more public parking that is available weekdays and weekends?

The loss of 67 parking spaces within the Central Business District on a commercially orientated city street with annual daily traffic counts in excess of 13,000 vehicles will surely have a negative impact on customer convenience and business activity. We know from recent studies that at least 75% of our visitors arrive by car. This is, in part, why I have advocated for a parking plan that involves the Gateway Block. Both a 2003 Downtown Parking study by Wilber Smith Associates and the 2015 parking study identified this block as a prime location for parking that would capture vehicles coming into town, reduce circulation in the downtown looking for parking, and encourage people to walk around. This option seems to meet multiple goals while enhancing the pedestrian experience.

Hopefully DPW will make every effort to recognize the importance of our downtown economy and find a way to reduce the loss of parking spaces along the entire length of Main Street.

Best,

Jeff Nick
JL Davis Realty
29 Church Street, 3rd Floor

Tweet 5/5/23:

Disappointing to see we're giving up on protected bike infrastructure between the lake and South Burlington via Main St, given that we've just gotten funding for a \$14M bike/ped bridge across the interstate.

Or a protected path for kids to bike to Edmunds.

@BTVDPW @MiroBTV



Email Received 5/8/23:

Hello Chapin,

My name is Evan Gould, I am a longtime resident of ward 5, and wanted to write to you to ask that you not shift on the removal of parking spots for the great streets project.

Over the long term it's been shown that encouraging multimodal transportation is much better for businesses and the city as a whole. Even in the short term bikers and walkers tend to spend more at these businesses than cars.

I appreciate all the work that the DPW, and city have done to research this project, and am incredibly excited to see it come to fruition. Hopefully it can be implemented as is, without concessions on parking.

Email Received 5/11/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are *hundreds* of vacant parking spaces available, even during peak hours.
- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Sarah Sciortino, Ward 5

Email Received 5/11/23:

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**GS Main Street -DPW Commission Memo
March 2023.pdf**

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Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thank you very much for your consideration and for serving our city,

Chris Muzzy

Ward 4

Email Received 5/11/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure. As a resident of Burlington and cyclist I try to bike whenever possible even though it isn't always easy. As a parent of three kids, I only feel comfortable

with them biking where infrastructure exists and the current infrastructure in Burlington is lacking. This project will be a big step in the right direction.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

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Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,
John Leddy, Ward 3

Email Received 5/11/23:

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The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

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Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Leigh Madalinski, Ward 7

Email Received 5/12/23:

Dear Commissioners,

I'm writing to add my voice to those who support making our downtown much more walkable and bikeable and reducing traffic and cars. I support the parking reductions as part of the Main Street Great Streets project. In fact, I would support making the downtown sections of Main Street completely pedestrian/bike-only! I know that many believe that businesses would be harmed by the reductions in parking and the decrease in car traffic, but example after example around the U.S. and the world have shown exactly the opposite to be true. Cities that have de-emphasized vehicle traffic in support of pedestrian and bike traffic have seen the vibrancy of their downtowns enhanced. Of course, there are many other benefits of reducing vehicle access and traffic downtown, but I know you're busy, and I'll leave it there.

Thank you for your service.

Best regards,

Ali Jalili, Lake St., Burlington

Email Received 5/12/23:

Hi Laura,

I support the proposed "Great St" changes to Main St., including revisions to and loss of parking spaces.

Thank you

Cleary Buckley

he/they

Wildwood Dr.

Email Received 5/12/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars. **The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity.** This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking - of which we are enthusiasts - and rolling infrastructure.

I recently listened to the "[How Parking Explains Everything](#)" episode on the NPR podcast Consider This and I urge you to take a listen as well. In it, Henry Grabar summarizes all that Americans have sacrificed in the name of parking, namely affordable housing and walkable neighborhoods! The first thing I noticed when I recently moved here from Providence, RI, were the sheer number of people out and about - by foot or by bike - Burlington is, at its heart, a walkable city, and we can't let parking remove that from our city's DNA. Planning efforts need to nurture this major attractive feature of our community.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). **There are *hundreds of* vacant parking spaces available, even during peak hours.**

- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thank you for your time and attention,

Gillian Wigton Bell

Email Received 5/12/23:

Dear Public Works Commissioners,

I'm writing to express my opposition to the curb and parking management plans for the Main Street Great Streets project. Main Street's needs will only serve to continue a pattern of robbing local neighborhoods of DPW's energy, neighborhoods that have been overlooked in deference to very large projects for many years.

The proposed plans for Main Street perpetuate this pattern. Current parking is critical to successful businesses, slower vehicular speeds by narrowing the street, safe overnight parking alternatives for residents, proximate parking to some of Burlington's most vital attractions including the hospital and colleges, and opportunities for visitors to spend money at Burlington businesses.

The regulatory changes you are being asked to approve violate the city's long-term commitment to local neighborhoods to promptly address potholes, fix sidewalks, and fix outstanding drainage issues from deteriorated infrastructure. It's an agreement that dates back to the Bernie Sanders days as mayor. Although the city has admirably invested in reducing the life span of streets and sidewalks in aggregate, too many pressing streets and sidewalks remain unaddressed to shift energy to yet another large project from a department that has remained staff-neutral for at least a decade.

The study conducted as part of the Main Street project is being cherry picked of data that suits approval. A local advocacy organization is sure to overwhelm you with these cherries leading up to your vote, creating the illusion that that broader city supports the project. Rest assured, it does not.

Public transportation is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while recognizing that the transition from traditional parking needs must be gradual to support continuity of a healthy economy.

Please reject the Main Street parking proposal to ensure that local neighborhoods have better access to sidewalk, street and drainage improvements, safe and comfortable access to residences and businesses, slower traffic, a healthy economy, and a desperately needed positive Burlington experience for visitors and residents alike.

Sincerely,

Tiki Archambeau

Email Received 5/12/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

We regularly shop and eat downtown because we can walk to the business establishments and that is because of the strategic thinking on Church Street years ago.

Likewise, we think that Main Street bisects and divides downtown because of its architecture of cars and parking. We feel that with these proposed changes will allow for more businesses and expand downtown and not take away from it strategically.

We also think that we consider biking and other modes if this project is implemented.

We feel that there can be creative solutions to parking and accessibility to all downtown businesses if only it is a desirable and walkable area.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are *hundreds* of vacant parking spaces available, even during peak hours.
- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential

to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Greg & Kris Ulsh. Ward 3



Dear Public Works Commissioners and DPW Staff,

We are writing to express our support for the current curb and parking management plans for the Main Street Great Streets project. Main Street is the gateway to our downtown, institutions, and waterfront. It is a centerpiece of our downtown district and a key east/west walking, biking, and rolling route. As such, it needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space for cars for uses that are better suited to an urban environment such as Burlington, and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to supporting healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure on Main Street.

The regulatory changes you are being asked to approve tonight effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

The parking supply on and around Main Street was studied as part of the Main Street Great Streets project. The study found that:

- Parking utilization for the entire study area as a whole peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). At peak, there are *hundreds* of vacant parking spaces.
- Even with a 40% upward adjustment factor to account for Covid-19, there are plenty of off-street parking facilities that can easily accommodate the removal of 67 parking spaces on Main Street.

People who drive expect to walk from their car to their destination. This is a physical reality of a dense urban environment. These walking trips from parking to destination are excellent for our local businesses. They distribute foot traffic to areas which might not otherwise get much, giving more businesses opportunities for sales, and increase the number of “eyes on the street”—which create a sense of vitality and public safety.

Even if we had a parking supply issue, decreasing car use is the only way to sustainably reduce congestion and parking pressure. The way to decrease car use is to reallocate space from cars,

including parking, while making improvements that support travel by other modes. Doing so is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density and mixed use development, and more.

This project is a perfect example of Burlington taking an incremental step in the right direction. It will replace space for cars with bike facilities that are truly fit for riders of all ages and abilities, sidewalks that are wide enough for people to comfortably board buses and walk and/or roll side-by-side, benches for people to stop and enjoy all that our Main Street has to offer, stormwater infrastructure that will protect our lake, and healthy trees that will keep us cool and clean our air. These features—not asphalt for cars—will make Main Street successful and the place it needs to be for the future of Burlington.

Sincerely,
Christina Erickson, PhD
Executive Director, Local Motion

Erik Brown Brotz
Chair, Burlington Walk/Bike Council

Apr 25, 2023

RE: Main Street Great Streets Project
To: City of Burlington Public Works Commission

Dear Public Works Commission Members,

As business owners on Main Street, we are very concerned about the removal of 67 parking spaces proposed for the Great Streets Project. Most Main Street businesses are more than a 10-minute walk from public parking garages downtown. Not to mention, the Burlington waterfront area is bustling in the summer months filling area parking more than 85% of the time. We know that nearly all of our customers arrive by car. According to the Vermont Agency of Transportation, in 2021 there were up to 12,500 average daily trips on Main Street. Where will visitors park when 67 spaces are removed?

We would like to see a concrete plan for how the city will retain or replace these lost parking spaces on Main Street. It is critical to our businesses that convenient parking is available. Downtown parking must be within 5 minutes walking time, in safe places, very easy to find, and reasonably priced. Using a conservative estimate that 67 parking spaces bring five people a day to shop on Main Street; the loss of those spaces represents the potential loss of over 120,000 visitors a year.

In addition, we do not support raising parking rates on Main Street and adding further restrictions. We were told during the parking study a few years back that changes to parking rates and policies would be based on data. Is there data to support that these rate and time restrictions will increase turnover? Is there data that says turnover is a current problem on Main Street? This proposal to raise parking rates will hurt Main Street, especially lower Main.

We are also concerned about the loss of parking and the disruption during and after construction. The addition of only 16 spaces during the construction is simply not enough.

Please consider how the loss of parking, raising the cost of parking, and making parking harder to find and more restricted will impact our local businesses. We understand that there are advantages to making Main Street more pedestrian and bicycle friendly, but we must balance that with the fact that most of our customers still come by car.

Signed:

Business Name

Representative Name
(please print)

Signature

Apr 25, 2023

Public Works Commission
City of Burlington, Vermont

[illegible]

Apr 25, 2023

Public Works Commission
City of Burlington, Vermont

[illegible]

Apr 25, 2023

Public Works Commission
City of Burlington, Vermont

Business Name

Representative Name
(please print)

Signature DocuSigned by:

American Flatbread Burlington

Bella Byrne

Bella Byrne
1AC677785AEF476...

Brick Box Co. (110 Main St.)

Paige Farrington

Restaurant Poco

Sue Ely and Stefano Cicirello

Paige Farrington
Sue Ely and Stefano Cicirello
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AFA78C3625E6440...

SR South LLC; Wilsuzan Associates Inc., The Ski Rack Inc

Zandy Wheeler

Zandy Wheeler
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Ruben James

James Atkins

James Atkins
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Mike Berger

Mike Berger
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Banana Stand

Sarah Steward

Banana Stand

Mark Miller

Sarah Steward
Mark Miller



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memorandum

Date: May 17th, 2023
To: Public Works Commission
From: Dora Bean, Associate Public Works Transportation Engineer
CC: Laura Wheelock P.E., Senior Public Works Engineer
Subject: Temporary Parking Changes

Staff recommends the DPW Commission ~~remove~~ and add:
BCO Appx C, Sec 7, No Parking Areas.

No person shall park any vehicle at any time in the following locations:

- (228) On the ~~north or~~ south of Pearl Street between North Champlain Street and Battery Street.
- ~~(271) On the east side of Battery Street, between Main Street and College Street~~
- ~~(291) On the east side of Battery Street, for a distance of 100 feet south of Main Street~~

BCO Appx C, Sec 9, Fifteen Minute Parking

- (a) *No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 10:00 p.m., Sundays and holidays excepted, in the following areas:*
 - ~~(110) On the west side of South Union Street for a distance of 100 feet in front of the YMCA, 266 College Street~~

BCO Appx C, Sec 12-1, No-parking except for vehicles loading or unloading.

No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

- (10) ~~On the north side of College Street beginning forty three (43) feet west of South Union Street and extending west forty (40) feet for a maximum time limit of thirty (30) minutes.~~
- (14) ~~In the fifty (50) foot space next westerly of South Union Street, on the north side of College Street for a maximum time limit of thirty (30) minutes.~~

BCO Appx C, Sec 16, Bus stops

- (a) *The following spaces are hereby designated as bus stops:*
 - ~~(1) On the west side of South Champlain Street beginning ninety (90) feet north of Main Street and continuing for a distance of one hundred thirty (130) feet north, for a maximum time limit of three (3) hours between the hours of 8:00 a.m. and 6:00 p.m.~~
 - (24) In the ninety (90)-foot space next westerly of South Union Street, on the north side of College Street, for a maximum time limit of three (3) hours between the hours of 8:00 a.m. and 6:00 p.m.

(25) In the ninety (90) - foot space in front of 26 Pearl Street, on the north side of Pearl Street, for a maximum time limit of three (3) hours between the hours of 8:00 a.m. and 6:00 p.m.

BCO Appx C, Sec 17, Designation of Parking Meter Zones

(e) Three (3) hour zones. The following streets or portions of streets are hereby designated as three (3) hour parking:

(28) Pearl Street from St. Paul Street to Battery Street, except for the ninety (90) - foot space in front of 26 Pearl Street on the north side of Pearl Street.

(72) On the east side of Battery Street, north of Main Street, for a hundred and fifty (150) feet.

(73) On the west side of South Champlain Street, between College Street and Main Street for a hundred and fifty (150) feet.et.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office

Purpose & Need:

DPW staff intends to implement temporary parking changes downtown to improve parking conditions during the construction of Great Streets BTV- Main Street.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

During construction, it is anticipated there will be times when parking on sections of Main Street will be limited. Therefore DPW is seeking to bring options for adding on-street parking on Battery Street in the vicinity of Main Street and on South Champlain between Main and College Street. These changes would be effective for the duration of construction which is anticipated to be approximately 3 years, starting in November of 2023.

Battery Street:

Add 10 spaces to the east side of Battery Street in the vicinity of Main Street. This comes with removing the northbound right/through lane at the Battery/Main Street intersection. There will be 3 new parking spaces south of Main Street on Battery Street, and 7 new spaces north of Main Street on Battery Street.

South Champlain:

Vehicle parking spaces will be added to this street between Main Street and College Street on the west side of the road. This is possible by relocating short-term bus parking to other locations away from construction. Additionally, since the street is narrow, it will be changed to one-way

northbound to accommodate the anticipation of parking utilization. This will add 9 new parking spaces on this street.

Relocated Bus Parking:

The two existing bus parking spaces will be relocated during the construction of Main Street. This is to move the parking away from the construction zone to ensure these spaces are still useful to GMT and private bus companies as well as facilitate needed on-street vehicle parking. One space will replace 3 metered parking spaces at 26 Pearl Street (ACME Glass) and the other will replace a vehicle loading space and accessible space in front of 266 College Street (Former YMCA). The spaces in front of the former YMCA were there to serve the needs of that facility. With the YMCA fully relocated these spaces can be repurposed.

Do note that these are just the initial temporary parking mitigation efforts that require DPW Commission approval. In consultation with the Main Street Parking Advisory Committee and other Main Street stakeholders, we are working to implement many other mitigation measures including:

- Working with Unified Parking Partners to have their privately-managed public parking available to the public at lower rates comparable to adjacent City parking rates (\$1.50/hr)
- Providing a new flexible Downtown Garage parking permit to provide more affordable off-street parking options for part-time workers and others.
- Having the City's Department of Business & Workforce Development lead a promotion campaign through the construction phase
- Having construction signage improve wayfinding to available structured parking

We will continue to engage Main Street stakeholders and seek additional collaborative solutions to mitigating impact during this large construction project.

Public Engagement

DPW issued notification of the upcoming parking changes by mailing postcards to all addresses within two blocks of Main Street, between Battery Street and South Union Street. Additionally, a Front Porch Forum was sent for City Wide posting. Moreover, parking changes were discussed in depth at several one-one-one business and property owner meetings, and at a well-attended business meeting on March 24, 2023

Attachments:

1. Temporary Parking Changes Ordinance Site Map
2. Regulation Change From

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—

Sections:

*7 NO-PARKING AREAS, 9 FIFTEEN-
MINUTE PARKING, 12-1 NO PARKING
EXCEPT FOR VEHICLES LOADING OR
UNLOADING, 16 BUS STOPS, 17
DESIGNATION OF PARKING METER
ZONES*

Sponsor(s): Department of Public Works

Action: _____

Date: *May 17th, 2023* _____

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington
as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, *7 NO-PARKING AREAS, 9
FIFTEEN-MINUTE PARKING, 12-1 NO PARKING EXCEPT FOR VEHICLES LOADING OR
UNLOADING, 16 BUS STOPS, 17 DESIGNATION OF PARKING METER ZONES*, of the Code
of Ordinances of the City of Burlington is hereby amended as follows:

7 NO-PARKING AREAS

No person shall park any vehicle at any time in the following locations:

(1) -(227) As written.

(228) On the ~~north or~~ south side of Pearl Street between North Champlain Street and Battery
Street.

(229)-(270) As written.

(271) ~~On the east side of Battery Street, between Main Street and College Street.~~ Reserved.

(272)-(290) As written.

(291) ~~On the east side of Battery Street, for a distance of 100 feet south of Main Street~~
Reserved.

9 FIFTEEN-MINUTE PARKING

- (a) *No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 10:00 p.m., Sundays and holidays excepted, in the following areas:*

(1) – (109) As written.

~~(110) On the west side of South Union Street for a distance of 100 feet in front of the YMCA, 266 College Street. Reserved.~~

12-1 NO PARKING EXCEPT FOR VEHICLES LOADING OR UNLOADING

No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

(1)- (9) As written.

~~(10) On the north side of College Street beginning forty three (43) feet west of South Union Street and extending west forty (40) feet for a maximum time limit of thirty (30) minutes. Reserved.~~

(11)- (13) As written.

~~(14) In the fifty (50) foot space next westerly of South Union Street, on the north side of College Street for a maximum time limit of thirty (30) minutes. Reserved.~~

16 BUS STOPS

- (a) *The following spaces are hereby designated as bus stops:*

~~(1) On the west side of South Champlain Street beginning ninety (90) feet north of Main Street and continuing for a distance of one hundred thirty (130) feet north, for a maximum time limit of three (3) hours between the hours of 8:00 a.m. and 6:00 p.m. Reserved.~~

(2)- (23) As written.

(24) In the ninety (90)-foot space next westerly of South Union Street, on the north side of College Street, for a maximum time limit of three (3) hours between the hours of 8:00 a.m. and 6:00 p.m.

(25) In the ninety (90) - foot space in front of 26 Pearl Street, on the north side of Pearl Street, for a maximum time limit of three (3) hours between the hours of 8:00 a.m. and 6:00 p.m.

17 DESIGNATION OF PARKING METER ZONES

- (a)- (d) As written.

(e) *Three (3) hour zones. The following streets or portions of streets are hereby designated as three (3) hour parking:*

(1)-(27) As written.

(28) Pearl Street from St. Paul Street to Battery Street, except for the ninety (90) - foot space in front of 26 Pearl Street on the north side of Pearl Street.

(29)-(71) As written.

(72) On the east side of Battery Street, north of Main Street, for a hundred and fifty (150) feet.

(73) On the west side of South Champlain Street, between College Street and Main Street for a hundred and fifty (150) feet.et.

** Material stricken out deleted.

*** Material underlined added.

TD: BCO Appx.C,
5/17/23



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memorandum

Date: May 17th, 2023
To: Public Works Commission
From: Madeline Suender, Associate Public Works Transportation Engineer
Dora Bean, Associate Public Works Transportation Engineer
CC: Laura Wheelock P.E., Senior Public Works Engineer
Subject: Main Street Great Streets: Incorrect parking regulations

Staff recommends the DPW Commission approve the changes laid out in Attachment 1.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office

Purpose & Need:

The purpose of this request is to correct erroneous or outdated ordinances that do not reflect what is currently implemented on the street. The proposed changes will have the written ordinances accurately reflect what is currently posted in and around the Main Street corridor. None of the actions within this memo change existing conditions on the street today.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan (PEP)?	X			These Traffic Regulation changes are administrative changes and do not fall within the PEP.

Summary and Conclusion:

In review of the ordinances for the Main Street project, the errors laid out in Attachment 1 were found. Staff is seeking the DPW Commission's approval to make these administrative changes.

Attachments:

1. Regulation Change From

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—

Sections:

- 7 No parking areas
- 7A Accessible spaces designated
- 9 Fifteen-minute parking
- 10 Two-hour parking.
- 11 One-hour parking
- 12 No parking daytime or weekdays
except by trucks loading or unloading.
- 12-1 No parking except vehicles loading
or unloading
- 17 Designation of parking meter zones
- 26 Motorcycle parking

Sponsor(s): Department of Public Works

Action: _____

Date: May 17th, 2023

Attestation of Adoption: _____

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 7 No parking areas, 7A Accessible spaces designated, 9 Fifteen-minute parking, 10 Two-hour parking, 11 One-hour parking, 12 No parking daytime or weekdays except by trucks loading or unloading, 12-1 No parking except vehicles loading or unloading, 17 Designation of parking meter zones, 26 Motorcycle parking, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

7 No parking Areas

No person shall park any vehicle at any time in the following locations:

(1) - (148) As written.

(149) ~~On the east side of South Winooski Avenue between Main Street and Howard Street.~~
Reserved.

(150) – (276) As written.

(277) ~~On the north side of Main Street beginning at the east edge of the driveway to #288 and continuing for 100 feet.~~ Reserved.

(278) – (279) As written.

(280) ~~In the space next westerly of the driveway serving 302 Main Street.~~ Reserved.

(281) - (309) As written.

(310) ~~On the south side of Main Street, 60 feet west of Battery Street.~~ Reserved.

(311) – (391) As written.

(392) ~~On the south side of Main Street, starting at South Union Street extending one hundred sixty (160) feet east.~~ Reserved.

(393) – (422) As written.

(423) ~~No truck parking in the two spaces adjacent the driveway to 288 Main Street.~~ Reserved.

(424) – (431) As written.

(432) ~~In front of the rear access to the Flynn Theatre, access is located on the west side of Church Street between Main Street and King Street.~~ Reserved.

(433)- (458) As written.

(459) ~~Main Street from South Champlain Street west to Battery Street, 11:00 p.m. to 6:00 a.m.~~ Reserved.

(460)- (511) As written.

(512) On the north side of Main Street beginning at South Willard Street and extending ~~one hundred twenty five (125)~~ sixty feet (60) west.

(513) – (517) As written.

(518) On the north side of Main Street starting at the corner of South Willard Street and extending east for ~~one hundred thirty (130)~~ two hundred and twenty (220) feet.

(519) – (530) As written.

(531) On the south side of Main Street for fifty (50) ~~seventy three (73)~~ feet west of South Champlain Street.

(531) – (563) As written.

(564) ~~On the west side of Battery Street beginning at Maple Street and extending north to Main Street.~~ Reserved.

(565) – (581) As written.

Section 7A Accessible spaces designated.

No person shall park any vehicle at any time in the following locations, except automobiles displaying special handicapped license plates issued pursuant to 18 V.S.A. § 1325, or any amendment or renumbering thereof:

(1) – (82) As written.

(83) ~~On the west side of Church Street in the first space south of Main Street.~~ Reserved.

(84) – (173) As written.

9 Fifteen-minute parking.

(a) No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 10:00 p.m., Sundays and holidays excepted, in the following areas:

(1) – (22) As written.

(23) ~~In the parking space in front of 67 Main Street.~~ Reserved.

(24) – (105) As written.

(106) ~~In the 3 spaces on Main Street immediately south of 131 Battery Street.~~ Reserved.

(107) – (126) As written.

10 Two-hour parking.

(a) No person shall park a vehicle for a period longer than two (2) hours between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:

(1) As written.

(2) ~~On either side of Main Street between Pine Street and Champlain Street.~~ Reserved.

(3) – (8) As written.

(9) ~~On the south side of Main Street, from Battery Street to Lake Street.~~ Reserved.

(10) – (20) As written.

11 One-hour parking.

(a) No person shall park a vehicle for a period longer than one (1) hour between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:

(1)-(6) As written.

(7) ~~On the north side of Main Street for a distance of 125 feet in front of the premises at 60 Main Street.~~ Reserved.

(8) - (13) As written.

12 No parking daytime or weekdays except by trucks loading or unloading.

(a) No vehicle other than a truck actually engaged in loading or unloading shall, between the hours of 8:00 a.m. and 5:00 p.m., except Sunday, and for no more than thirty (30) minutes, use the following parking spaces:

(1)-(18) As written.

(19) ~~The drive on the west side of Church Street between King and Main Streets.~~ Reserved.

(20) – (56) As written.

12-1 No parking except for vehicles loading or unloading.

(a) No vehicle other than a truck actually engaged in loading or unloading shall, between the hours of 8:00 a.m. and 5:00 p.m., except Sunday, and for no more than thirty (30) minutes, use the following parking spaces:

(1) – (43) As written.

(44) ~~A fifty (50) foot space on the west side of Lake Street between Main Street and College Street. The space is to be designated approximately twenty (20) seventy (70) feet north of the south side of Main Street, 30 minute limit. Reserved.~~

(45) As written.

(46) ~~On the west side of Church Street beginning seventy (70) feet south of Main Street and extending south for a distance of one hundred seventy (170) feet from midnight to 6:00 a.m. for a maximum time limit of thirty (30) minutes. Specifically for the use of marked delivery vehicles only. Reserved.~~

(47) – (52) As written.

17 Designation of parking meter zones.

(a) Reserved.

(b) Thirty (30) minute zones. The following streets or portions of streets are hereby designated as thirty (30) minute parking meter zones:

(1) – (17) As written.

(18) ~~The first two (2) meters north of Main Street on the west side of St. Paul Street. Reserved.~~

(19) – (28) As written.

(c) One (1) hour zones. The following streets or portions of streets are hereby designated as one-hour parking meter zones:

(1) – (15) As written.

(16) ~~North side of Main Street from Battery Street west to Lake Street. Reserved.~~

(d) As written.

(e) Three (3) hour zones. The following streets or portions of streets are hereby designated as three (3) hour parking:

(1)-(48) As written.

(49) ~~On the north side of Main Street from South Winooski Avenue to 250 Main Street. Reserved.~~

(50) – (51) As written.

(52) ~~On the south side of Main Street from South Winooski Avenue to South Union Street. Reserved.~~

(53) – (65) As written.

(66) ~~On the North side of Main Street starting 252 feet east of South Union Street extending 2 spaces east.~~ Reserved.

(67) – (71) As written.

(f) Ten (10) hour zones. The following streets or portions of streets are hereby designated as ten (10) hour parking meter zones:

(1) – (4) As written.

(5) ~~The east side of Pine Street from King Street to Main Street.~~ Reserved.

(6) – (21) As written.

26 Motorcycle parking.

The following locations are designated for the parking of motorcycles only:

(1) – (12) As written.

(13) ~~On Main Street in the space directly west of the driveway to number 308 Main Street.~~ Reserved.

(14)- (16) As written.

(17) ~~On the east side of South Willard Street in the first parking space north of Main Street.~~ Reserved.

(18) – (19) As written.

** Material stricken out deleted.

*** Material underlined added.



CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

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To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: May 17, 2023

ANNUAL DIRECTOR & CITY ENGINEER REVIEW

An executive session has been added to the Commission agenda to discuss the performance of the DPW Director and City Engineer. Supplemental materials will be uploaded to the Commission website prior to the meeting. More info: Brendan Hogan, bhogan@burlingtonvt.gov.

CSWD DROP OFF CENTER AND CITY SOIL MANAGEMENT FUTURE

City staff presented an update to the April 20 Ward 5 Neighborhood Planning Assembly. The short term goal is to sign a purchase and sale contract for the City to purchase 195-201 Flynn Avenue from CSWD, move the City's soil management to 195-201 Flynn Avenue and then expand CSWD's Drop Off Center at 339 Pine Street on part of the old footprint of the City's soil management area. Public comments focused on expanding the CSWD DOC. More info: Lee Perry, lperry@burlingtonvt.gov.

RECYCLING TOTER DEADLINE PUSHED BACK 2 MONTHS:

I have pushed back the deadline for requiring toter use for the recycling program to July 1, 2023. This is due to needing additional small toters (demand for smaller toters was higher than we expected) and getting those in and distributed before the deadline goes into effect. We are continuing our educational campaign including postcard mailers, BED bill inserts, social media ads, Front Porch Forum posts, etc. More info: Rob Goulding, rgoulding@burlingtonvt.gov.

FY'24 BUDGET UPDATES:

Staff will be presenting our FY'24 budgets to the City Council on May 17 – just before the Commission meeting. It is a difficult budget year given that COVID-related funding is ending and some revenues (such as parking) has not fully recovered. We will be seeking an increase in water and wastewater rates as well as an increase in the Solid Waste Generation tax – starting July 1. More detail will be provided at the meeting. More info: Chapin Spencer, cspencer@burlingtonvt.gov.

COLCHESTER AVENUE PROJECT UPDATES:

Staff successfully included two long-term intersection upgrade priorities into VTrans' new project prioritization program:

- Colchester/Pearl/Prospect Intersection
- Colchester/Barrett/Riverside Intersection

The City Council will be asked in late May or early June to re-confirm the preferred alternatives that came out of the scoping efforts several years ago so that VTrans has assurance that these remain the City's direction moving forward. The preferred alternatives will make important safety improvements and efficiency improvements at these high traffic intersections. More info: Laura Wheelock, lwheelock@burlingtonvt.gov.

CHAMPLAIN PARKWAY CONSTRUCTION:

Major work on the Home Avenue rail crossing is underway which will require a full closure for approximately 6-8 weeks. The contractor will then begin work on the Flynn Avenue rail crossing, which will have alternating one way closures for most of its work. After judge's ruling on

outstanding litigation (expected around June 30), the work on Lakeside Ave and Pine St will begin. More info: Corey Mims, cmims@burlingtonvt.gov.

CLEAN SWEEP COMPLETED:

We completed the 2023 Clean Sweep effort a week ago and as a result our contractor has begun painting traffic markings. We are already debriefing this year's efforts and are considering several modifications for next year. One change will be to prioritize dropping towed cars in City lots away from residential neighborhoods to reduce the overnight impact of tow trucks dropping vehicles on residential streets. More info: Jeff Padgett: jpadgett@burlingtonvt.gov.

Please don't hesitate to reach out with any questions. See everyone next Wednesday.



Memo

Date: May 17th, 2023

To: Public Works Commission

From: Chapin Spencer, DPW, Director
Phillip Peterson P.E., Public Works Engineer
Jeff Padgett, Division Director for Parking & Traffic

CC: Norm Baldwin P.E., DPW, Division Director – Technical Services, City Engineer
Rob Goulding, DPW, Public Information & Customer Service Manager
Kara Alnasrawi, Business & Workforce Development, Director
Will Clavelle, Business & Workforce Development, Business Support & Policy Mgr.

Subject: Time Limited Parking Violation Changes

**Staff recommends the DPW Commission approve, see Attachment-1:
20-66 Penalty.**

Nonmetered Parking Offenses:

- Time limited parking offense. The penalty for time limited parking offenses as articulated in section 9 through 11 of Appendix C, shall be fifteen dollars (\$15.00). Vehicles in violation of three or more time limited parking offenses within a three (3) year time period, also may be removed to another street or a remote location and if removed shall be assessed charges for removal as part of the issuance of the penalty, such charges to be assessed and collected pursuant to Division 2 of Article III of this chapter.

Purpose & Need:

The purpose of this request is to provide a more progressive penalty structure for time limited parking spaces. Adjusting the time limited parking penalty creates relative financial parity between overstaying a metered space and overstaying a time limited space.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

Based on the recent comments from City Council members, DPW Staff are proposing the following proposed traffic regulation changes for PWC approval:

1. Reducing the time limited parking violation penalty from \$75 to \$15.
 - a. This adjustment seeks to create financial parity between overstaying a metered space and overstaying a time limited space. This responds to Councilor comments at the 4-17-23 City Council meeting where Councilors did not want parkers at the time limited spaces on or near North Winooski Avenue to be unduly burdened if they overstayed the time limit.
2. Establishing that a vehicle will be towed after 3 or more time-limited parking violations over a three year period.
 - a. With the penalty reduction above, there needs to be a way to keep any repeat offenders from routinely overstaying time limited spaces. These high-turnover spaces provide access to adjacent businesses and services – and ensuring this turnover is needed to provide reasonable access.
3. Establishment of time limited parking spaces on North Union Street during specified daytime hours.
 - a. This addition of a few more time-limited spaces on the north end of North Union Street seeks to be responsive to Councilors and North Winooski Avenue stakeholders looking to have more parking turnover immediately adjacent to the Winooski corridor. *This will be brought to the Commission in June, as more public outreach needs to be done for this traffic regulation amendment.*

Public Engagement:

Staff discussed this item at the 5/3/23 Transportation, Energy & Utilities Committee (TEUC) agenda. In addition to providing the traffic regulation amendment update, Staff also discussed the elements and scope of future monitoring after the lane changes are made to North Winooski Avenue. Members of the TEUC are supportive of the Staff recommended changes to Chapter 20. Staff did not receive any additional public comment in regards to the amendment to changes to time limited parking violations.

Attachments:

1. City of Burlington, code of ordinances amendment.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

BURLINGTON CODE OF
ORDINANCES—
CHAPTER 20, MOTOR VEHICLES
AND TRAFFIC—
ARTICLE III
SECTION 20-66, PENALTIES

Sponsor(s): Department of Public Works

Action: Approved

Date: 5/17/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Chapter 20, Motor Vehicles and Traffic, Article I. In General, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Chapter 20. MOTOR VEHICLES AND TRAFFIC

Articles I—II. As written.

Articles III. As written.

20-53 – 20-65 As written.

20-66. Charges.

(a) *Metered Parking Offenses:* The penalty for violating any ordinance regulating metered parking in the City of Burlington shall be fifteen dollars (\$15.00).

(b) *Nonmetered Parking Offenses:*

(1) - (8) As written.

(9) Time limited parking offense. The penalty for time limited parking offenses as articulated in section 9 through 11 of Appendix C, shall be fifteen dollars (\$15.00). Vehicles in violation of three or more time limited parking offenses within a three (3) year time period, also may be removed to another street or a remote location and if removed shall be assessed charges for removal as part of the issuance of the penalty, such charges to be assessed and collected pursuant to Division 2 of Article III of this chapter.

(c) As written.

20-67—20-82. As written.

Articles IV—VI. As written.

* Material stricken out deleted.

** Material underlined added.

5/17/2023

Public Works FY'22-23 Goals Objectives :: May 2023 Review

Our Mission: To steward Burlington's infrastructure and environment by providing efficient, effective and equitable public services



		DPW GOALS				DIVISION	COMMISSION ROLE	FY'23 STATUS
OBJECTIVE		Operational Excellence	Exemplary Cust. Serv.	Culture of Innovation	METRICS			
DPW-wide Objectives								
1	Go live with asset management program to advance City's data-driven stewardship of City's assets	✓	✓	✓	Fully implement Enterprise Asset Management (EAM) / Computerized Maintenance Management System (CMMS) tool in FY'22.	DPW-wide	Provide feedback on draft plan	Achieved. Went live with Asset Management tool VUEWorks in FY'22. All Divisions currently using the tool in FY'23. Additional training and functionality continuing to be rolled out. Moving from basics of service request & work order management to metrics and risk assessments.
2	Continue to close capital funding gaps across asset classes (Water, WW, Stormwater, Fleet, Streets, Sidewalks, Signals, Facilities) by developing and implementing funding strategies with stakeholders	✓			Advance next 3+ year Capital Plan (FY'23-FY'25). Budgeted Funding vs. Actual investments vs. funding targets for each asset class. Service reliability (number of main breaks / year).	DPW-wide	Evaluate and recommend funding strategies	Continued progress. Produced 3 Year (FY'23-25) Capital Plan. Voters approved \$23.8M GF bonding in FY'22. \$7M WWWW/SW relining contract concluding in FY'23. Secured \$12M Fed grant for Cherry St Great Streets, \$24M Fed grant for Winooski Bridge (w/ VTrans), and using \$30M Downtown TIF for Main St, and pursuing other sources to minimize property tax impact.
3	Enhance growth opportunities within department through professional development, job shadowing, succession planning, etc. to best position department to meet the future needs of the City	✓	✓	✓	% of staff participating in a professional development opportunity each year. % of positions that are filled internally.	DPW-wide		Work in progress. Several internal promotions occurred during FY'22. United safety and HR training platform in FY'23. Returning back to in person trainings for critical topics. Continued attention will be needed in FY'23.
4	Increase engagement of under-represented constituencies through enhanced outreach efforts while also ensuring capital project and maintenance prioritization does not inadvertently underinvest in these areas of the community	✓	✓	✓	Implement City's new Equity Toolkit. Capital project, program and maintenance prioritization evaluated for equity. DPW staff and engaged community members reflect the diversity of our city. Be an active participant in reshaping our workplace culture to strengthen equity and inclusion for both internal and external customers.	DPW-wide		Continued progress. Using Telelanguage for real-time translation services. Translated key DPW materials for snow bans, Clean Sweep, toter requirements, boil water notices, etc. Filled out Equity Toolkit for new projects such as the Railyard Enterprise Project. Regularly put DPW updates in translated CEDO newsletter.
5	Reduce injuries through strengthened safety program that includes active safety committee and online Learning Management System	✓	✓		DPW Safety Team meets monthly. Department meets majority of FY'22 safety goals. Reduction in recordable incidents and lost time injuries. Reduction of late injury reports.	DPW-wide		Continued progress. Safety Committee meets regularly (bimonthly when Director covered for vacant Safety Manager position). Injury data trending in right direction, but still above industry standards. 7 recordable injuries in 2022 (down from 11 in 2021). Did Safety Cmte site assessments at different job sites a couple of times / yr.
6	Expand preventative maintenance program of pavement, pavement markings, sidewalk, guardrails, railings, fences, valves, hydrants, sewer mains, fleet and other infrastructure that has historically not been adequately maintained -- and better prepare the department to maintain new assets	✓			Number of potholes, sewer plugs, main breaks decrease. Percent of fleet PMs to repairs increases. Maintenance crews trained and provided maintenance schedule for new assets. Consider new maintenance worker positions cost shared between General Fund and Water Resources. New Asset Management program will better capture these metrics.	DPW-wide		Continued progress. Main break numbers continue to decrease. Received approval to hire two additional Street Maintenance workers in FY'23 to better maintain WWWW/SW infrastructure. Continuing to deliver ~3 miles of sidewalk / yr. Paving achieving 6 miles in CY'23 but only with 4 miles of State paving. FY'25 will be challenging given General Fund borrowing constraints.
7	Provide effective coordination with private projects through project review and coordinated investments	✓	✓		Deptment turns material review in agreed upon timelines. Assists applicants with helpful guidance. Cambrian Rise, 79 Pine St, Cambria Hotel, CityPlace progress according to timelines.	DPW-wide		Successfully ongoing. 79 Pine nearly complete. Coordinating currently with CityPlace, Cambrian Rise, new BHS, Lakeside/Sears South End development planning, etc.
Cross-Division Objectives								
8	Develop engineering standards that will efficiently direct future investments.	✓		✓	First phase of engineering standards compiled in FY'22.	Tech Services, Water Resources	Recommend adoption of standards to Council	Work in progress. This has advanced, but more slowly than desired due to other more urgent items and due to past staff vacancies.
9	Improve capital project accounting with enhanced systems, provide leadership in the development of formalized policies and procedures, and transition to multi-year capital budget accounting	✓		✓	Written policies and multi-year capital budgeting in place. Consider structural enhancements to strengthen financial management across divisions.	Tech Services, Water Resources		Continued progress. New systems developed. Working out kinks. Hired Capital Program Director to assist with coordination. Working collaboratively with Clerk/Treasurers Office. Minor re-org with C/T will have Capital Program Director also serve as TIF Administrator and work out of C/T Office.

10	Advance high priority capital projects (Champlain Parkway, Amtrak, PlanBTV Walk/Bike, Railyard Enterprise, Downtown Great Streets) in accordance with project schedules	✓			Projects advance according to project schedules. Annually budgeted capital projects completed. Adjust staffing to increase project management resources.	Tech Services, Water Resources	Review and approve ordinance changes related to projects.	Success. Roundabout completed. Amtrak service initiated. Initial Parkway contract to be completed end of 2023 or mid 2024. Main St Great Streets construction projected to start this winter. Plan BTV Walk/Bike projects advancing (Plattsburg Ave, N Winooski). Railyard Enterprise will submit Env. Assessment to FHWA by this fall.
	Division Objectives							
11	Co-locate and integrate Parking Services and Parking Operations at 645 Pine; streamlining staff management, unifying provision of parking products and services, maintaining financial accountability and budget/charter compliance.	✓	✓	✓	Build off Phase 1b integration and work strategically through the redefinition/creation of positions articulated in Phase 1c, seeking City Council approval as needed. Physically relocate Parking Services to DPW in FY'22.	Parking & Traffic	Provide feedback and input on integration plan.	Re-org completed. Unified Parking Services Agents and Garage Parking Ambassadors into one larger team that serves both on-street and off-street parking. Digital permits launched. New products coming.
12	Unify parking resources within DPW, branded as ParkBurlington, providing a singular parking resource		✓		Continue integration DPW-managed, Parks-managed and third party parking assets unthe the management of Park Burlington	Parking & Traffic	Review and approve parking operations agreements and policy changes	Continued progress. DPW managing Parks' lots to provide unified parking experience. DPW will complete purchase of Park Burlington brand from BBA by end of FY'23. Worked with N. Winooski stakeholders to develop transportation strategies, secure some off-street parking.
13	Improve parking experience through new services, technology and metrics management.	✓	✓		Provide improved signage, communication tools and service (online and in person). Metrics dashboard for on-street and off-street parking system.	Parking & Traffic	Review and provide input	Continued progress. Overhauled garage system to match and unify it with on-street system so all City parking has consistent options. Garage maintenance dramatically improved. Implemented new enforcement/compliance software that is giving us greater control and functionality like digital permits, easy online payments/appeals.
14	Increase utility of Impact Fees for signalization capital projects	✓			Clear record of impact fee usage, balance and plan for future capital projects, prioritized	Parking & Traffic	Review and provide input	Completed. New Signal Engineer took fresh stock of signal assets and developed prioritized capital plan. Coordinating signal upgrades with roadway and bike/ped improvement projects. 7 signals upgraded with modern controllers including (pedestrian/bike/vehicle detection), with a projected 5 more going in this season. All past impact fee \$ spent.
15	Continue to increase City's EV Fleet in accordance with Net Zero Goals established by the Administration and City Council			✓	Percentage of EV/Hybrid vehicles purchased over fiscal years.	DPW Maintenance		Success. Number of electric vehicles increasing by year. 2019 - 0 EVs. 2020 - 1 EV. 2021 - 6 EVs. 2022 - 9 EVs. Working with BED to apply for rebates and secure Fed/State grants for more charging infrastructure.
16	Expand use of transportation options while increasing safety of system and reducing overall environment impact consistent with City plans			✓	Implement second phase of Winooski Corridor Study in FY'22. Increase traffic calming implementations and reduce waiting list. Non-SOV mode share increases. Annual # of crashes decreases.	Technical Services	Review and approve ordinance changes related to projects.	Continued progress. University Place completed. Mansfield path completed. Forged a path forward for North Winooski. Main St Great Streets includes dedicated, protected facilities. Other projects (Plattsburg advancing). Secured two grants - one for Intervale Rd sidepath and one of Lake St bike/ped connection. Continue tripled sidewalk production. Seeking grants for N. Champlain protected bikeway given its construction cost.
17	Transition solid waste collection system for garbage, recycling and organics to a more integrated system		✓	✓	Get City Council direction on operating model in FY'22 and move decisively toward implementation (multi-year process).	Maintenance	Review study and recommend approval to City Council.	Not advancing. Developed a staff recommendation. Council did not approve recommendation. Staff paused project due to other priorities and staff vacancies. As a result, improving status quo structure with requiring toters. Implementation of toter requirement (by 7-1-23) going smoothly with robust communications.
18	Implement Phase II of Clean Water Resiliency Plan capital upgrades in FY'22	✓			Complete construction of South End Green Stormwater Infrastructure, 2 pump station upgrades, sewer and storm relining in FY'22. Complete design of Phase II Wastewater Treatment Plant refurbishments. Complete planning of next round of outfall improvements.	Water Resources	Recommend approval of CWRP borrowing to City Council.	Completed SE GSI, pump station upgrades. Relining will finish this season. Advancing design of Phase II WWTP modernization, and preliminary design for complete plant upgrades. Will present to Commission later in 2023.
19	Implement Council-approved rate restructuring and affordability program for Water, Wastewater and Stormwater utilities	✓	✓		New rates, affordability program, and rebates established in first six months of FY'22.	Water Resources	Review proposed rate structure, recommend to Council	Mostly completed. Council approved and staff successfully implemented rate restructuring in FY'22. Phasing in affordability programs. Reviewing affordability program options for renters.

20	Advance second phase of Water Resources staffing plan for increased operational sustainability	✓	✓		Advance second phase of WR Re-org with proposed hiring of Water Resources Technician and WWWW Operators in Training.	Water Resources		Continued progress. Hired WR Technician. Hired additional Water Plant Operator. Completed third-party organizational review May 2023. Bringing staff recommendations to Council as part of FY'24 budget. Seeking to discuss tiering option to bargaining with AFSCME Union.
21	Complete Integrated Water Quality Management Plan for how City will meet its Clean Water Act regulatory obligations and its local water quality priorities & begin implementation	✓		✓	Acceptance of Plan by DEC. Secure Integrated Permit. Advance first phase recommendations.	Water Resources	Review and provide feedback on final draft of Integrated Plan	Continued progress. Draft Integrated Plan provided to DEC. Long-term Control Plan provided to DEC in July 2022. We expect integrated permits in coming months. Draft plan at: https://www.burlingtonvt.gov/water/integratedplan .
22	Improve cost allocations between DPW and other departments (ie. have Water credited for fire protection service, contain growth of PILOT payments, negotiate new Franchise Fee agreement for Water)	✓			More appropriate cost allocations between departments / funds. Would enable Water Resources Division to better reinvest in aging systems.	Water Resources, CT Office		Work in progress. PILOT credit received for FY'23 and FY'24. Working with CT Office to contain growth of PILOT payments and to get a new Franchise Fee for Water. Project moving slowly due to other more urgent priorities.
23	Improve process for customer requests related to transportation, traffic calming, and parking regulations	✓	✓	✓	Reduce outstanding traffic calming requests and reduce time to resolution and closing customer requests in SeeClickFix.	Technical Services, Administration	Consider additional process changes for evaluating/processing requests.	Work in progress. Overhauled Traffic Calming program. Bright Street completed last year. East Ave will be implemented in FY'24. See Click Fix response times are mostly within service level agreements (SLAs).



City of Burlington
Department of Public Works

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Memorandum

Date: May 17th, 2023
To: Public Works Commission
From: Madeline Suender, Associate Public Works Transportation Engineer
CC: Laura Wheelock P.E., Senior Public Works Engineer
Subject: Main Street Great Streets: Parking Study and Permanent Parking Regulations

5.D: Staff recommends the DPW Commission to accept the parking study laid out in Attachment 4.

5.E: Staff recommends the DPW Commission approve the parking changes laid out in Attachment 1.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office.

Purpose & Need:

The purpose of approving the parking study is to acknowledge the completion of the work product and accept its findings. The need is to support the parking changes laid out herein.

The purpose of these changes is to reallocate parking along the Main Street corridor in advance of the reconstruction through the Great Streets initiative. The proposal aims to balance all the parking needs of the corridor supported by the parking study.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Outreach:

DPW issued notification of the upcoming parking changes by mailing postcards to all addresses within 2 blocks of Main Street between Battery Street and South Union Street. Additionally, a Front Porch Forum was sent for City wide posting, and the plan was discussed at several one-on-one business and property owner meetings and a well-attended business meeting on March 24, 2023. Comments regarding parking received during these meetings can be found in Attachment 5. Staff

presented an overview of this plan at the April Commission meeting to introduce the proposal. Additional public comment can be found in Attachments 6, 6.1, and 6.2.

Background:

As part of work for Great Streets BTV- Main Street, DPW staff seek to add permanent amendments to parking following the completion of construction. These changes are laid out in Attachment 2, while the allocation of existing parking is shown in Attachment 3. These changes were informed by the parking study conducted by VHB (Attachment 4). The finding of this study support this proposal.

The study concluded that there is ample supply to satisfy the parking demand from the loss of 67 spaces within a 5 minute walk of the Main Street corridor as long as City implements a number of strategies as it relates to parking on Main Street, adjacent streets and proximate off-street facilities:

- Consider pricing and timing regulation adjustments in high-demand areas in order to encourage regular turnover. Three blocks of the Main St project corridor currently have no time limits and the western end of the corridor has brown meters (\$.40/hr) rates. Raising the rates and/or implementing time limited parking along Main Street would discourage people from using Main Street as full-day parking and redirect those people to nearby garages. The project team will return to the Commission at a later date to request time and/or rate changes after further data review and consideration.
- Consider changes to maximize on-street parking on adjacent streets (such as making South Champlain one way to support two-sided parking).
- Invest in improved enforcement to encourage regular turnover.
- Improve signage and wayfinding strategies to better inform public parking availability.
- Enhance multi-modal links to parking facilities.
- Invest in Transportation Demand Management (TDM) practices.
- Work with private partners to make private parking facilities that offer public parking more affordable and accessible.
- Reconfigure existing lots to optimize parking capacity.
- Identify potential expansion of off-street public parking supply in key locations including the redevelopment of the Gateway block (north side of Main Street between Winooski Avenue and Union Street).

Permanent Parking Changes

The City Council approved changes to the Main Street curb line in May of 2022. This approval effectuates the conversion of on-street parking from diagonal to parallel along Main Street from Battery Street to South Union. The plan proposes curbside management of parking along Main Street similar to what exists today. Improvements were added as a result of meeting with business and property owners as well as visiting neighborhoods, various boards, commissions, and NPAs to present and discuss the Great Streets Main Street Project since February of 2022.

Changes being requested include:

1. Designation of accessible spaces within the corridor.
2. Converting all types of loading into one easy to understand designation. The change will allow trucks and vehicles to park free for up to 15 minutes to facilitate loading activities, and pick up or drop off of persons or goods.
3. Changing the metered parking to be by kiosk throughout the blocks of Battery to South Union.

4. ~~Converting meter rates on Main Street between Battery and South Union to be \$1.50 per hour to encourage turnover of on street parking to support businesses along the street.~~
 - This will be postponed to allow more time to bring forward a comprehensive rate recommendation for:
 - Sections of Main Street and adjacent streets for any potential rate changes to help during construction phase
 - Entire length of Main Street for post construction
 - Comprehensive recommendations to come this fall.
5. Formalizing bus stops within the corridor with bump outs and infrastructure to support the City's transit and transportation goals.
6. Removing on street parking spaces on Main Street west of Battery Street, in the vicinity of 131 Battery Street.
7. Adding parking on the south side of Main Street east of South Union Street between South Union and South Willard Street on weekday evenings and weekends. These spaces will be unrestricted during the times they are available. No changes at this time to daytime parking restrictions or pick up/drop off times.
8. Add a dual use vehicle loading/taxi space on the west side of Church Street south of Main Street.
9. 'No Parking Here to Corner' dimensions will match the length of bumpouts at intersections along this corridor as is typical throughout the City. This change will be done administratively as bumpout lengths are finalized during construction.

Implementation:

The Vehicle Loading spaces will be implemented during construction to help support businesses. Other proposed permanent on street changes will be written into ordinance as construction completes on block sections and they open under their final condition. This will comply with the warning period to allow for enforcement of these on street regulations.

Potential Future Changes:

Following the April Public Works Commission meeting, additional conversations with the Parking Advisory representatives, and public feedback, there are a few recommendations or strategies that have been previously presented to the Public Works Commission that we will not be seeking action on at this time. Additionally, there are new strategies or strategies that require more outreach which staff will continue to review and bring forward at a future meeting should staff or the public support those ideas.

- A. Evaluating whether additional on-street spaces can be incorporated in the Main Street design by reducing the size of certain bump-outs.
- B. Consider implementing a 3-hour maximum parking time limit between Battery and South Union Street to discourage office workers or employees from parking on Main Street for the entire day; with review of a Downtown Core wide data supported review.
- C. Adding Electric Vehicle spaces on the North Side of Main Street between Church Street and South Winooski. This is dependent on charging policy.
- D. Adding an Accessible Space on the east side of Church Street at Main Street. Dependent on community feedback of appropriate locations.
- E. Parking outside Edmunds in off peak drop off/pick up hours. This can be further explored if parking needs are identified.
- F. Additional City Parking Garage programs for employees and frequent downtown parkers.

- G. Designating South Champlain between Main and King as one way to add metered parking to the west side.
- H. Comprehensive rate recommendation for Sections of Main Street and adjacent streets for any potential rate changes to help during both the construction phase and for post construction

Engagement and Collaboration

DPW Staff is committed to continuing our engagement of the community, its leaders, businesses and property owners along Main Street to advance parking strategies for our downtown that respond to its growing needs. Substantial changes to parking policy within the downtown has not been reviewed or amended for several years. The Main Street Parking Study has highlighted a need to review those policies and strategies and amend or adjust as the community evolves and recovers following COVID-19 and in the midst of a Climate Crisis.

To date this collaboration with our community has brought forward several new ideas for staff to review and seek feedback. Some of these include:

- A. Adding loading spaces to support businesses during construction.
- B. Looking at King Street and College Street meters and how these can be adjusted during and after construction to best serve the needs of the area.
- C. Promoting and actively updating the Park Burlington Website
- D. Review of the recommendations within the 2015 Downtown Parking and Transportation Management Plan
- E. Temporary parking signage done with support of Business and Workforce Development Office marketing
- F. Wayfinding signage that connects to the larger system in a comprehensive way

Attachments:

- 1. Regulation Change From
- 2. Map of Proposed Ordinances
- 3. Map of Existing Ordinances
- 4. Main St Great Streets Parking Study
- 5. Business/Property Owner Parking Feedback
- 6. Public Comment
 - 6.1 Letter to Public Works Commission 5/10/23
 - 6.2 Letter to Public Works Commission 4/25/23
- 7. Additional Public Comment

CITY OF BURLINGTON

Sponsor(s): Public Works Commission

Action: Approved

Date: 5/17/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—

Sections:

7 No parking areas.

7A Accessible spaces designated.

7B No stopping, standing or parking for certain purposes.

9 Fifteen-minute parking.

12-1 No parking except vehicles loading or unloading.

17 Designation of parking meter zones.

19 Parking rates.

25 Taxicab stands.

26 Motorcycle parking.

29 Special parking.

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 7 No parking areas., 7A Accessible spaces designated., 7B No stopping, standing or parking for certain purposes., 9 Fifteen-minute parking., 12-1 No parking except vehicles loading or unloading., 17 Designation of parking meter zones., 19 Parking rates., 25 Taxicab stands., 26 Motorcycle parking., and 29 Special parking., of the Code of Ordinances of the City of Burlington is hereby amended as follows:

7 No Parking Areas

No person shall park any vehicle at any time in the following locations:

(1) – (277) As written.

(278) On the north side of Main Street for 30 feet west of South Union Street.

(279) – (325) As written.

(326) On the south side of Main Street, starting at South Winooski Avenue extending two hundred forty-five (245) feet east.

(327) – (416) As written.

(417) On the West Side of Church Street starting at 50 feet south of Main Street extending ~~300~~ 250 feet south.

(418) – (470) As written.

(471) North Side of Main Street for ~~the first thirty (30)~~ one hundred (100) feet east of Lake Street.

(472) – (512) As written.

(513) On the south side of Main Street starting three hundred fifty-seven (357) feet east of South Union Street extending eighty (80) feet east from 12:00 a.m. to 5:00 p.m. Monday – Friday.

(514) As written

(515) On the south side of Main Street starting at South Union Street extending one hundred (100) feet east.

(516) No person shall park any vehicle from 12:00 a.m. to 7:00 a.m. and from 9:00 a.m. to 2:00 p.m. and from 4:00 p.m. to 6:00 p.m., Monday through Friday, in the following areas:

(a) On the south side of Main Street starting one hundred (100) feet east of South Union Street extending two hundred (200) feet east.

(b) On the south side of Main Street starting one hundred fifty-four (154) feet west of South Willard Street and extending two hundred forty (240) feet west.

(517) – (532) As written.

(532) On the north side of Main Street for thirty-eight (38) feet east of South Champlain Street.

(533) On the south side of Main Street for thirty-nine (39) feet east of South Champlain Street.

(534) – (581) As written.

7A Accessible spaces designated.

No person shall park any vehicle at any time in the following locations, except automobiles displaying special handicapped license plates issued pursuant to 18 V.S.A. § 1325, or any amendment or renumbering thereof:

(1) – (27) As written.

(28) Reserved. On the east side of Church Street, in the first space south of Main Street.

(111) As written.

(112) First space on the south side of Main Street ~~just west of Battery~~ east of South Champlain Street.

(113) – (123) As written.

(124) ~~The space in front of 30 Main Street. On the east side of Pine Street in the first space south of Main Street.~~

(125) – (133) As written.

(134) On the ~~north-south~~ side of Main Street, in the first space ~~beginning 100 feet west of St. Paul Street for 20 feet.~~

(135) – (152) As written.

(153) On the south side of Main Street in the ~~third~~ first space east of Church Street.

(154) – (156) As written.

(157) On the north side of Main Street in the ~~fifth~~ fourth space west of South Winooski Avenue.

(158) – (173) As written.

7B No stopping, standing or parking for certain purposes.

Stopping, standing or parking is prohibited:

(1) As written.

(2) ~~On the south side of Main Street beginning one hundred twenty (120) feet west of Church Street and extending west for twenty four (24) feet, except temporarily for the purpose of dropping off or picking up passengers. Reserved.~~

9 Fifteen-minute parking.

(a) No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 10:00 p.m., Sundays and holidays excepted, in the following areas:

(1) – (21) As written.

(22) ~~In the three (3) parking spaces in front of the entrance to the premises at 30 Main Street. Reserved.~~

(23) – (126) As written.

(b) No person shall park any vehicle, at any time, longer than fifteen (15) minutes at the following locations:

(1) – (24) As written.

(25) ~~In the second space west of South Winooski Avenue on the south side of Main Street.~~
Reserved.

(26) – (34) As written.

(c) As written.

(d) No person shall park any vehicle longer than fifteen (15) minutes from 7:00 a.m. to 9:00 a.m. and from 2:00 p.m. to ~~5:00~~ 4:00 p.m., Monday through Friday in the areas designated below. Parking shall be prohibited at all other times in these locations:

(1) On the south side of Main Street starting one hundred (100) feet east of South Union Street extending two hundred (200) feet east.

(2) On the south side of Main Street starting one hundred fifty-four (154) feet west of South Willard Street extending two hundred forty (240) feet west.

(3) Reserved.

12 No parking daytime or weekdays except by trucks loading or unloading.

(a) No vehicle other than a truck actually engaged in loading or unloading shall, between the hours of 8:00 a.m. and 5:00 p.m., except Sunday, and for no more than thirty (30) minutes, use the following parking spaces:

~~(1) First two (2) parking spaces north of Main Street, on the west side of St. Paul Street.~~
Reserved.

12-1 No parking except for vehicles loading or unloading.

No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

(1) –(14) As written.

~~(15) A loading and unloading zone designated with a thirty (30) minute limit, located on the south side of Main Street seventy (70) feet west of Church Street for a distance of fifty (50) feet.~~
Reserved.

~~(16) In the first space east of Church Street on the north side of Main Street for a maximum time limit of thirty (30) minutes.~~ Reserved.

(17) – (20) As written.

~~(21) Reserved.~~ In the second space west of South Champlain Street on the south side of Main Street from 6AM – 6PM for no more than fifteen (15) minutes.

(22) – (29) As written.

~~(30) Reserved.~~ In the first space east of South Champlain Street on the south side of Main Street from 6AM – 6PM for no more than fifteen (15) minutes.

~~(34) In the first space west of South Winooski Avenue on the south side of Main Street extending for thirty five (35) feet, during the hours of 8:00 a.m. and 5:00 p.m. Monday through Saturday for a maximum time limit of thirty (30) minutes. Reserved.~~

(35) As written.

~~(36) Reserved. In the first space east of Pine Street on the north side of Main Street from 6AM – 6PM for no more than fifteen (15) minutes.~~

(37) – (40) As written.

~~(41) Reserved. In the first and second spaces north of Main Street on the west side of St Paul Street from 6AM – 6PM for no more than fifteen (15) minutes.~~

(42) As written.

~~(43) Reserved. In the sixth space east of Saint Paul Street on the north side of Main Street from 6AM-9PM for no more than fifteen (15) minutes.~~

(44) – (52) As written.

~~(53) In the first space west of Church Street on the south side of Main Street for no more than fifteen (15) minutes.~~

~~(54) In the first space south of Main Street on the west side of Church Street and extending south for a distance of fifty (50) feet, from 6AM-9PM, for no more than fifteen (15) minutes.~~

~~(56) In the first three (3) spaces west of South Winooski Ave on the north side of Main Street, from 6AM-6PM for no more than fifteen (15) minutes.~~

~~(57) In the first three (3) spaces west of South Winooski Ave on the south side of Main Street from 6AM-6PM for no more than fifteen (15) minutes.~~

17 Designation of parking meter zones.

(a) Reserved.

(b) Thirty (30) minute zones. The following streets or portions of streets are hereby designated as thirty (30) minute parking meter zones:

(1) – (13) As written.

~~(14) On the north side of Main Street, in the third, fourth, fifth and sixth spaces west of Church Street. Reserved.~~

(15) – (19) As written.

~~(20) On the north side of Main Street between Church Street and North Winooski Avenue, in the parking spaces in front of 176, 188, and 206 Main Street. Reserved.~~

(21) – (25) As written.

~~(26) On the south side of Main Street in the first space west of South Champlain Street. Reserved.~~

(27)- (28) As written.

(c) - (g) As written.

19 Parking rates.

(a) – (f) As written.

(g) Main Street between Battery and Pine and Winooski and Union

(1) All designated parking meters: one dollar and fifty cents (\$1.50) per one (1) hour.

25 Taxicab stands.

The following locations are designated as taxicab stands:

(1) On the north side of Main Street, in the ~~second~~ sixth space easterly of St. Paul Street from 9PM-9AM.

~~(2) First two (2) parking spaces north of Main Street, on the west side of St. Paul Street, between the hours of 10:00 p.m. and 6:00 a.m. Reserved.~~

(2) - (8) As written.

~~(9) On the south side of Main Street seventy (70) feet west of Church Street extending 50 feet west from midnight to 6:00 a.m. Reserved.~~

(10) On the ~~east-west~~ side of Church Street in the first space ~~beginning fifty (50) feet south of Main Street and extending south for a distance of fifty (50) one hundred thirty (130) feet between the hours of 9:00 p.m. midnight and 6:00 a.m.~~

26 Motorcycle parking.

The following locations are designated for the parking of motorcycles only:

(1) – (3) As written.

~~(4) On the east side of St. Paul Street, in the area next northerly of Main Street. Reserved.~~

(5) – (7) As written.

~~(8) On the south side of Main Street, in the first space east of Church Street. Reserved.~~

~~(9) Southwest corner of Main Street and St. Paul Street. Reserved.~~

(10) – (19) As written.

29 Special parking.

No parking shall occur at the following locations unless by:

(a) As written.

(b) As written.

(c) Electric vehicles.

(1) On the south side of Main Street in the ~~second and third~~ fourth and fifth spaces east of Church Street.

(2) On the north side of Main Street in the first, second and third spaces west of Saint Paul Street ~~is reserved for use by electric vehicles only~~.

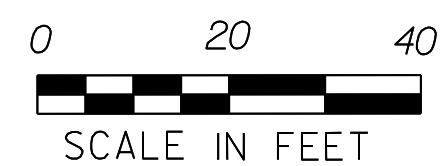
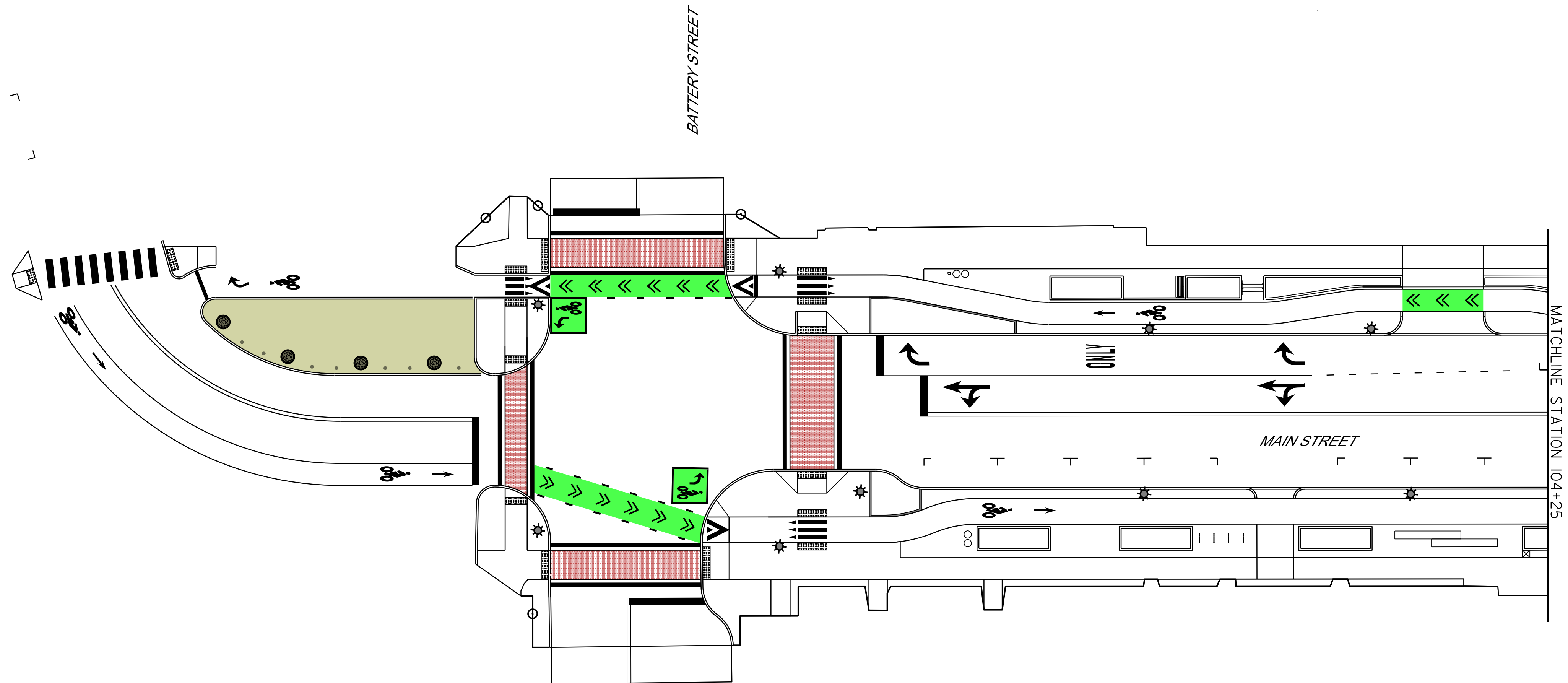
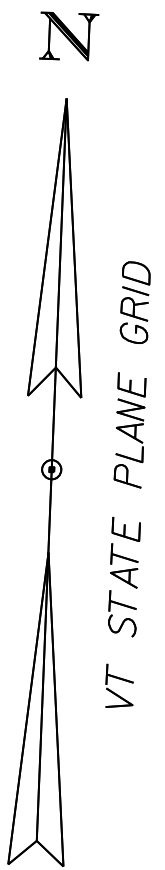
(3) On the north side of Main Street in the first and second spaces east of Church Street.

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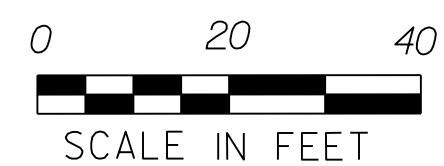
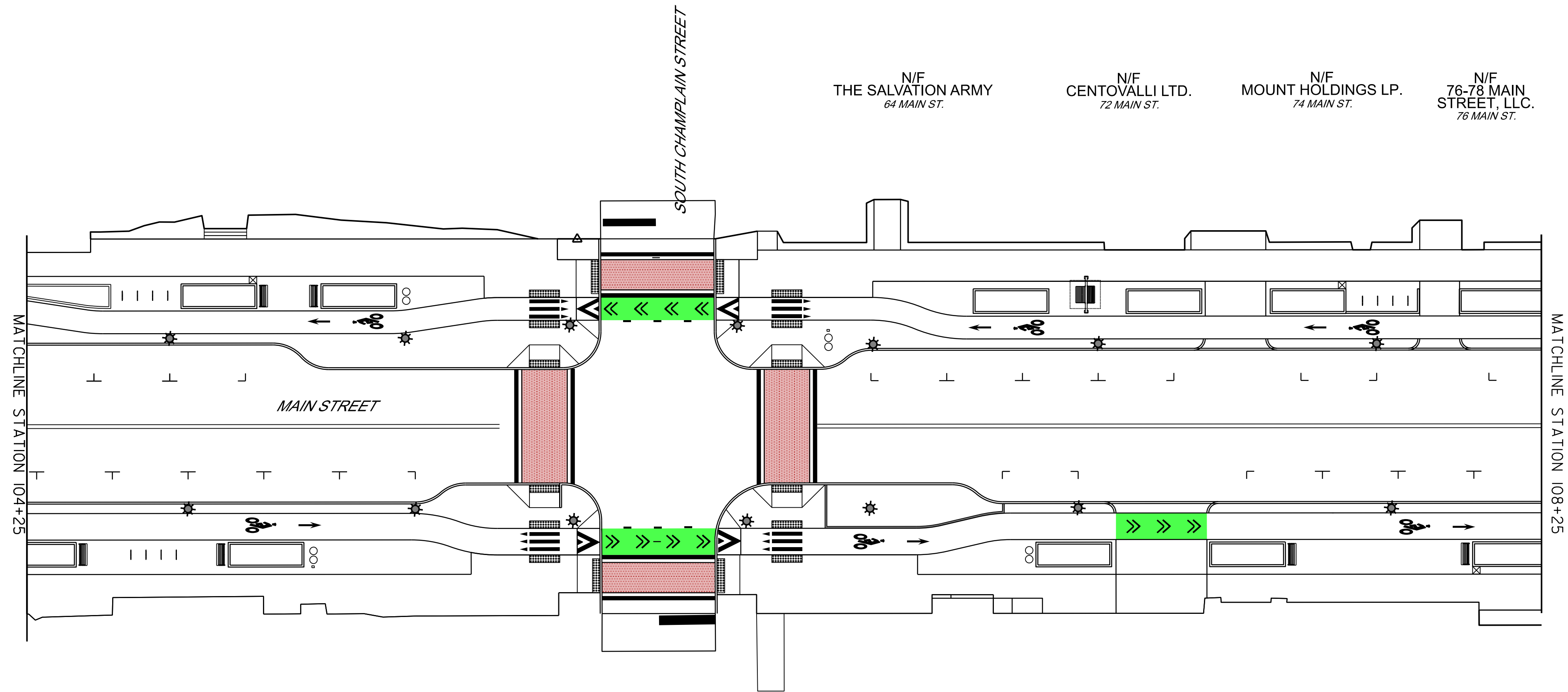
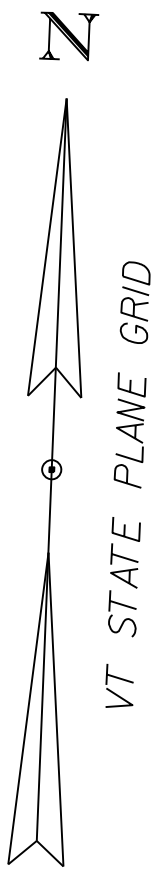
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5/17/23

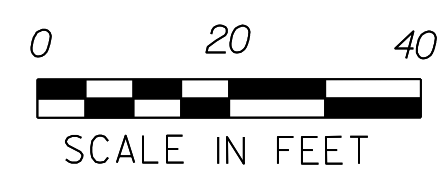
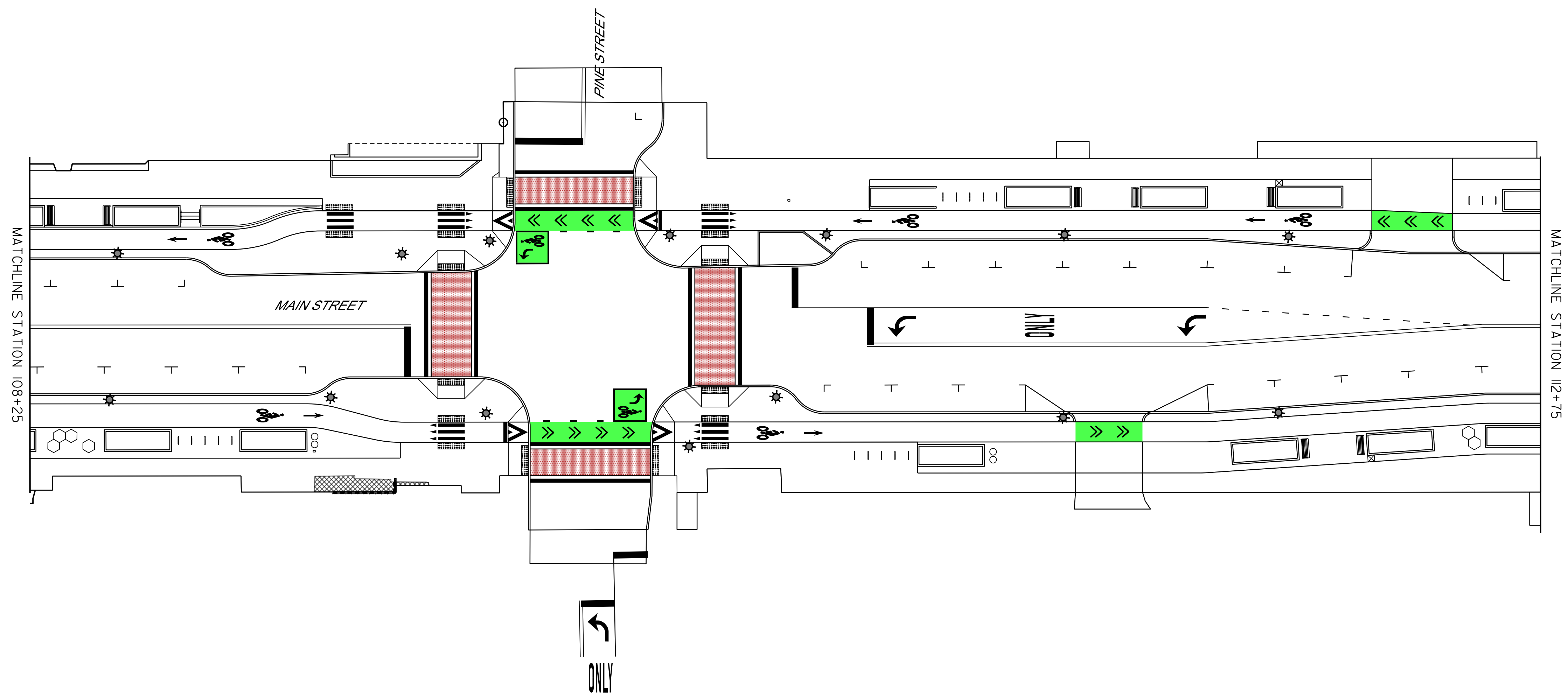
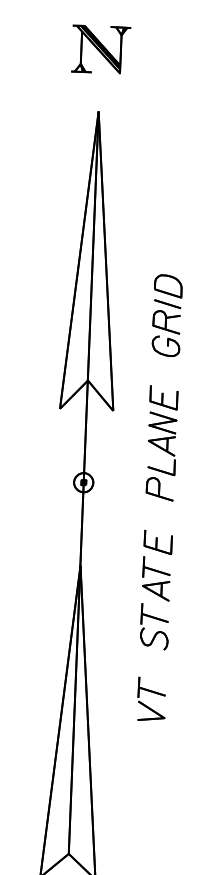
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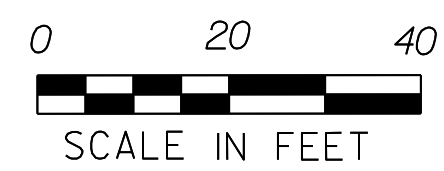
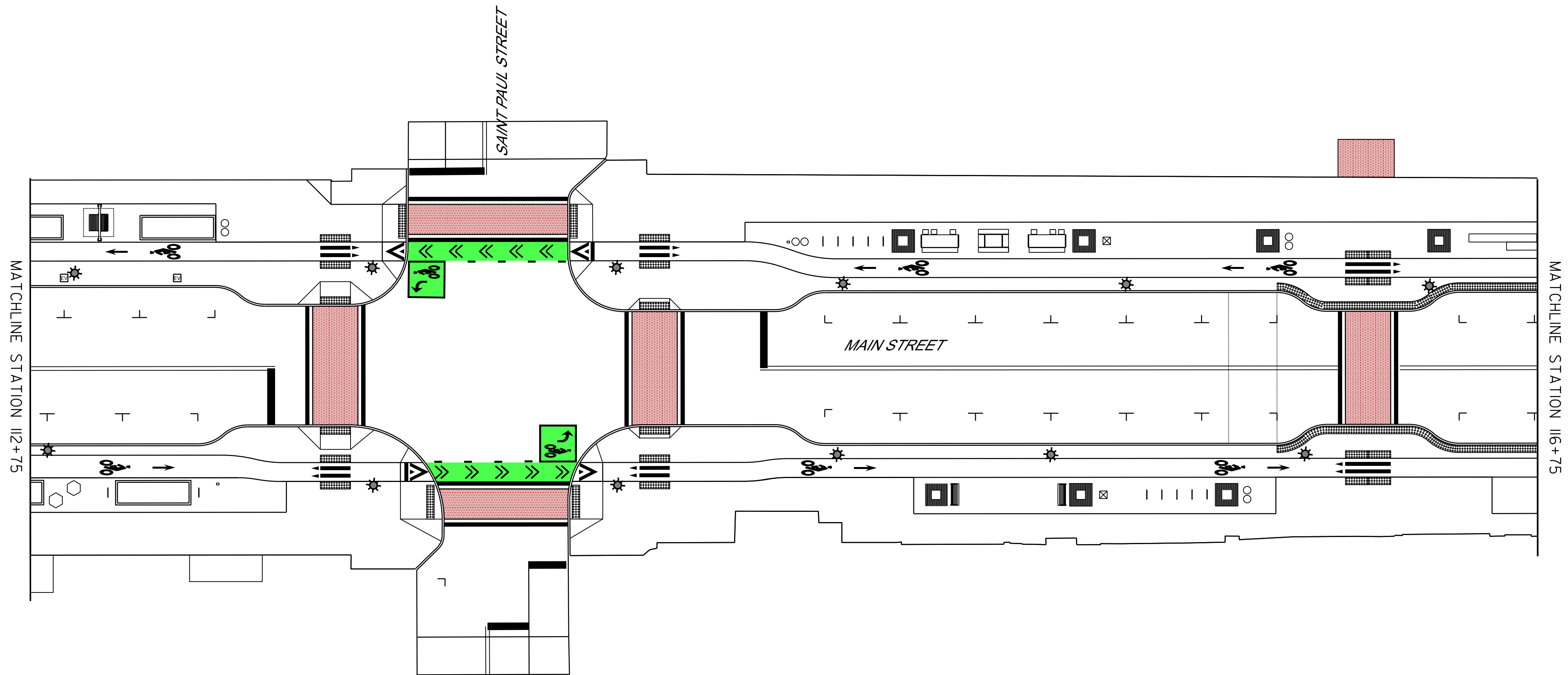
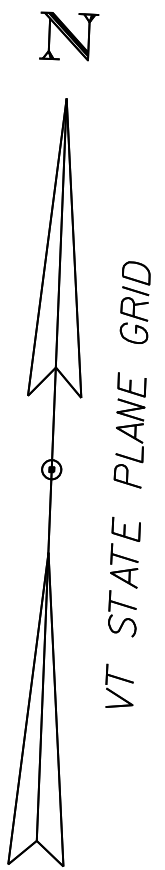
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PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (1 OF 9)	SHEET 61 OF 208



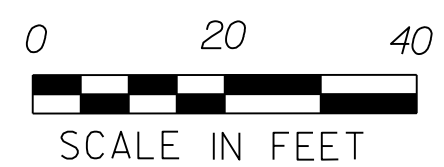
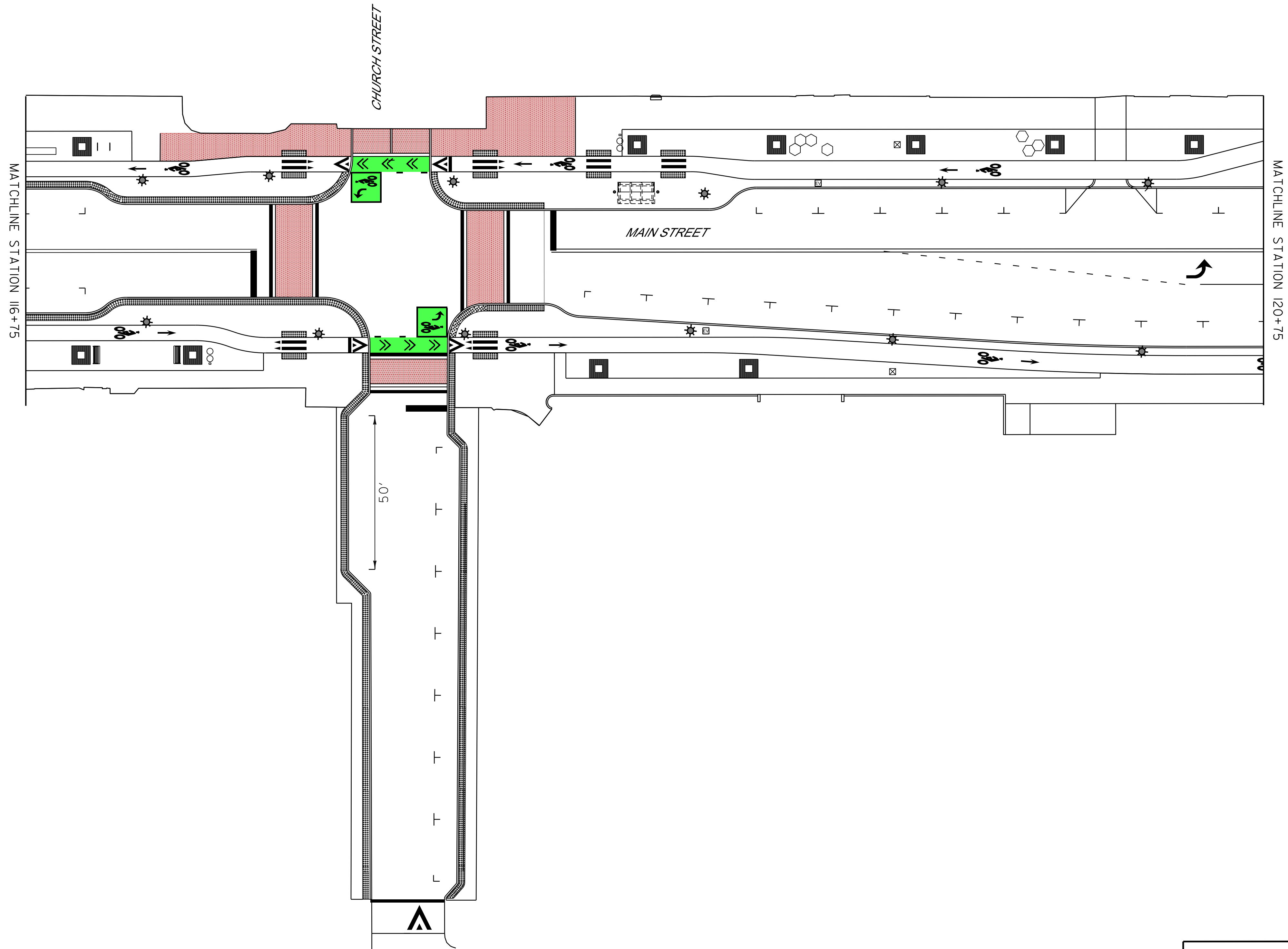
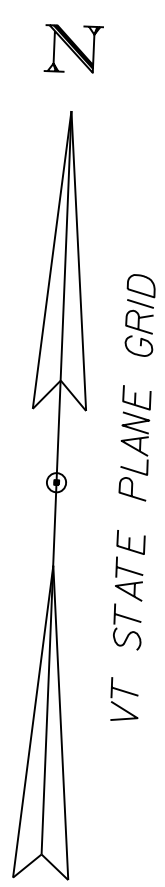
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DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (2 OF 9)	SHEET 62 OF 208



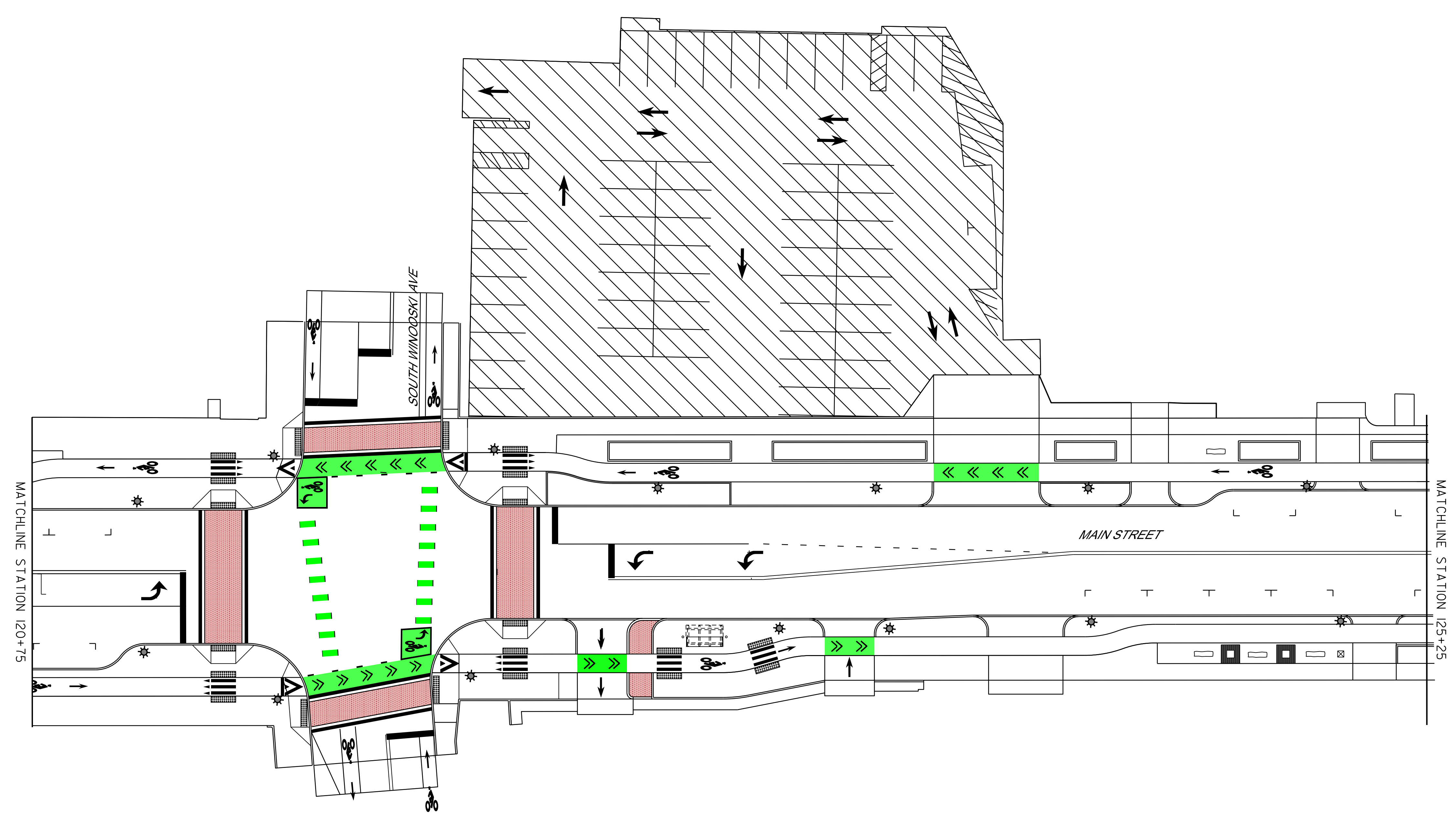
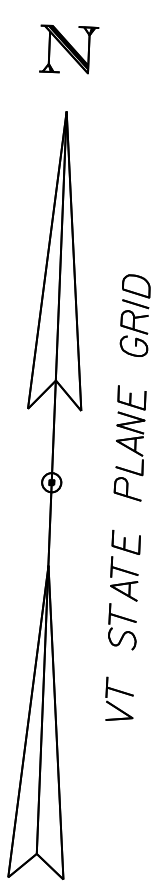
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PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (3 OF 9)	SHEET 63 OF 208



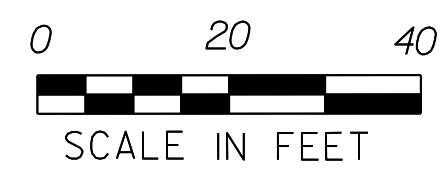
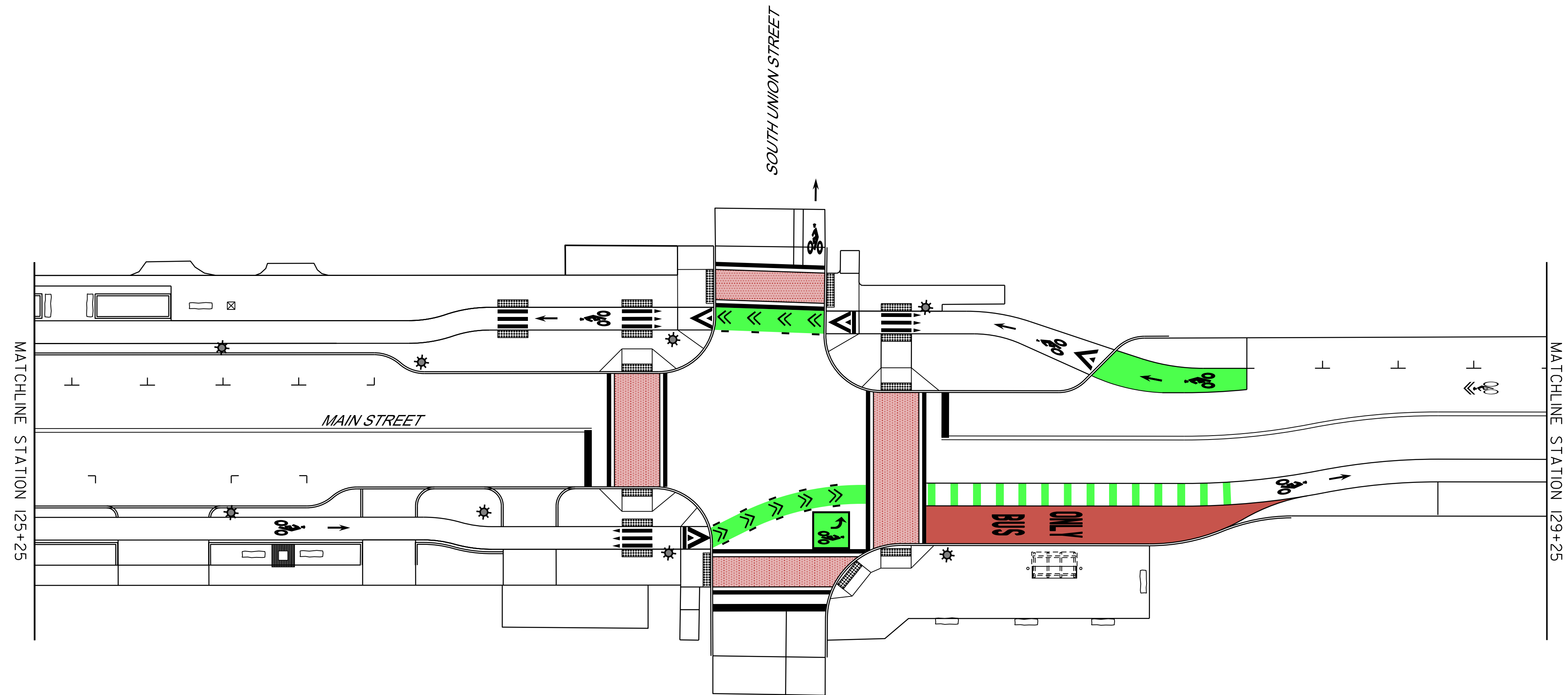
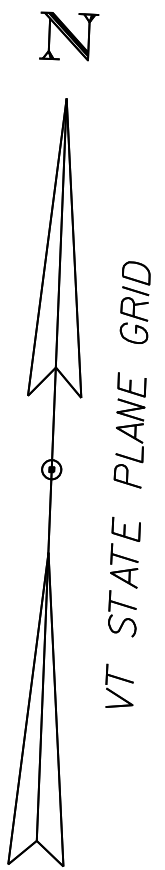
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PAVEMENT MARKING PLANS (4 OF 9)	SHEET 64 OF 208



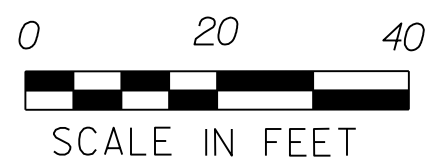
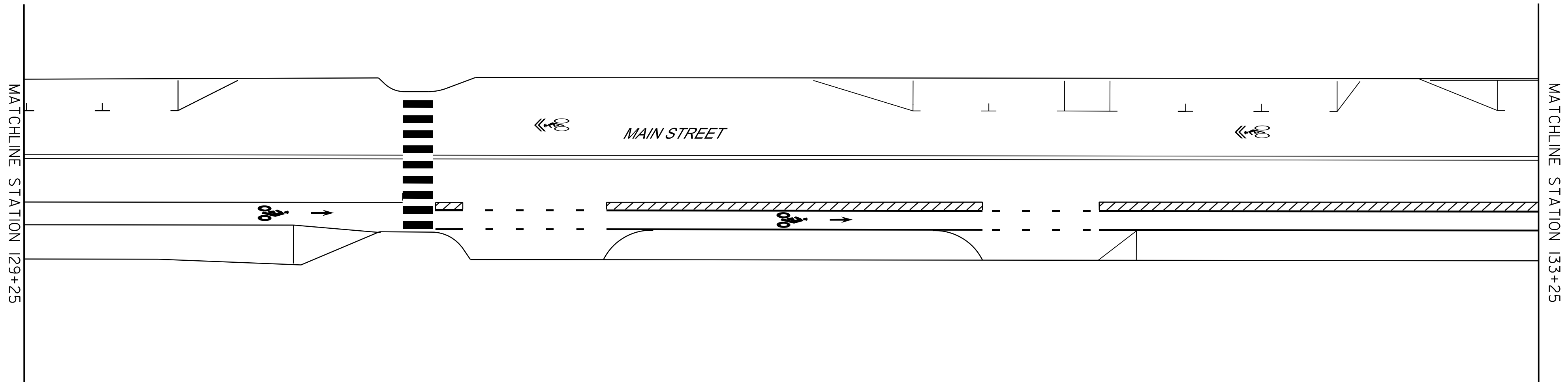
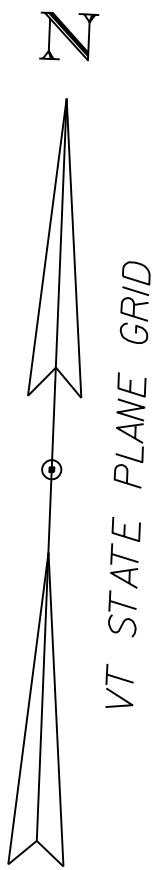
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DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (5 OF 9)	SHEET 65 OF 208



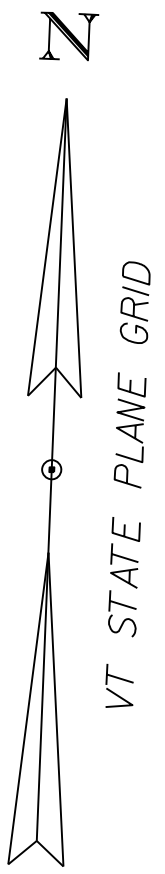
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DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (6 OF 9)	SHEET 66 OF 208



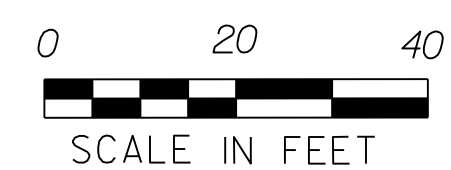
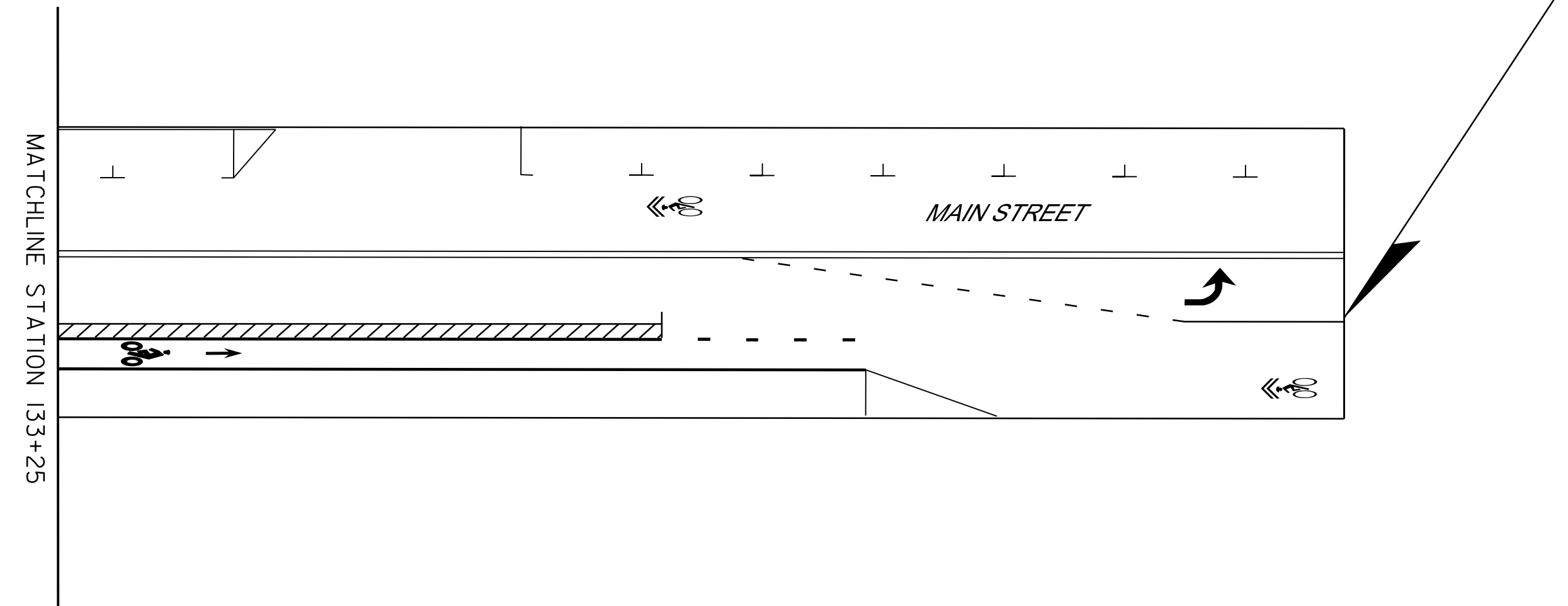
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PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: C.K. FORD	CHECKED BY: D.M. PECK
PAVEMENT MARKING PLANS (7 OF 9)	SHEET 67 OF 208



PROJECT NAME: GREAT STREETS - MAIN STREET	
PROJECT NUMBER: 58691.00	
FILE NAME: 58691.bdr_pvm.dgn	PLOT DATE: 25-APR-2023
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
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PAVEMENT MARKING PLANS (8 OF 9)	SHEET 68 OF 208

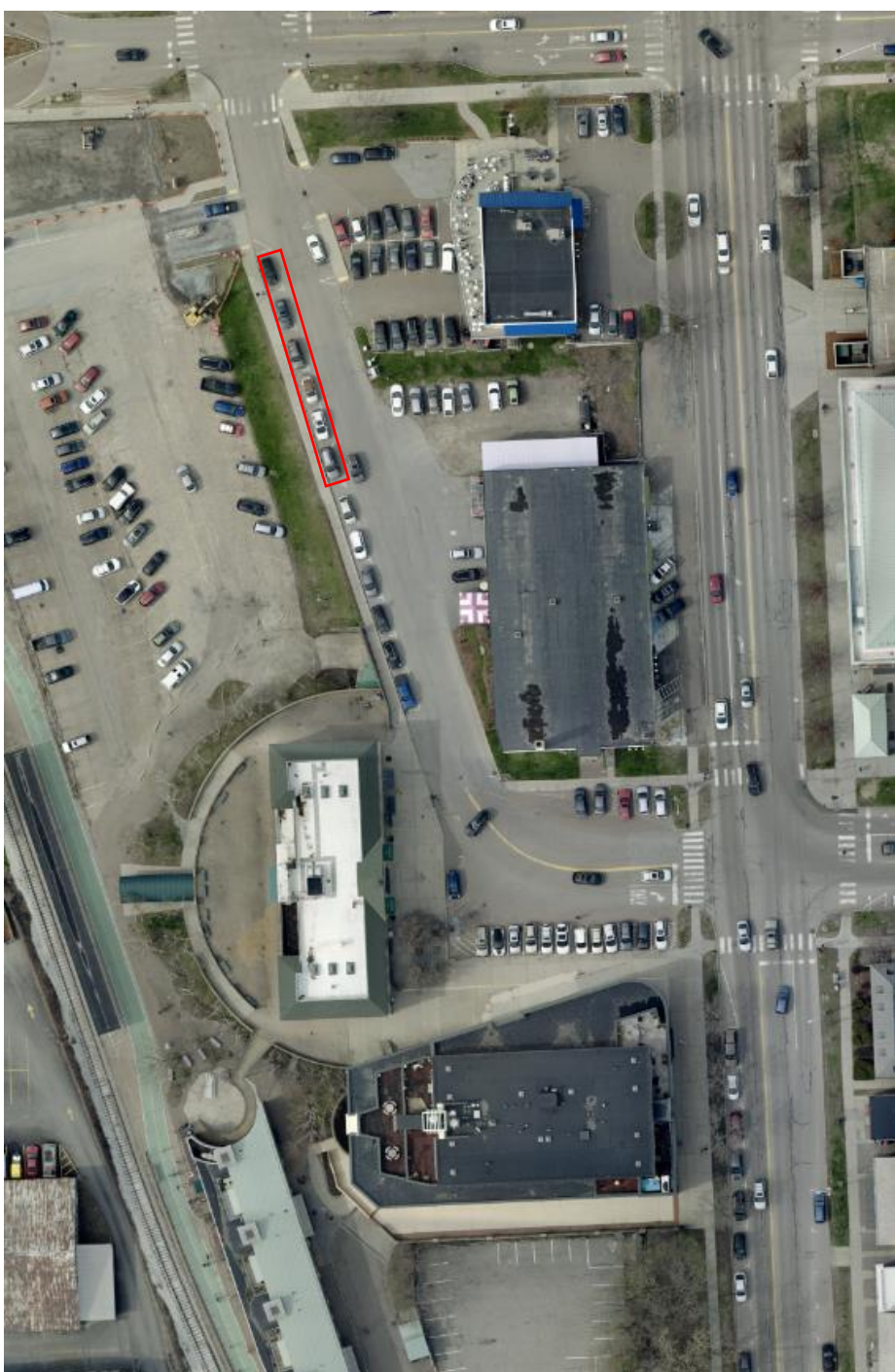


END PAVEMENT RESURFACING
MATCH TO VTRANS PAVEMENT
RESURFACING PROJECT NH PC22(1)
MATCH TO EXISTING PAVEMENT MARKINGS
STA. 135+38.00



PROJECT NAME: GREAT STREETS - MAIN STREET	
PROJECT NUMBER: 58691.00	
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PAVEMENT MARKING PLANS (9 OF 9)	SHEET 69 OF 208

EXISTING PARKING ORDINANCES



COLLEGE - BATTERY



BATTERY - SOUTH CHAMPLAIN

S CHAMP - PINE

PINE-ST PAUL

ST. PAUL - CHURCH

CHURCH - WINOOSKI



S WINOOSKI - UNION



UNION -
WILLARD

DRAFT DOWNTOWN BURLINGTON PARKING STUDY

BURLINGTON, VT
May 2023

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00 EXECUTIVE SUMMARY

This parking study evaluates the supply of parking in Downtown Burlington. Specifically, the study evaluates the existing parking supply's ability to satisfy the demand of parking resulting from the loss of on-street parking on Main Street as part of Burlington's Great Streets project.

The parking study area is the area within two blocks of Main Street and is bounded by Cherry Street, Battery Street, Maple Street, and South Union Street. In addition to the City's on-street inventory, VHB also inventoried the City-owned and privately-owned parking lots and garages within the study area that allow public parking.

The data was collected on two weekdays and two Saturdays during the month of July in 2022. The data collection occurred from 10 AM until 8 PM. Each segment was surveyed every two hours to calculate occupancy and turnover rates of each parking space on and off street. A review of the data revealed the following:

- **On-street parking utilization for the entire study area peaks at 78% on weekdays from 6 PM - 8 PM and at 82% on weekends**, from 2 PM - 4 PM and again from 6 PM - 8 PM.
- **Off-street parking utilization for the entire study area peaks at 51% on weekdays** from 12 PM - 2 PM and **45% on weekends** from 6 PM - 8 PM.
- The study area sees an **average turnover rate of 64% on weekdays and 62% on weekends**. The lowest turnover occurs from 10 AM - 12 PM during both weekdays and weekend. The highest turnover occurs from 4 PM - 6 PM on weekdays and 2 PM - 4 PM on the weekend.
- **On Main Street specifically**, it is generally easier to find a parking spot during the week when utilization is typically lower, and turnover is higher. On the weekend, since **utilization is higher, but turnover is lower, patrons are likely to circulate** to find a spot as it may not be readily available. During a typical weekend day, only about 25% of vehicles parked along Main Street are parked for less than 2 hours.
- To account for COVID-19 aftereffects, a conservative 40% upwards adjustment was applied for off-street utilization in the peak period to reflect pre-pandemic conditions and assume a fully recovered system. Conversely, due to consistent revenue in downtown "core" on-street facilities, they were not adjusted.

PROJECT GOALS

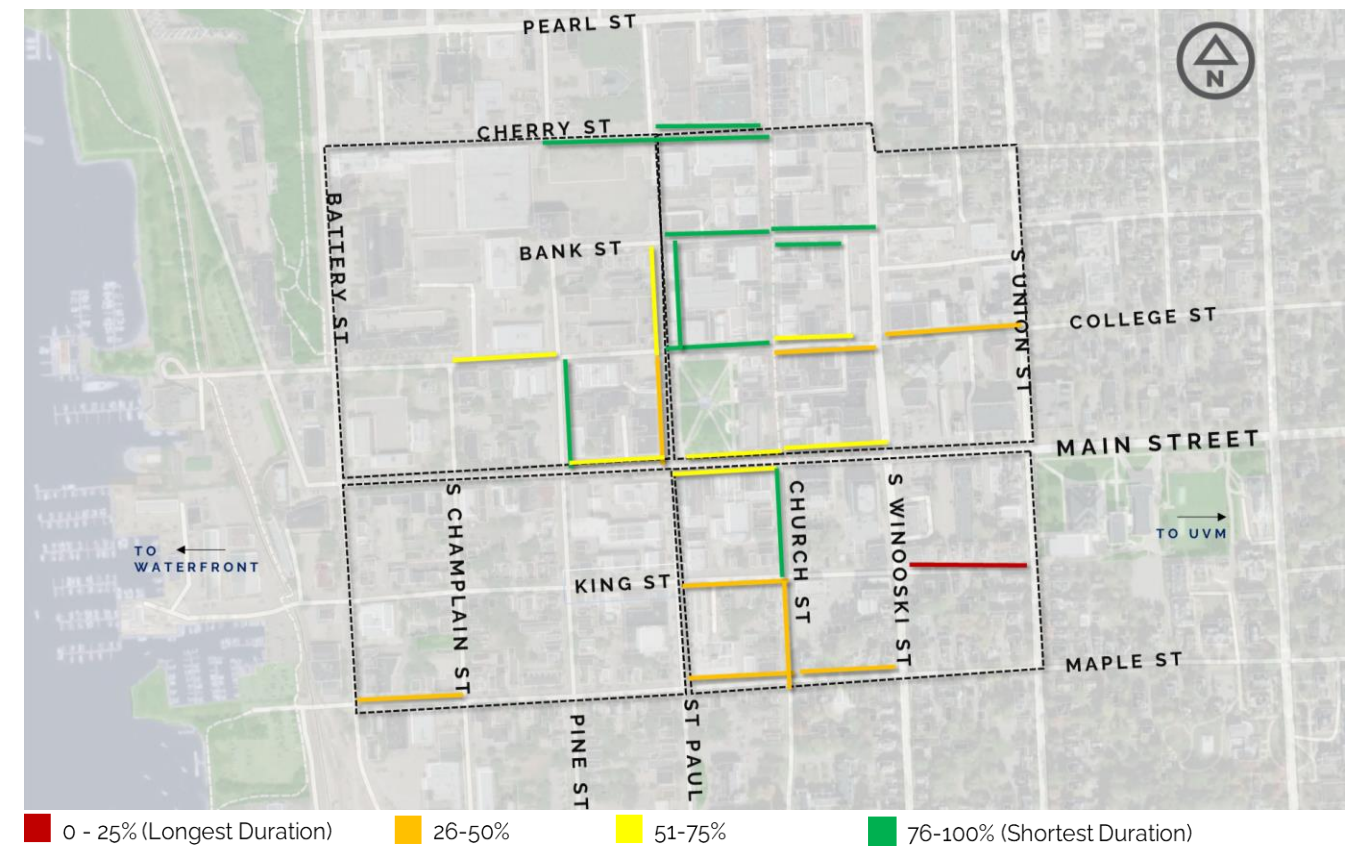
- Understand the current supply of parking spaces both on- and off-street
- Identify areas with high utilization
- Better understand turnover as it relates to utilization and current regulations
- Understand the implications of the removal of on-street parking and identify areas that can absorb displaced parking
- Provide strategies to remove the perception there is not enough parking downtown

Even with that data collected during the peak month for parking in the City and the conservative adjustment for COVID-19 aftereffects, the study illustrated that **parking supply continues to be available with the proposed Great Streets - Main Street project**, however, primarily in locations that parkers are discouraged from using. Some of the obstacles the parkers encounter include:

- Wayfinding challenges locating the garages outside the downtown core and longer walking distances
- Higher parking rates at private garages within the downtown core

These obstacles result in a direct incentive for drivers to circle for on-street spaces.

Figure ES-1 Turnover Rates at Highly Utilized (>85%) Segments - Weekend



00 EXECUTIVE SUMMARY

A number of **STRATEGIES** were developed to more optimally use the downtown parking supply.

1. MAXIMIZE USE OF EXISTING PARKING by considering pricing and curb regulations to create available spaces in high demand areas. Enhance pedestrian connections to the existing public parking supply. Work with private operators to develop a shared pricing strategy to encourage optimal use all facilities.

2. STRATEGICALLY INVEST IN INFORMATION + TECHNOLOGY for parking wayfinding and smart pricing technology.

3. CONTINUE TO INVEST IN TRANSPORTATION DEMAND MANAGEMENT (TDM) PRACTICES to reduce automobile dependency.

4. STRATEGICALLY INVEST IN ENFORCEMENT in key areas to ensure turnover.

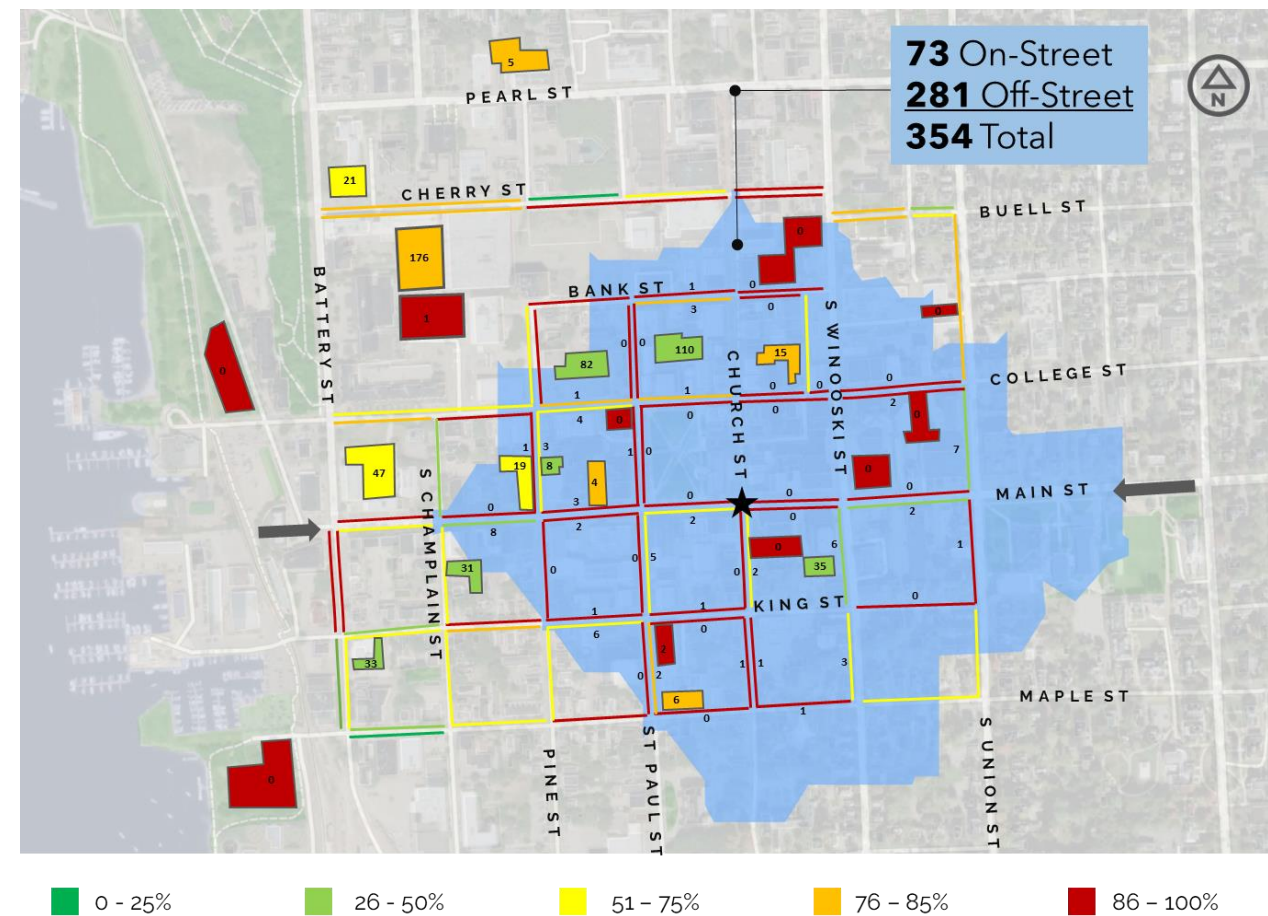
5. CONSIDER ADDITIONAL PARKING SUPPLY OPPORTUNITIES either in future redevelopment or through partnerships.

CONCLUSIONS

The continued availability of parking spaces in Burlington's Downtown "Core" suggests that adding to the existing supply is not needed; however, there are parking corridors that are more popular due to their ease of access and proximity to amenities and services. It is important to recognize that hot spots have an outsized impact on public perception of supply because high-demand parking spaces are the most convenient, familiar, and easiest to find locations.

The reduction in parking supply anticipated as a result of the Main Street Great Streets project can be accommodated in a partnership with off street parking lots in combination with shorter maximum parking times, higher rates and increased enforcement in high demand areas. The City of Burlington should continue to evaluate parking facility features like lighting, technology, wayfinding and security to ensure the parking program stays efficient, safe, and reliable in a post-COVID world.

Figure ES-2. Parking Availability within Downtown "Core" 5 Minute Walk Service area of Church at Main – Average Weekend Peak 6-8 PM - Off-Street Adjusted 40% Upwards



01 INTRODUCTION + PROJECT GOALS

BACKGROUND

This parking study evaluates the supply of parking in Downtown Burlington. Specifically, the study evaluates the existing supply's ability to satisfy the demand of parking resulting from the loss of on-street parking on Main Street as part of Burlington's Great Streets project.

The parking study area is the area within two blocks of Main Street and is bounded by Cherry Street, Battery Street, Maple Street, and Union Street. In addition to the City's on-street inventory, VHB also inventoried the City lots and garages (even beyond this study area) as well as private lots and garages within the study area that allow public parking.

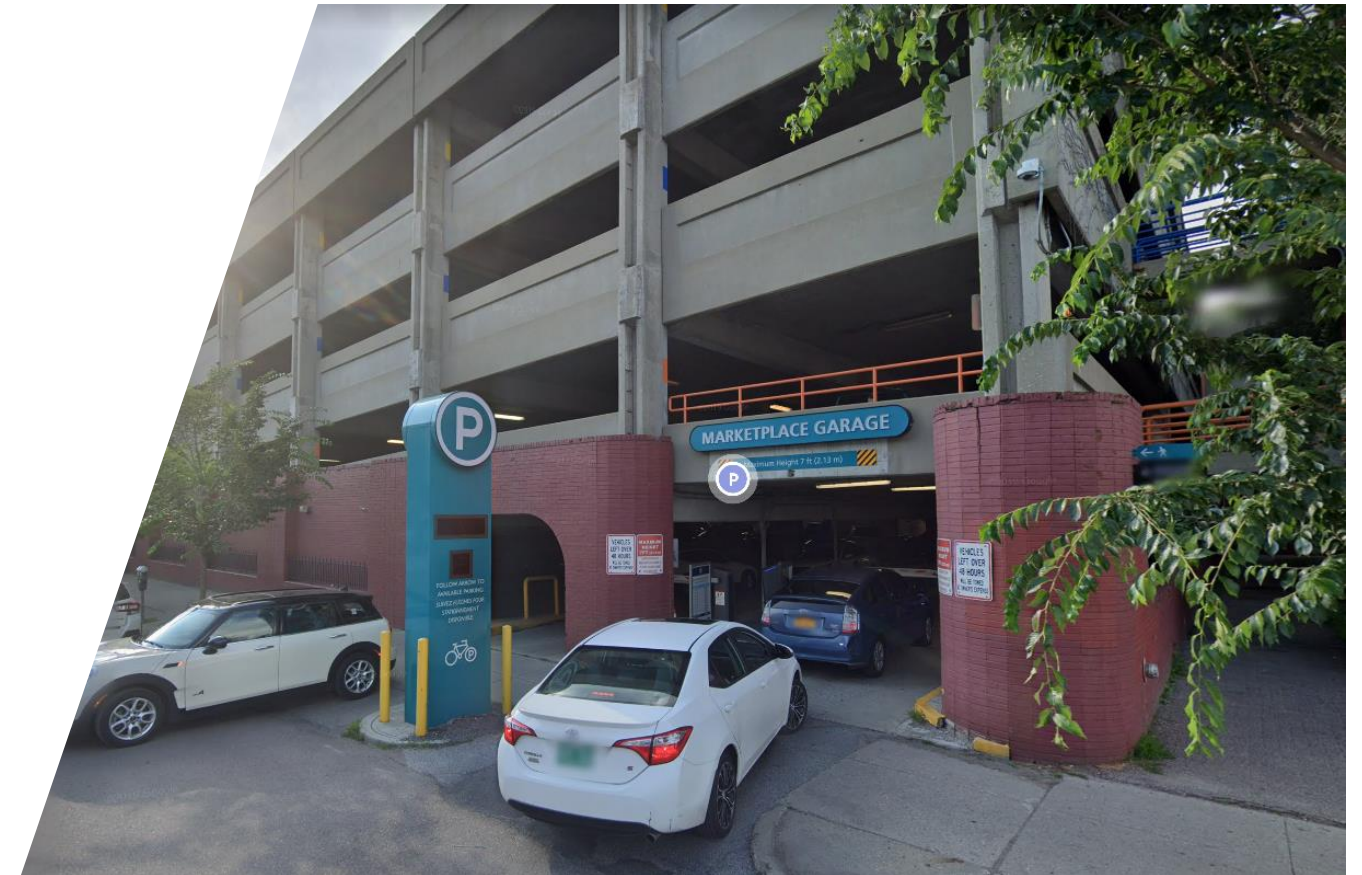
PROJECT GOALS

- Understand the current supply of parking spaces both on- and off-street
- Identify areas with high utilization
- Better understand turnover as it relates to utilization and current regulations
- Understand the implications of the removal of on-street parking and identify areas that can absorb displaced parking
- Provide strategies to remove the perception there is not enough parking downtown

Figure 1 . On-Street Parking Downtown Burlington



Figure 2 . Marketplace Garage Downtown Burlington



02 EXISTING CONDITIONS

DOWNTOWN PARKING SUPPLY

The parking study area is the area within two blocks of Main Street and is bounded by Cherry Street, Battery Street, Maple Street, and Union Street. In addition to the City's on-street inventory, VHB also inventoried the City lots and garages (even beyond this study area) as well as private lots and garages within the study area that allow public parking. Within the Downtown study area, there is a total supply of 4,218 parking spaces. Of this inventory, 976 spaces (23%) are located on-street and 3,251 spaces (77%) are located off-street. (Figure 4)

For the purpose of this study, the study area was divided into four zones; northwest, northeast, southwest, and southeast, as depicted below (Figure 3). There are a total of 3,713 parking spaces available within the confines of these four zones. It should be noted that an additional 504 off-street parking spaces were inventoried outside of the four zones (Pease Lot, Perkins Pier Lot, Lake Street Extension Lot) all of which are outside of a comfortable walking distance to downtown. The northwest quadrant contains 50% of the parking supply while the northeast, southwest, and southeast contain approximately 31%, 9%, and 10% of the parking supply, respectively (Figure 5). On-street parking is well divided amongst the four zones as the northwest contains 25% of the on-street parking supply while the northeast, southwest, and southeast zones contain 29%, 24%, and 22% of the on-street parking supply, respectively (Figure 6).

Figure 3. Parking Study Area

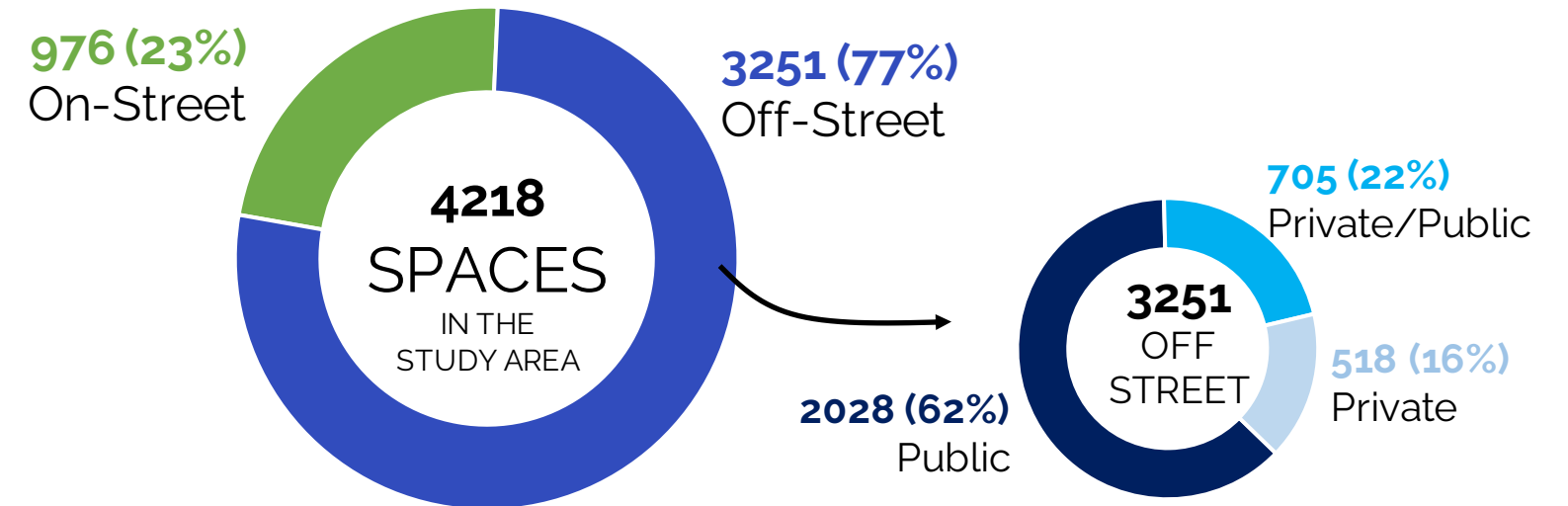
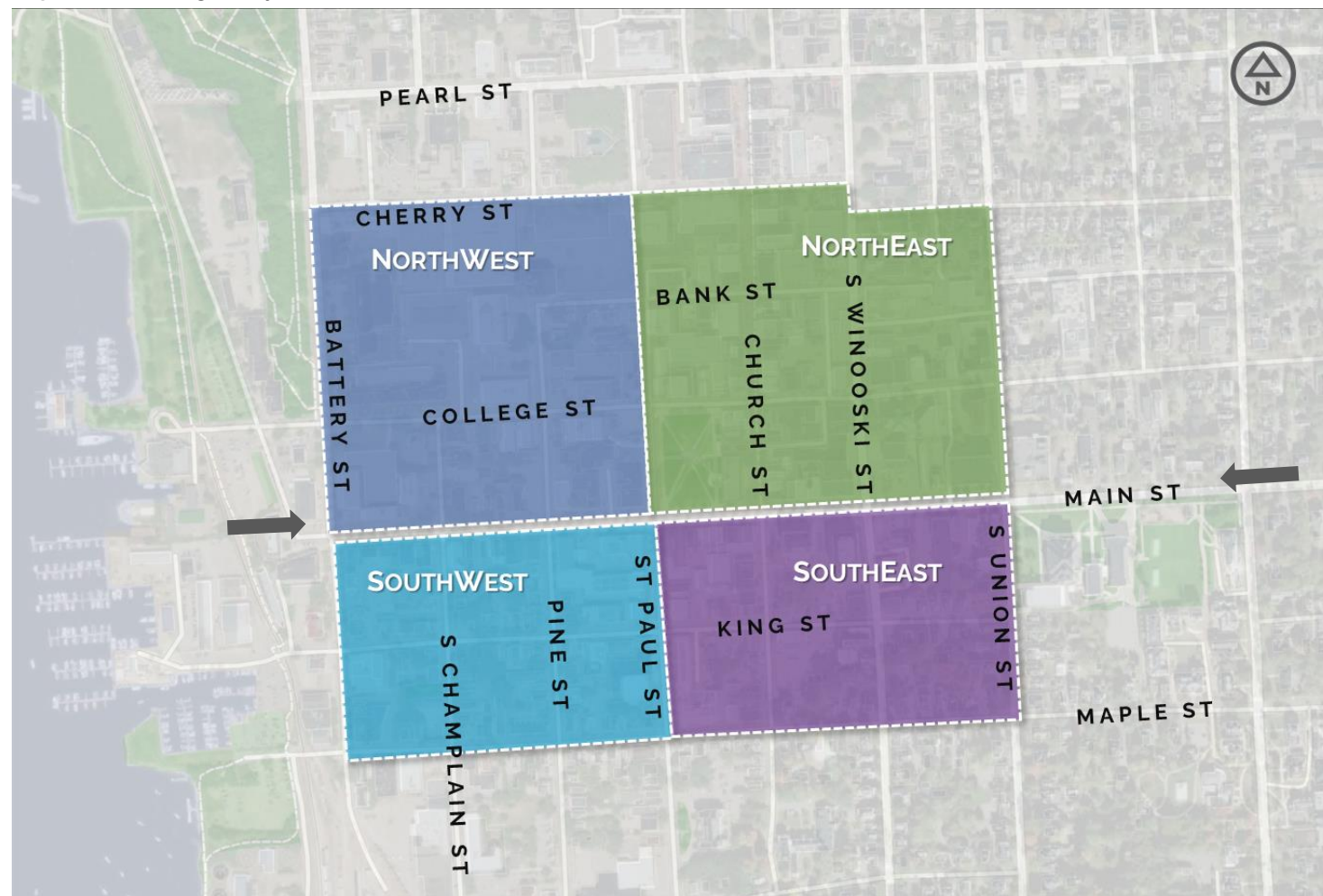


Figure 4. Parking Study Area Breakdown

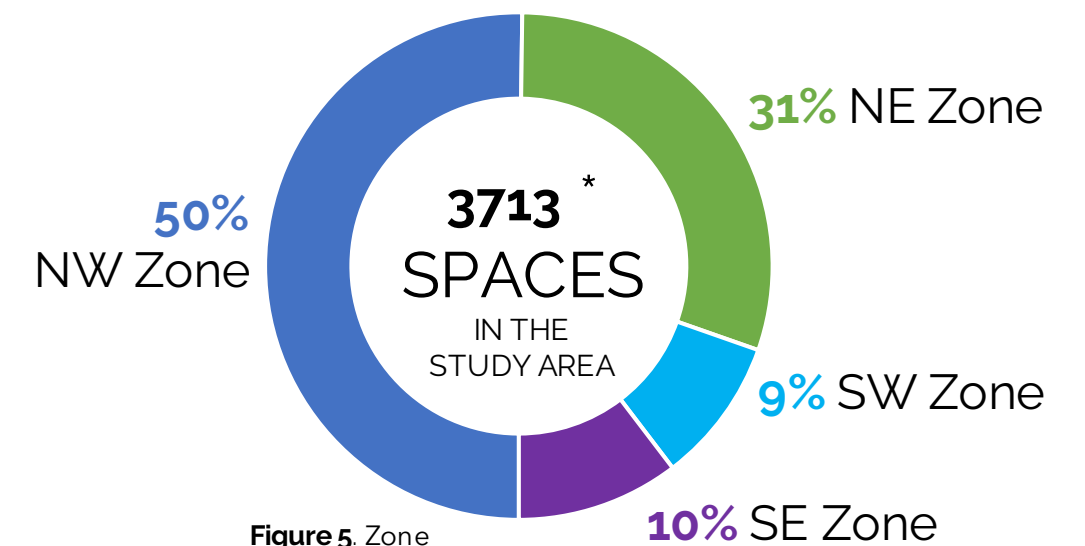


Figure 5. Zone Breakdown

*An additional 504 off-street parking spots were inventoried outside of the zones - Perkins Pier, Pease, Lake Street Extension, etc. outside a comfortable walking distance

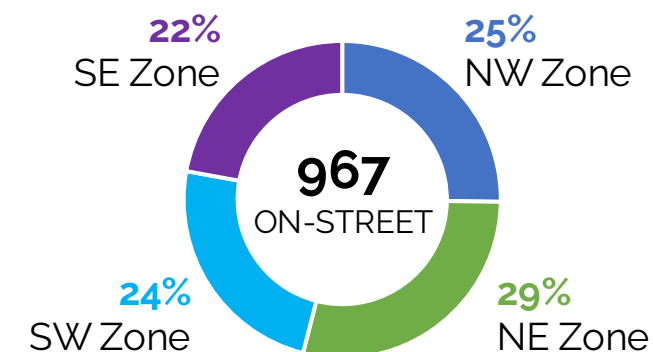


Figure 6. On-Street Breakdown by Zone

PARKING REGULATIONS

For a visitor unfamiliar with the area, parking regulations in Burlington may appear generally prohibitive and difficult to navigate. Some parking facilities or spaces are dedicated to specific users and at specific times; however, unclear and in some cases excessive signage can lead to confusion about who is truly permitted to park in some locations and at what time.

To gather the most accurate understanding of Downtown’s existing parking, the team recorded regulations within the study area as they would be viewed by a first-time “visitor” to Downtown Burlington..

ON-STREET PARKING

The distribution of on-street public parking spaces in the study area is summarized in Figure 7 and depicted graphically in Figure 9. A majority of the on-street parking is regulated by time and/or metering. Unrestricted segments are generally clustered toward the periphery of the study area in the southeast zone along Maple Street, So. Winooski Street, So. Union Street, and King Street.

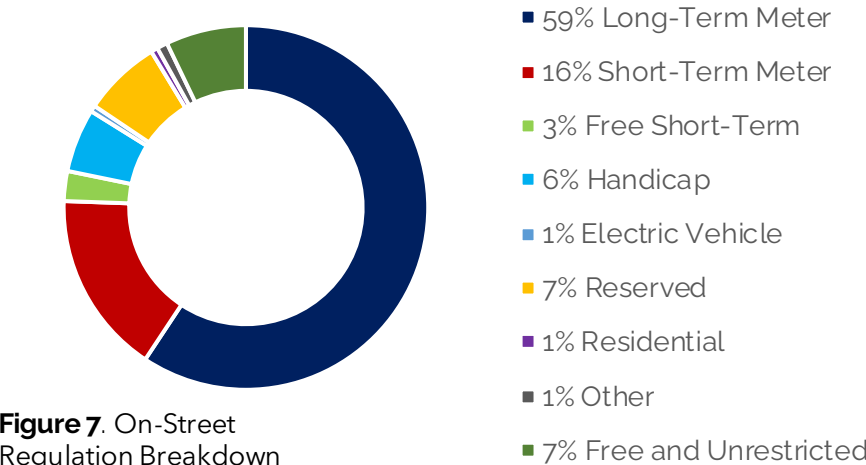


Figure 7. On-Street Regulation Breakdown

OFF-STREET PARKING

Off-street parking is provided throughout the study area and is categorized as public, private/public, or private. A majority of the off-street parking facilities offer public parking within the study area. The distribution of off-street public parking spaces in the study area is summarized in Figure 8 and depicted graphically in Figure 9.

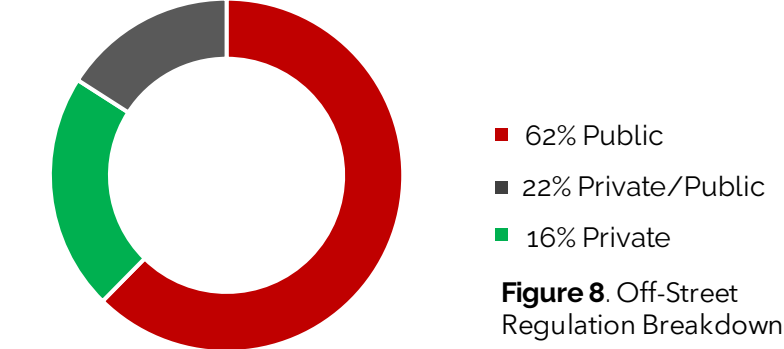
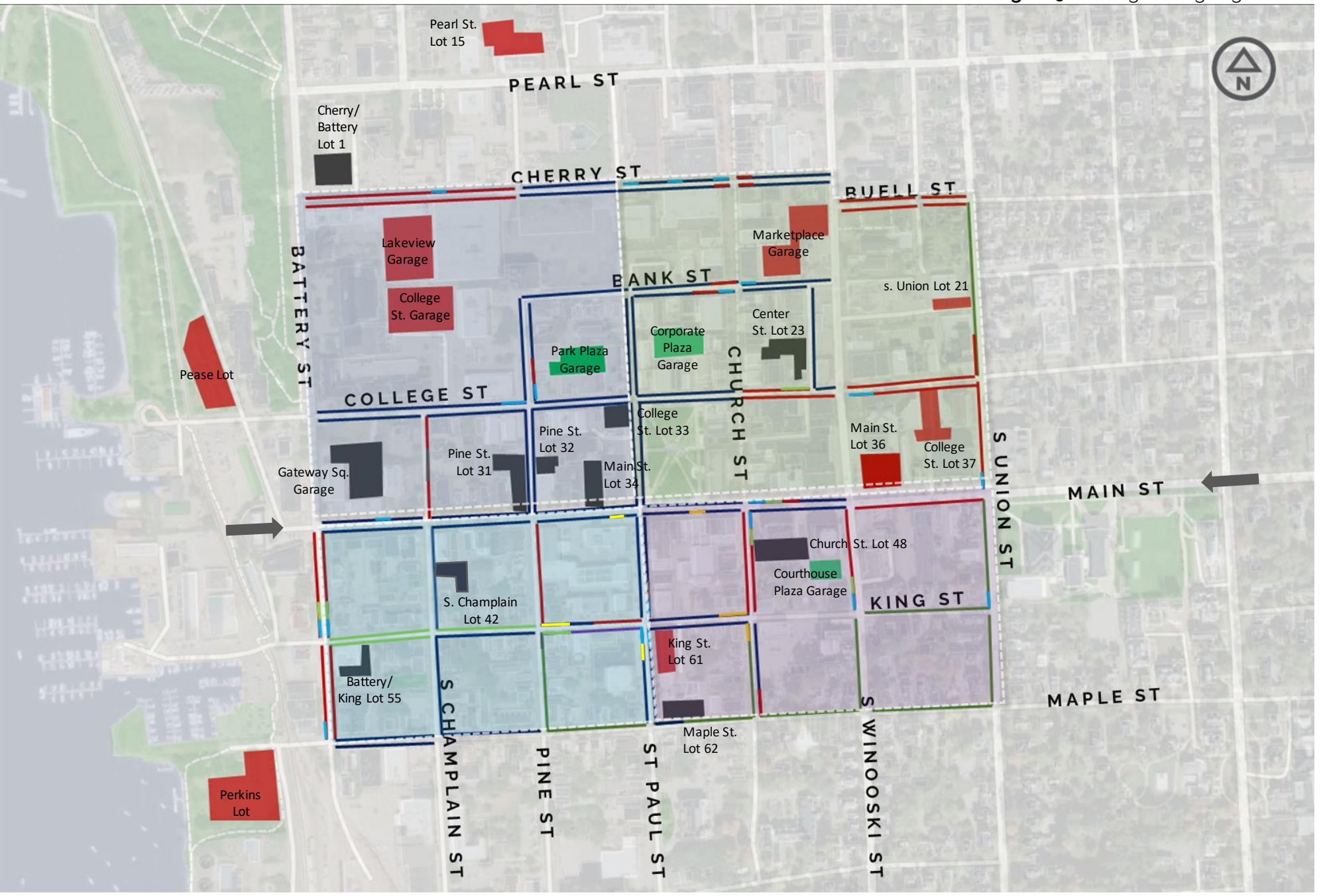


Figure 8. Off-Street Regulation Breakdown

Figure 9. Existing Parking Regulations



OFF-STREET PARKING

- Public Facility
- Private / Public Facility
- Private Facility

ON-STREET PARKING

- Handicap
- Short-Term Meter
- Long-Term Meter
- Free and Unrestricted
- Other
- Free Short-Term
- Reserved
- Residential

03 PARKING INVENTORY

INVENTORY DATA COLLECTION METHODOLOGY

VHB inventoried all the publicly available parking in the area within two blocks of Main Street and bounded by Cherry Street, Battery Street, Maple Street, and Union Street. Additionally, lots that are owned by the City of Burlington that are open to the public were also inventoried.

The data was collected on two weekdays and two Saturdays during the month of July in 2022. The data collection occurred from 10 AM until 8 PM. Each segment was surveyed every two hours to calculate occupancy and turnover rates of each parking space on and off street.

The data was collected utilizing ArcGIS's app, Survey 123. The City of Burlington provided GIS data to use as a base for the study. Survey 123 provided features to collect the parking inventory, occupancy, and turnover rates. Prior to data collection days, the parking lots and garages downtown were assessed to determine if they are for private or public use. On the first day of data collection, each data collector was responsible for collecting the inventory for each of the segments on their walking route to confirm the number of spaces available on and off street. Figure 11 depicts the main screens that were utilized to collect data.

Each data collector was provided with a map depicting the recommended route to follow that covered the segments and parking lots/ garages they were responsible for collecting data from (Figure 10). In addition to the map, they were provided with a printed-out schedule that informs them when they have breaks from the data collectors that were acting as "floaters" and relieving people from their route throughout the day.

Beginning at 10 AM, 12 PM, 2 PM, 4 PM, and 6 PM each data collector would begin their assigned route and finished within the two-hour period. During the course of the study, some routes were adjusted to pick up segments, lots, and garages from near by routes to continue with data collection if demand was particularly high in certain areas. On the Saturday data collection days, the routes were shorter due to the anticipation of higher occupancy to ensure that there was enough time to complete the route in the two-hour time slot.

POST PROCESSING METHODOLOGY

Data quality was checked during each survey day (spot checks) and again in post-processing. Accidental entries (duplicate plates or blank forms) were discarded. Periods with zero occupancy were scrutinized to verify that they were in fact surveyed. Other checks involved reviewing field notes, checking for duplicates, and cross-referencing routes against data logged.

Two measures were calculated from the study data. Occupancy rate was calculated at the facility (lot or block) level for every two-hour period. This is the number of cars observed divided by the number of spaces. Turnover rate was also measured and was defined as the percentage of vehicles present in one period that left before the next pass (two hours later). License plate lists were compared from one period to the next to calculate this metric. Data from July 14th and July 20th was averaged to create a single weekday result, and a weekend result was calculated by averaging July 16th and July 30th. Block-level occupancy and turnover were also aggregated by zone and facility type (garage, surface lot, or on-street).

CHANGES FROM PRIOR STUDY

Desman Design Management developed the "Downtown Parking and Transportation Management Plan" in December 2015. Comparatively, the 2015 study encompasses a larger study area than the 2022 study which focused primarily on the "core" downtown area. Therefore, there are many segments and garages within the 2015 study that were not inventoried. The 2015 study also inventoried private garages while the 2022 study only inventoried publicly available facilities. A high-level comparison of results for the 2015 study versus the 2022 study is provided in Section 5 (Trends).

Figure 10. App Walking Route Example

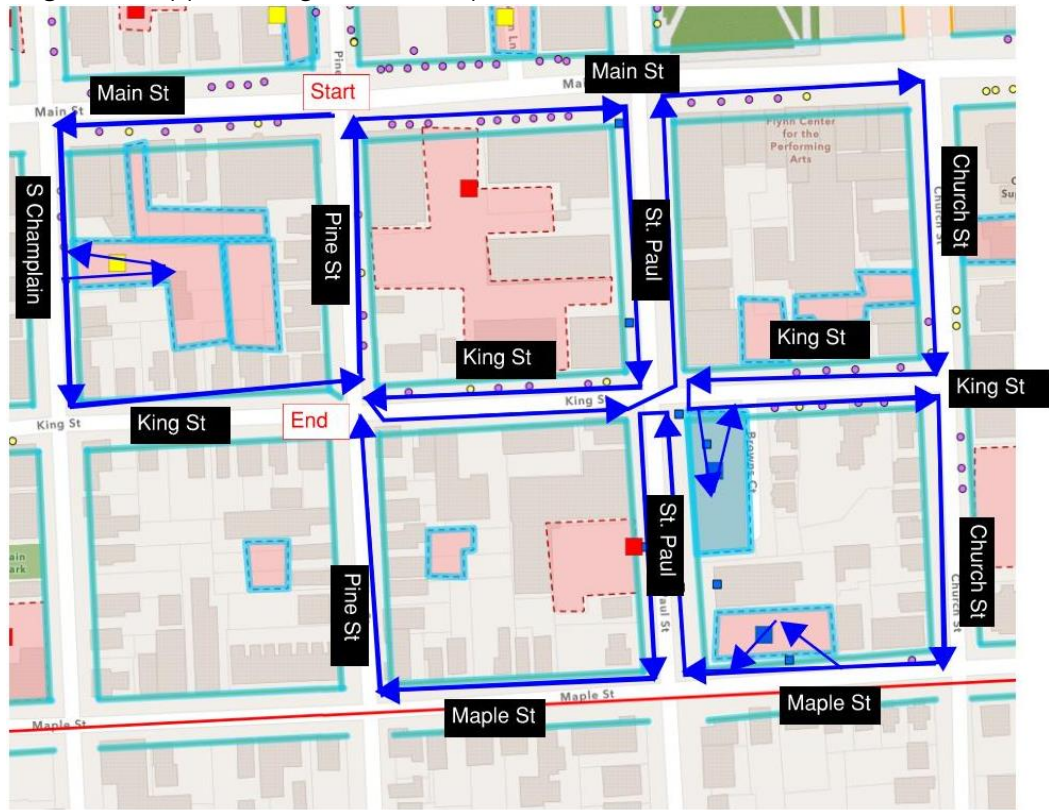
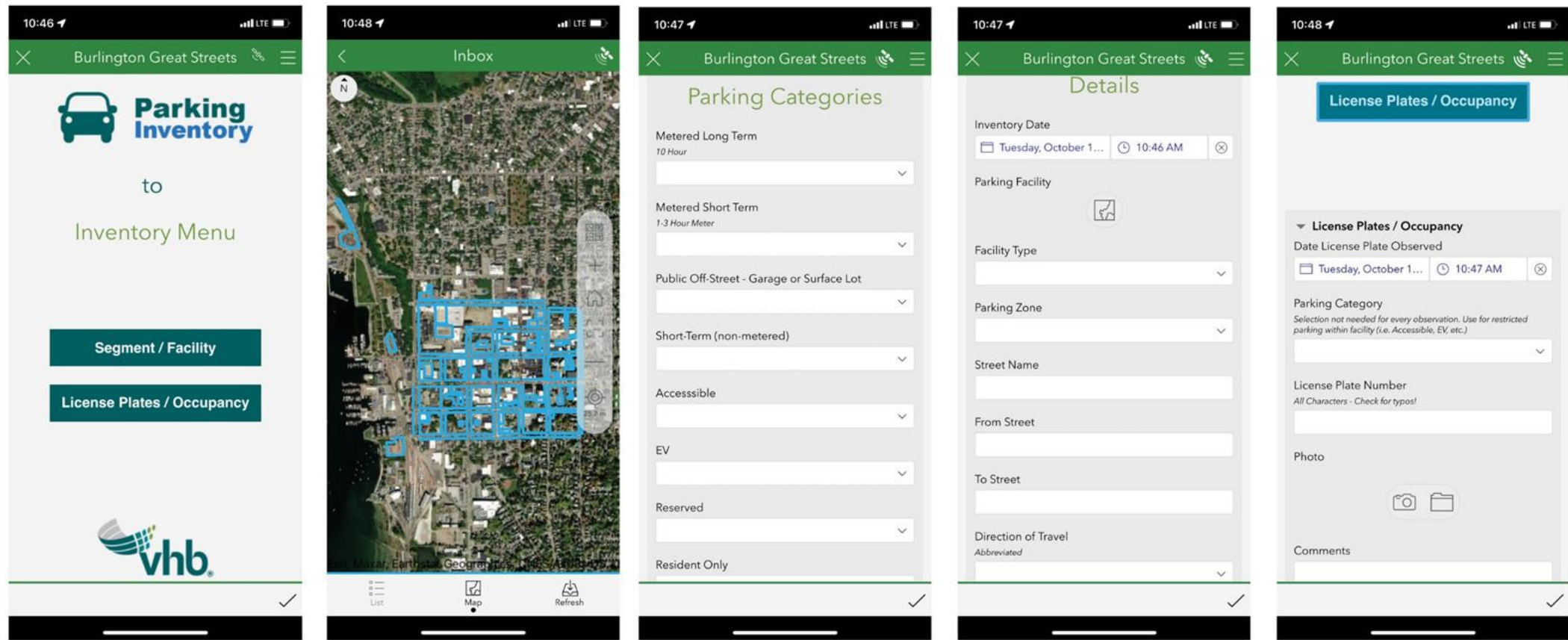


Figure 11. ESRI Survey123 Application



STUDY AREA UTILIZATION FINDINGS

Vehicles parked during a given time period divided by the total number of spaces is occupancy or utilization. On-street parking occupancies of 85-90% are generally considered the highest acceptable target.

- Parking utilization across the entire study area averages 67% during the weekday and 67% during the weekend. As depicted in Figure 12, parking utilization for the entire study area as a whole peaks from noon - 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). At peak, there are hundreds of vacant parking spaces of the total 4,218 supply - a vast majority of which are off-street.
- **On-street parking** utilization for the entire study area peaks at 78% on weekdays 6-8 PM. On-street parking utilization for the entire study area peaks at 82% on weekends, from 2 PM - 4 PM and again from 6 PM - 8 PM. (Figure 13). On-street parking averages 72% on the weekday and 77% on the weekend.
- **Off-street parking** utilization for the entire study area peaks at 51% on weekdays from 12 PM - 2PM and 45% on weekends from 6-8 PM. (Figure 13). Off-street parking averages 29% on the weekday and 36% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking downtown as on-street spaces are more visible.
- As one may expect, parking utilization is generally highest surrounding the Church Street retail corridor from Cherry Street to Main Street (Figures 14-15).

Figure 12. Study Area Utilization – Weekday vs. Weekend

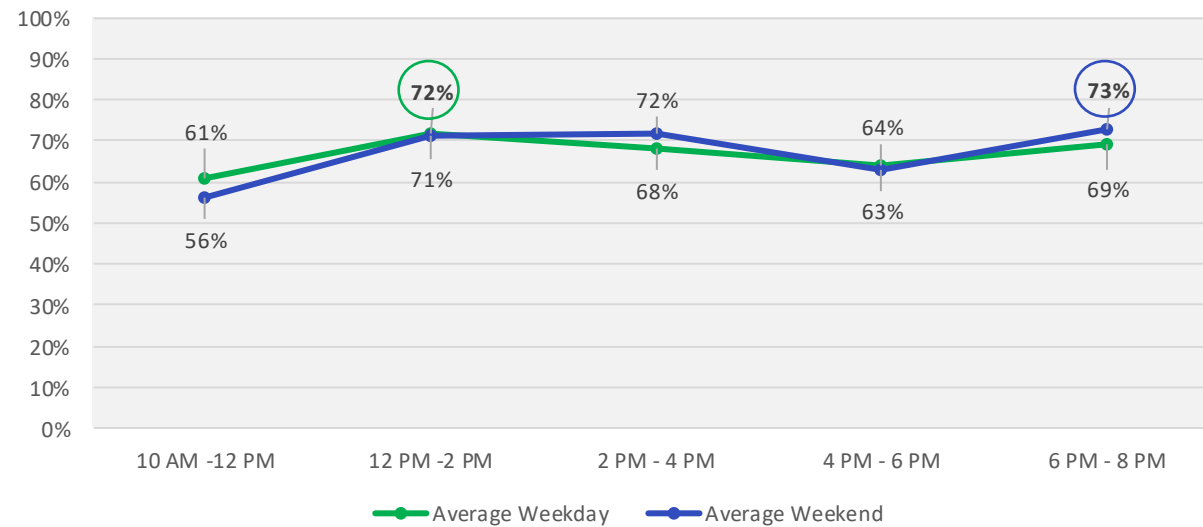


Figure 13. Study Area Utilization – On-Street vs. Off-Street

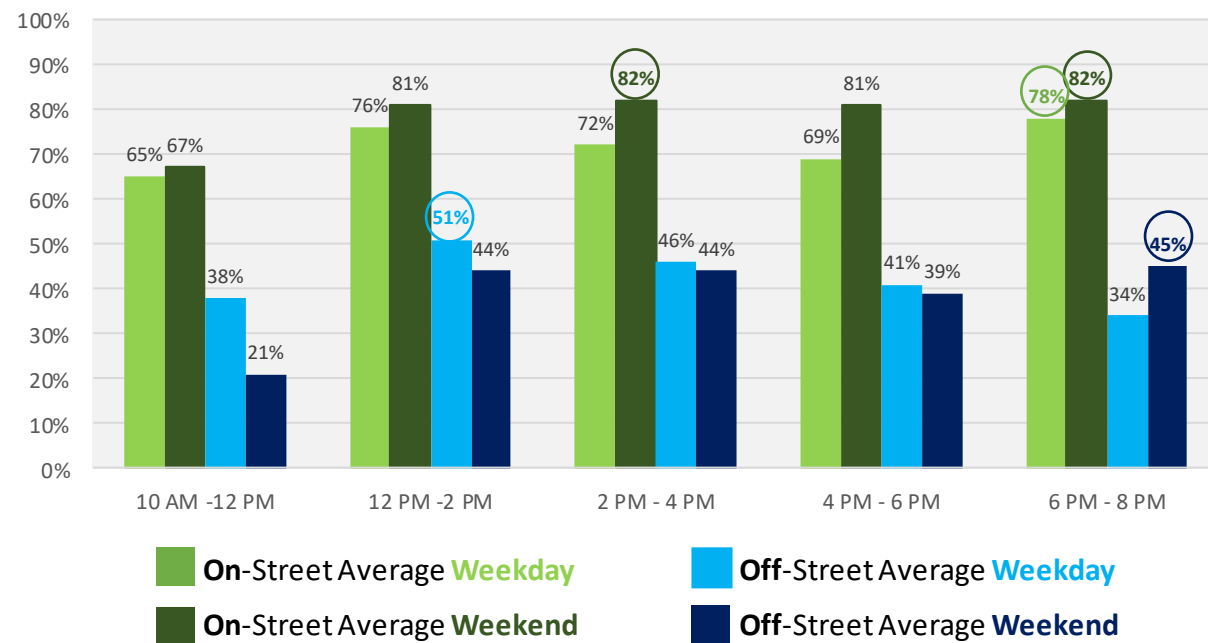


Figure 14. Study Area Weekday Peak Utilization – 12 – 2 PM

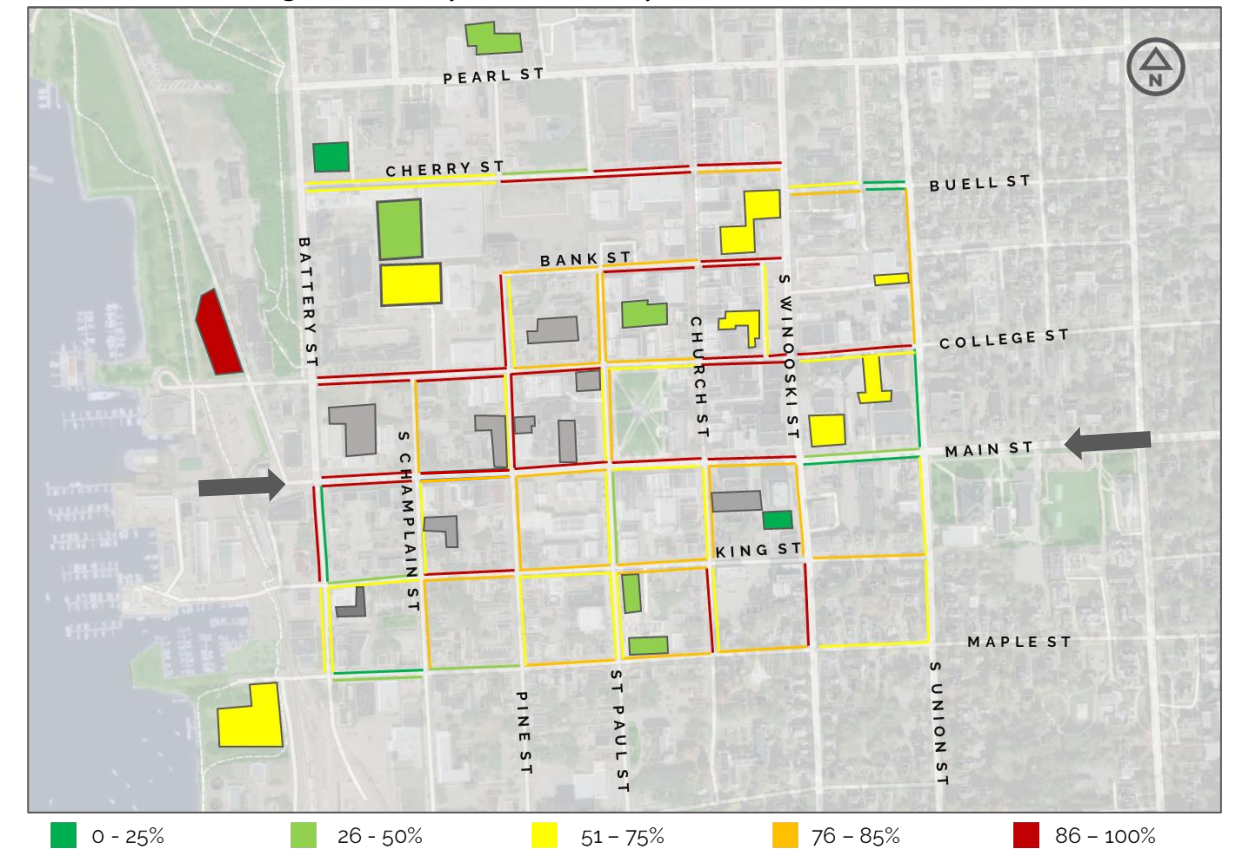
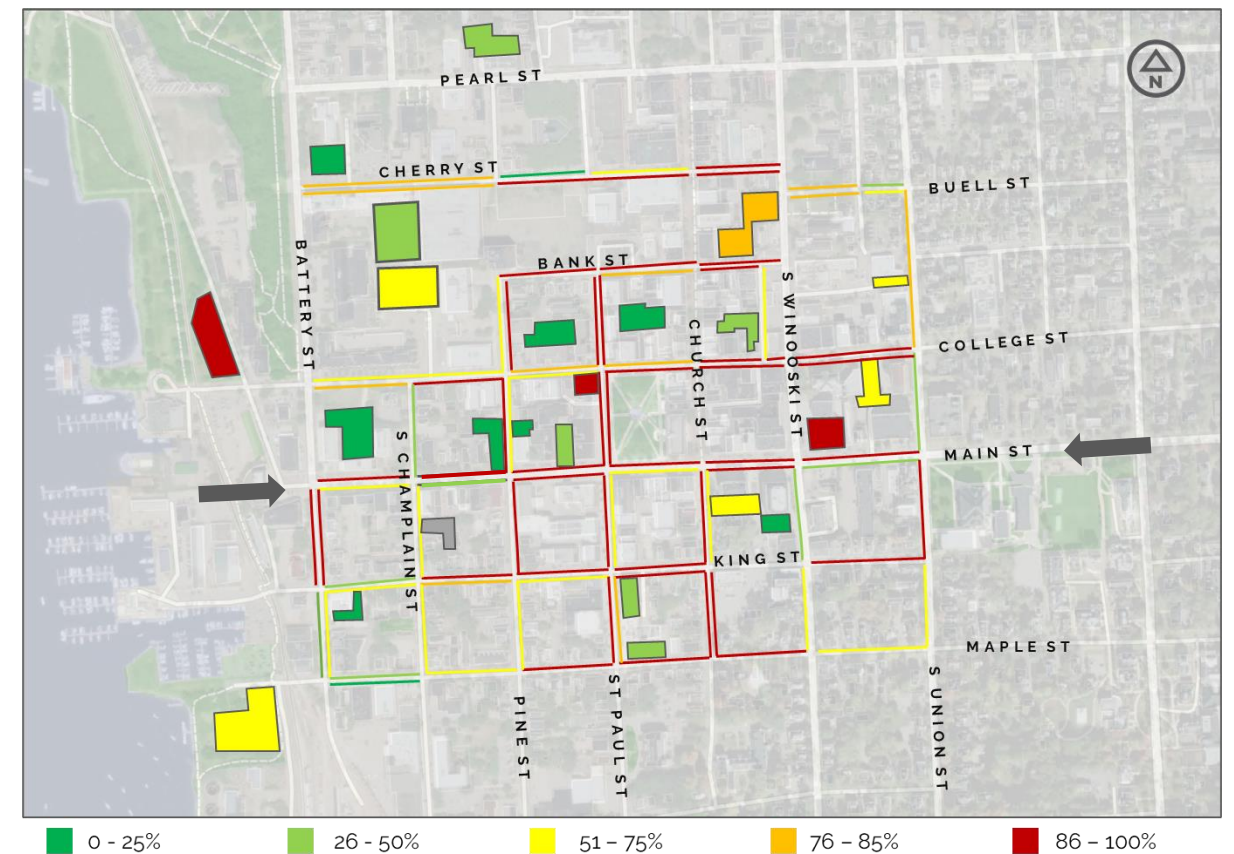


Figure 15. Study Area Weekend Peak Utilization 6-8 PM



STUDY AREA TURNOVER FINDINGS

In addition to parking utilization, average parking turnover is another key measure of parking space availability. Longer parking durations indicate lower space turnover and greater difficulty for visitors/patrons to find a space upon arrival. If supplies are kept constant, segments with shorter parking durations can satisfy higher parking demand than areas with longer parking durations.

- The study area sees an average turnover rate of 64% on weekdays and 62% on weekends. The lowest turnover occurs at from 10 AM -12 PM during both the weekday and weekend. Highest turnover occurs from 4 PM – 6 PM on weekdays and 2 PM – 4PM on the weekend. (Figure 16).
- On-street parking generally experiences higher turnover than off-street parking facilities due to metering. Turnover rates increase for both on-street and off-street facilities as the day goes on during the week whereas turnover rates generally decrease throughout the day during the weekend as more people are dining for dinner. (Figure 17)
- Main Street experiences relatively high turnover during the weekdays and slightly less during the weekends. (Figures 18-19).
- The lowest turnover (longest parking durations) typically occur on unrestricted blocks which include segments along King Street, Maple Street, Church Street, S. Winooski Street, and S. Union Street. Many of these segments also experience the some of the study area’s higher utilization rates throughout the day, an undesirable trend that indicates the parking supplies in these higher demand areas are less likely to be available to arriving visitors/patrons. (Figures 18-19).
- The highest turnover (shortest parking durations) typically occur along short-term metered parking segments, indicating there is a mixture of general compliance and proper enforcement in these areas - with the exception of College Street from Church Street to So. Union where turnover rates are below 50% on the weekends. (Figures 18-19)

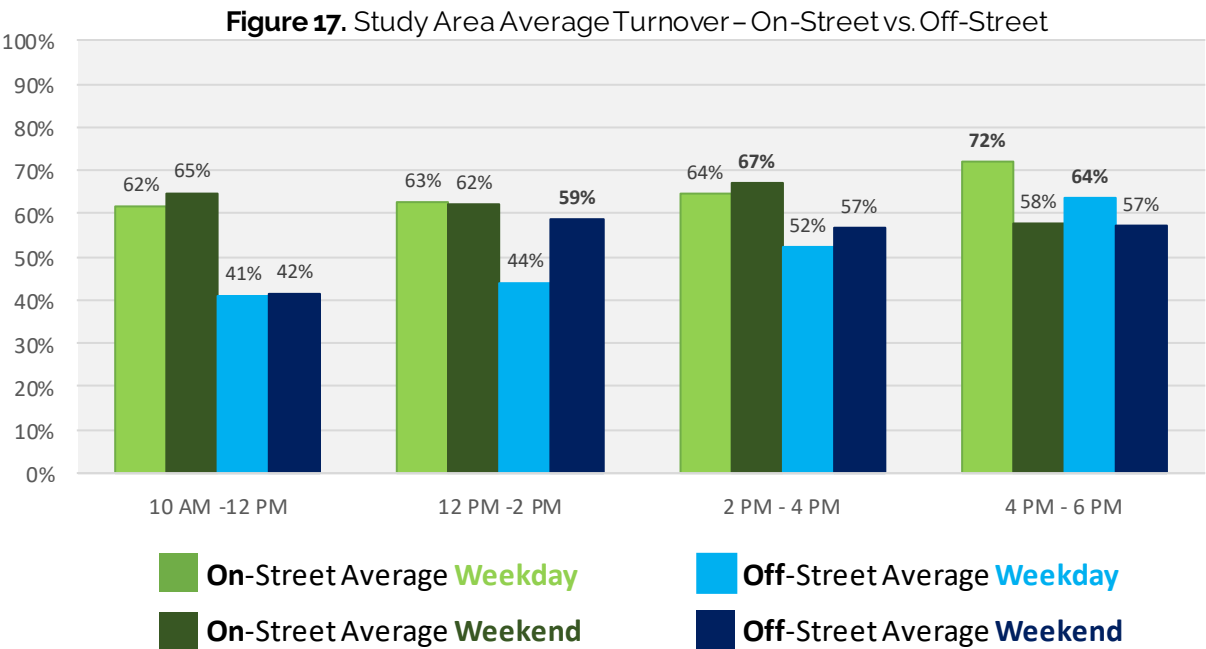
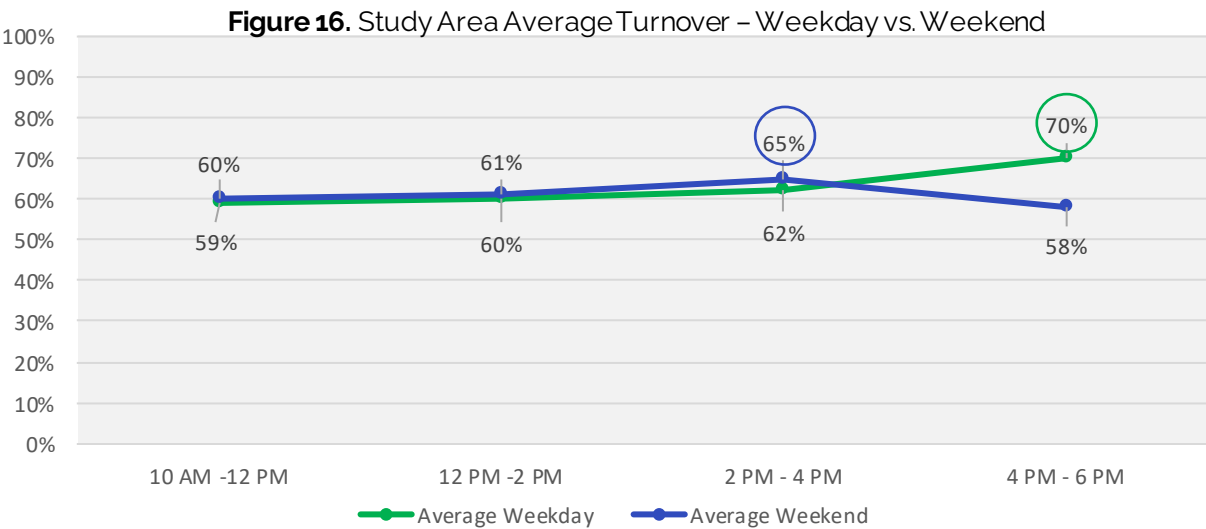


Figure 18. Study Area Average Weekday Turnover

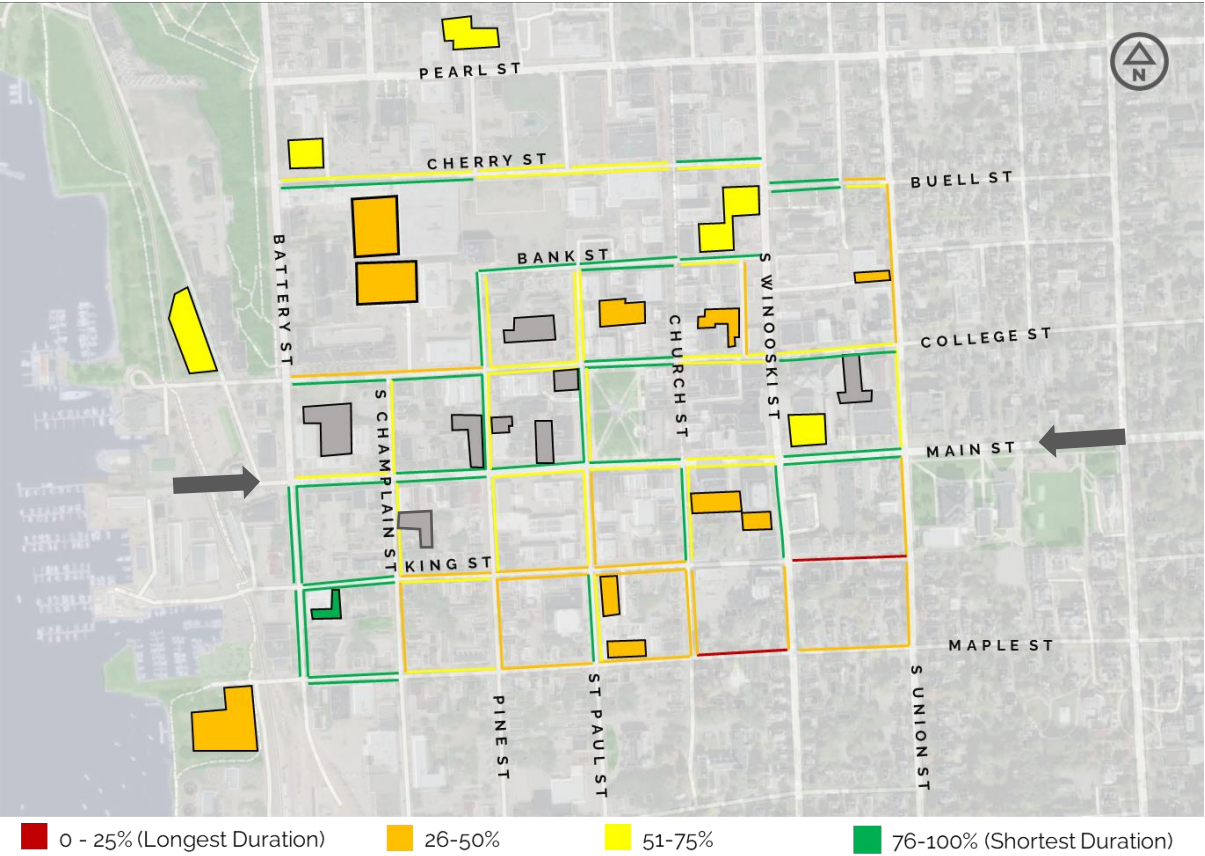
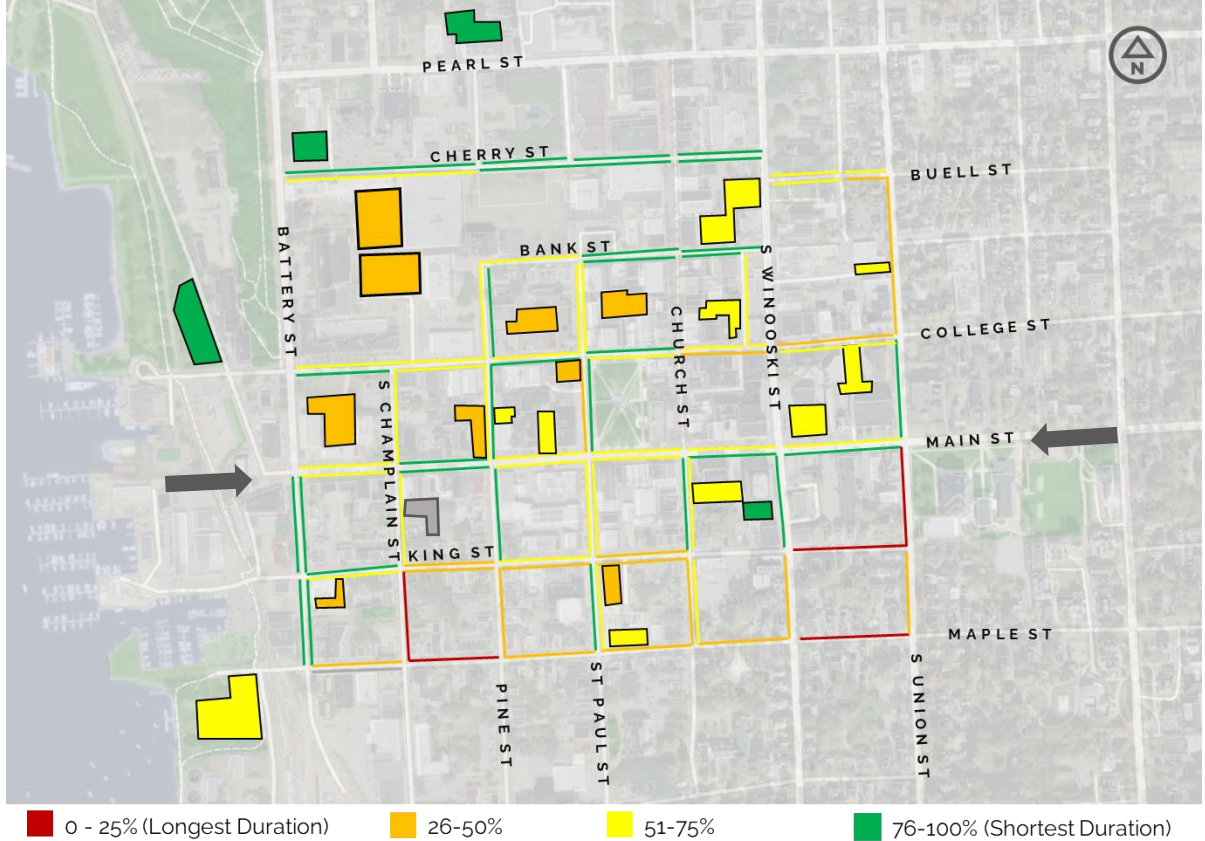


Figure 19. Study Area Average Weekend Turnover



WHERE IS THERE A PARKING PROBLEM?

There are several situations, depending on the time, day, and location in which parking is difficult to find. Off-street parking can be challenging at the following locations and time frames:

- Pease Lot - Weekdays specifically from noon - 2 PM and 6 PM-8 PM
- Marketplace Garage - Weekends-specifically from noon - 4 pm
- Main Street Lot 36 - Weekends specifically from 2 PM - 8 pm
- College Street lot - Weekends specifically from 4 PM - 6 PM
- Main Street Lot 34 - Weekends specifically from noon -4 PM
- Church Street Lot - Weekends specifically from noon - 2 PM

These off-street facilities and their respective average turnover rates are depicted in Figure 20.

Figures 21-22 depict on-street segments that have an average utilization over 85% throughout the day and their respective turnover rates for the weekday and weekend, respectively. Comparatively, parking duration is typically longer on the weekends than on weekdays throughout the study area. Segments with shorter parking durations can satisfy higher parking demand - defined as the number of unique parking transactions - than areas with longer parking durations. These are depicted by segments with turnover ranging 76-100%, meaning there is frequent turnover, and these segments are better equipped to handle the demand. These segments are evident along Bank Street and Cherry Street, particularly in the weekend period. Longer parking durations, however, indicate lower space turnover and greater difficulty for visitors/patrons to find a space upon arrival to Burlington. Those longer parking durations in highly utilized segments are evident for on-street parking segments surrounding the Church Street retail corridor, especially during the weekend peak (depicted in Figure 22). Parking utilization is particularly high along the Church Street retail corridor, and subsequent turnover rates hover around the 26-50% range indicating longer stays which does not adequately satisfy the high demand in this area and may cause drivers to circulate for a spot. This is also evident in the southeast zone where free and unrestricted parking is present.

Figure 20. Turnover Rates at Highly Utilized Off-Street Facilities

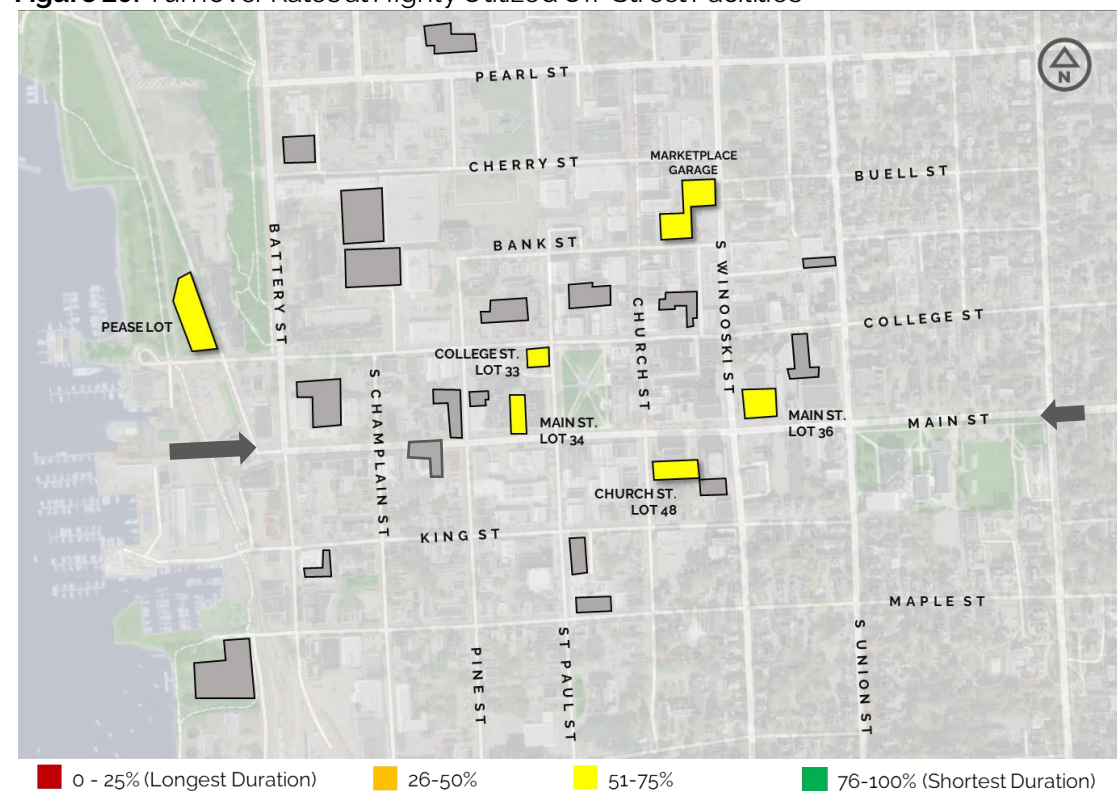


Figure 21. Turnover Rates at Highly Utilized (>85%) Segments - Weekday

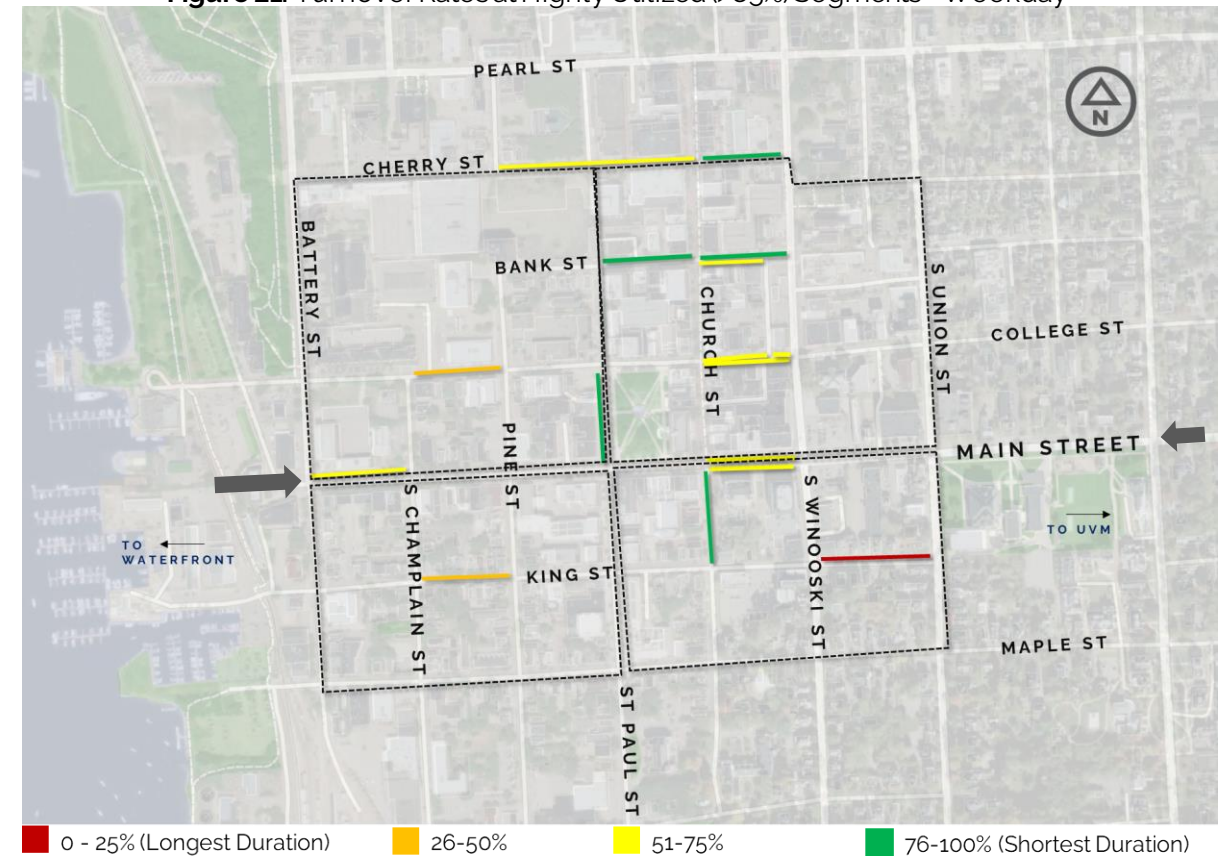
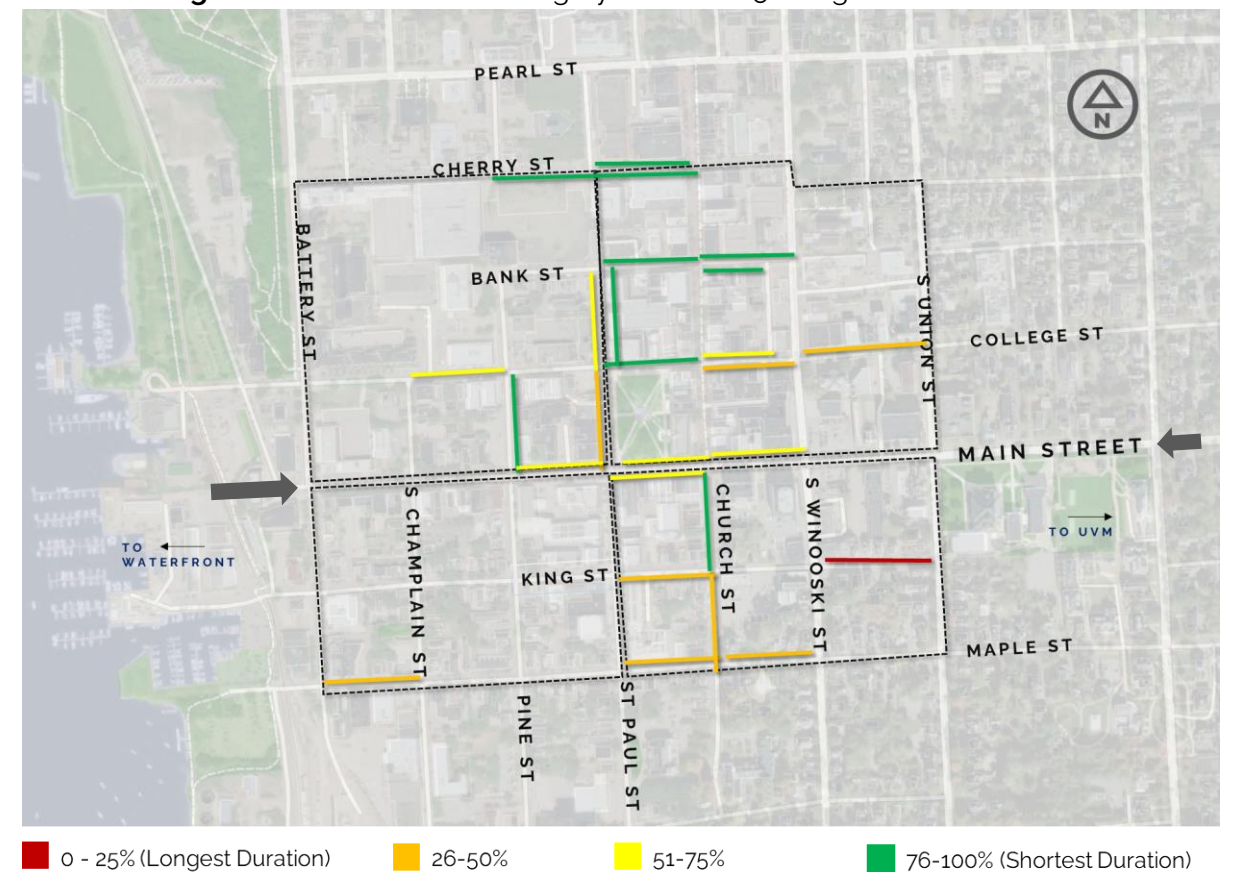


Figure 22. Turnover Rates at Highly Utilized (>85%) Segments - Weekend



ON-STREET PARKING REGULATION BREAKDOWN

Parking utilization and turnover allow planners to understand how on parking is being used, if regulations are being followed, and if additional regulations and/or enforcement may be needed to increase vehicle turnover. Table 1 depicts the utilization and turnover rates for on-street parking across the different regulations.

As shown in Table 1, free short-term segments experience the highest utilization followed by free and unrestricted segments. Free short-term segments experience average turnover rates of approximately 68% indicating additional enforcement is likely needed to increase vehicle turnover in these areas. Free and unrestricted segments experience the lowest turnover rates which is to be expected. To increase vehicle turnover, the City may want to consider changing the regulation to include a time limit.

Regarding metered parking, short term metered parking experiences higher utilization than long term metered parking but both reported similar turnover rates. This indicates that additional enforcement is likely needed along short term metered spaces to increase vehicle turnover and better satisfy the demand in these areas.

Table 1 Regulation vs. Utilization/Turnover

Regulation	Utilization		Turnover	
	Average Weekday	Average Weekend	Average Weekday	Average Weekend
Free and Unrestricted	77%	79%	34%	46%
Free Short Term	84%	86%	68%	68%
Long Term Metered	70%	69%	71%	66%
Short Term Metered	75%	76%	71%	68%

NORTHWEST ZONE BREAKDOWN

PARKING SUPPLY

- Within the Northwest Zone, there is a total of 1,865 parking spaces. Of this inventory, 244 spaces (13%) are located on-street and 1,621 spaces (87%) are located off-street. (Figure 23). It should be noted that many off-street facilities within the NW zone are not available for public use during the 10 AM - 6PM time frames. Therefore, these select facilities were inventoried from 6-8 pm only as this is when public use is allowed during the week. All off-street facilities were inventoried throughout the 10 AM - 8 PM timeframe during the weekend as public use is allowed.

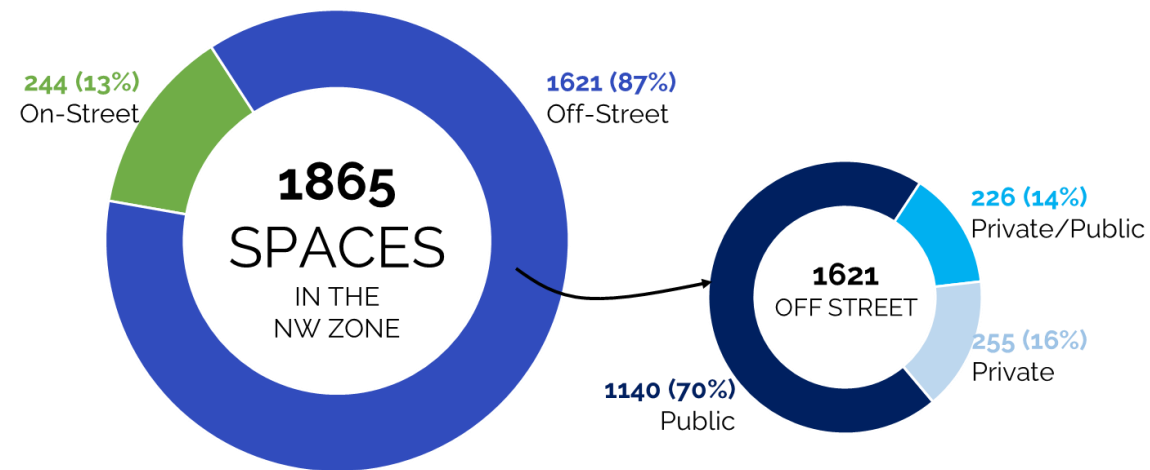


Figure 23. Northwest Parking Supply Breakdown

UTILIZATION

- Parking utilization across the entire Northwest Zone averages 72% during the weekday and 66% during the weekend. Parking utilization within the zone peaks from noon - 2PM during the week (83%) and from noon - 4 PM on the weekend (74%).
- On-street parking** utilization for the Northwest Zone peaks at 90% on weekdays from noon - 2 PM and 92% on weekends from 2 - 4 PM. On-street parking is effectively fully occupied during these time slots, as people will circulate looking for spaces as they become available. On-street parking utilization averages 80% on the weekday and 82% on the weekend.
- Off-street parking** utilization for the Northwest Zone peaks at 44% on weekdays from 2 PM - 4 PM and 37% on weekends from noon - 2 PM. Off-street parking utilization averages 37% on the weekday and 31% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking in the Northwest Zone as on-street spaces are more visible. However, overall, supply exceeds demand in the Northwest zone due to currently underutilized off-street facilities such as the College Street Garage and Lakeview Garage.

TURNOVER

- The Northwest Zone experiences an average turnover rate of 68% on weekdays and 63% on weekends.
- On-street parking** turnover for the Northwest Zone averages 72% on weekdays and 71% on weekends indicating that approximately 70% of vehicles parked in the NW are parked for less than 2 hours..
- Off-street parking** turnover for the Northwest Zone averages 42% on weekdays and 46% on weekends.
- Turnover on on-street facilities is likely much higher than that of off-street facilities due to time restricted parking regulations on many of these segments.
- When looking at turnover compared to time restrictions, parking segments with short-term time restrictions (83%) averaged much higher turnover rates than those of long-term time restrictions (69%), especially on the weekend.
- Turnover is lowest from noon - 2 PM on both weekdays and weekends.

Figure 24. Northwest Zone- On-Street vs. Off-Street Utilization

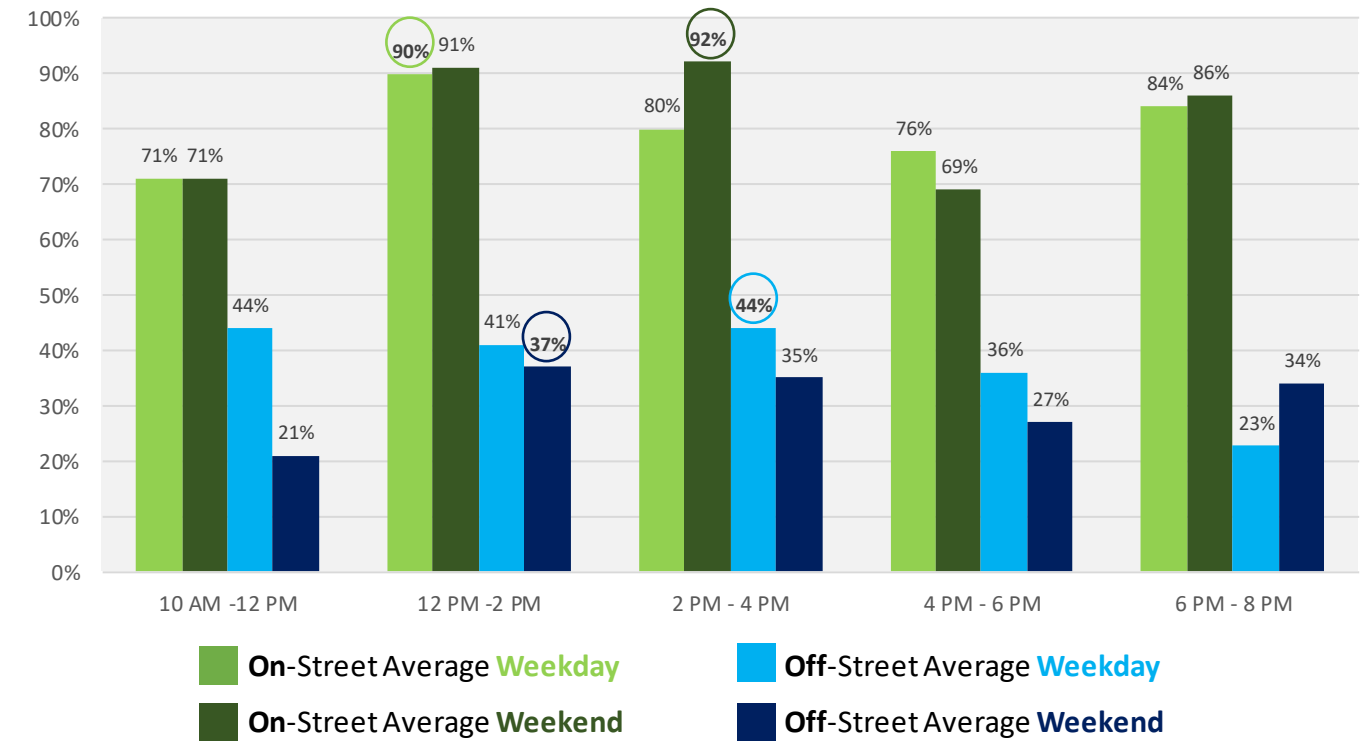
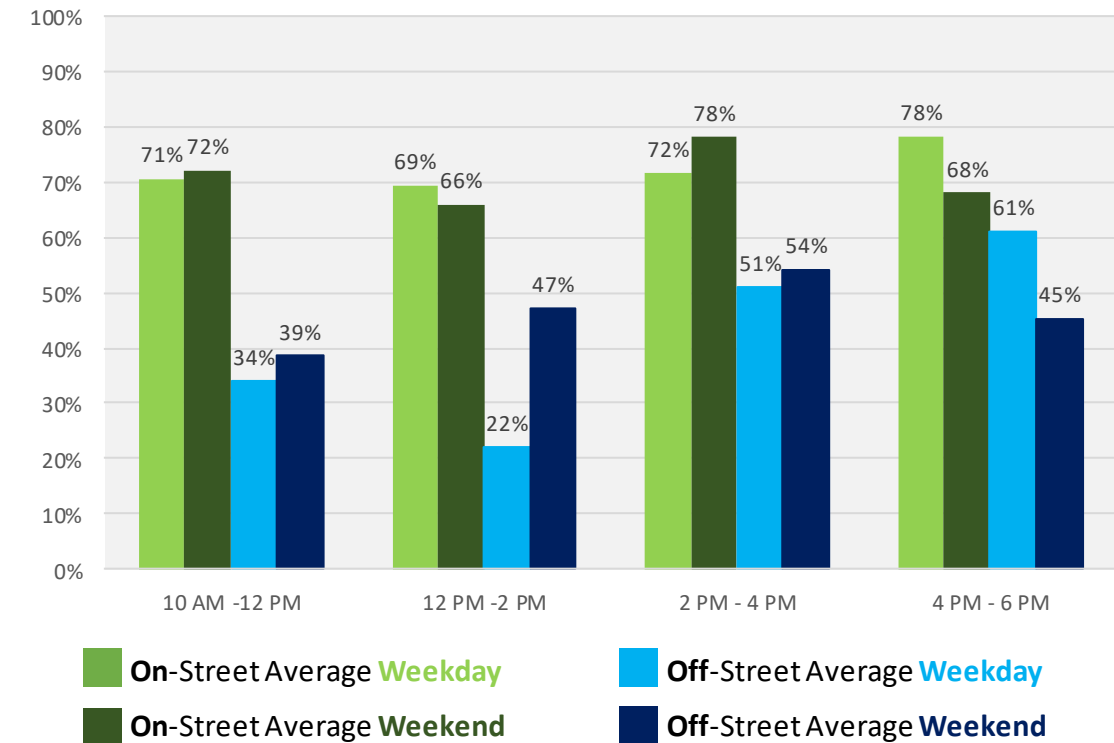


Figure 25. Northwest Zone- On-Street vs. Off-Street Turnover



NORTHEAST ZONE BREAKDOWN

PARKING SUPPLY

- Within the Northeast Zone, there is a total of 1,120 parking spaces. Of this inventory, 278 spaces (25%) are located on-street and 842 spaces (75%) are located off-street. (Figure 26)

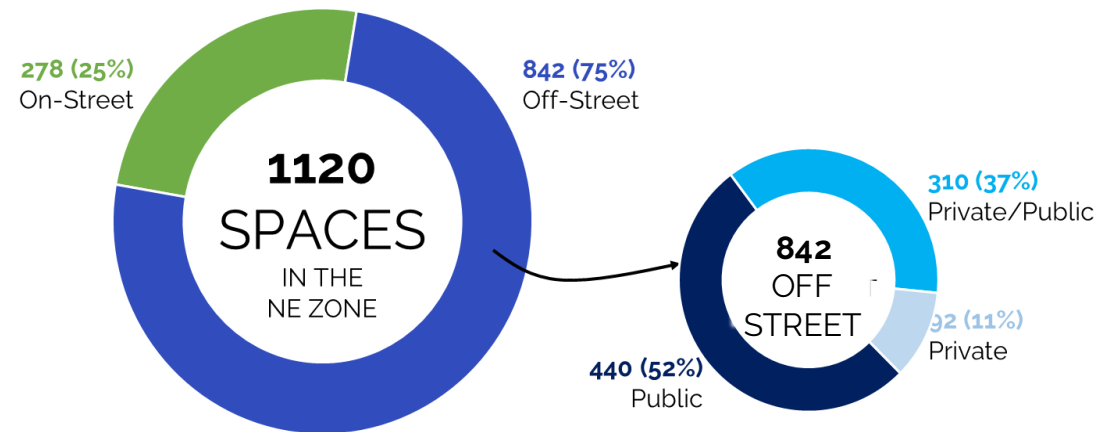


Figure 26. Northeast Parking Supply Breakdown

UTILIZATION

- Parking utilization across the entire Northeast Zone averages 70% during the weekday and 77% during the weekend. Parking within the zone peaks from 6-8 PM during the week (78%) and on the weekend (86%). Utilization is highest in the Northeast zone. This can be expected as it surrounds the core Church Street retail corridor.
- On-street parking** utilization for the Northeast Zone peaks at 85% on weekdays from 6-8PM and 92% on weekends from 6-8 PM. On-street parking demand exceeds supply during these time slots. On-street parking utilization averages 75% on the weekday and 82% on the weekend.
- Off-street parking** utilization for the Northeast Zone peaks at 62% on weekdays from 12 - 2 PM and at 62% on weekends from 6-8 PM. Off-street parking utilization averages 51% on the weekday and 55% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking in the Northwest Zone as on-street spaces are more visible. However, overall, supply exceeds demand in the Northeast zone due to currently underutilized off-street facilities especially the Corporate Plaza Garage. Improved wayfinding and arrival signage strategies are recommended to highlight the availability of off-street facilities.

TURNOVER

- The Northwest Zone experiences an average turnover rate of 68% on weekdays and 63% on weekends.
- On-street parking** turnover for the Northwest Zone averages 70% on weekdays and 68% on weekends indicating that approximately 70% of vehicles parked in the NE are parked for less than 2 hours..
- Off-street parking** turnover for the Northwest Zone averages 54% on weekdays and 55% on weekends.
- Turnover on on-street facilities is likely much higher than that of off-street facilities due to time restricted parking regulations on many of these segments.
- When looking at turnover compared to time restrictions, parking segments with short-term time restrictions had lower turnover than those with long-term restrictions in the Northeast Zone, indicating that vehicles are extending the allotted time. This may be attributed to the more residential nature of Buell Street and residents parking their vehicles along these segments.
- Turnover rates generally increase as the day progresses indicating that parking stays are longer from 10 AM - 2 PM.

Figure 27. Northeast Zone- On-Street vs. Off-Street Utilization

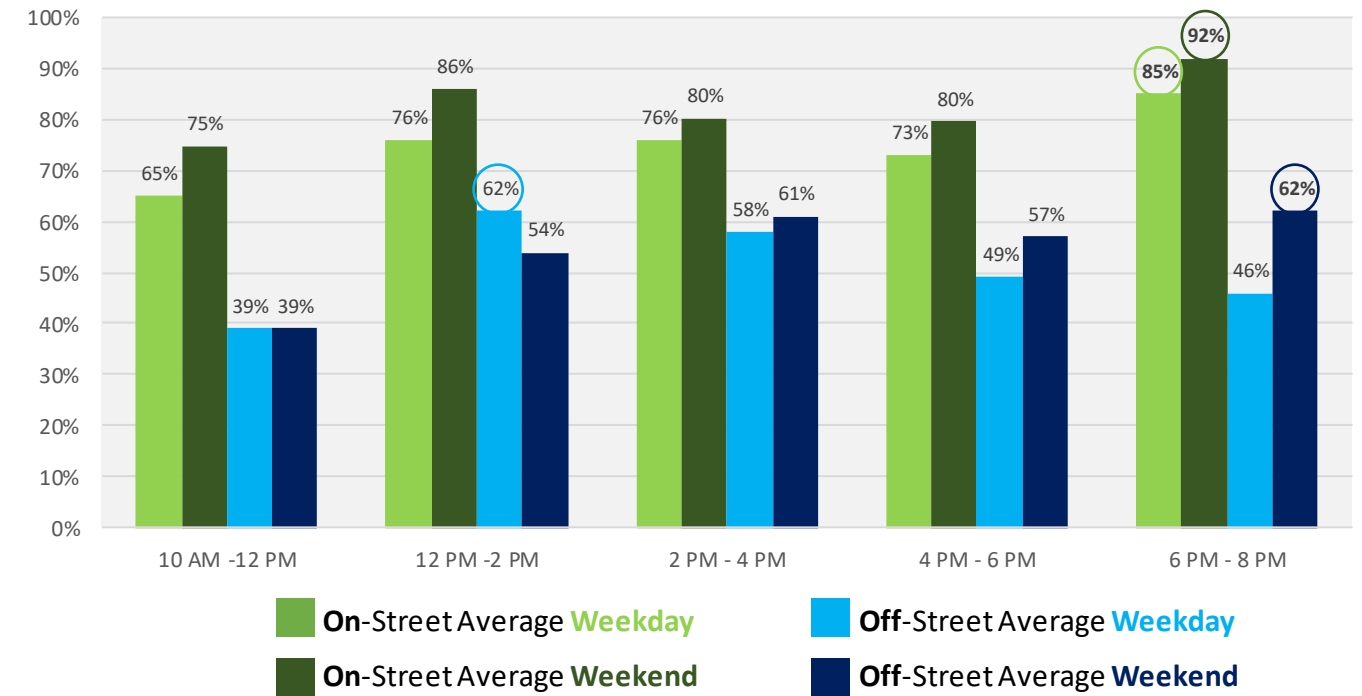
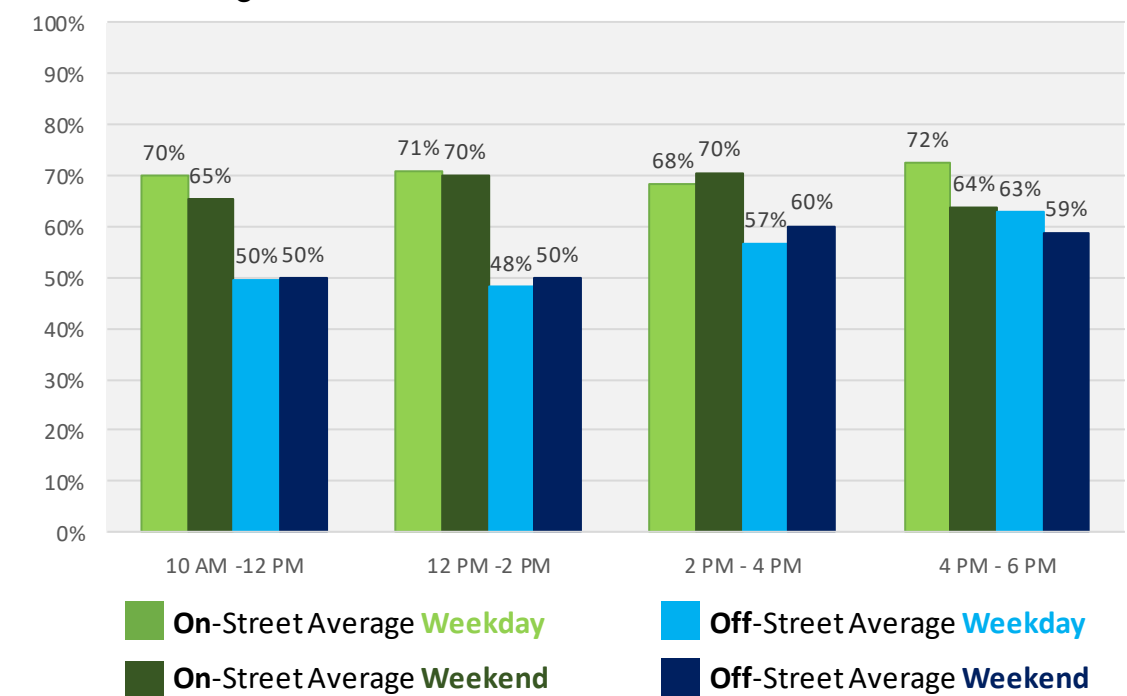


Figure 28. Northeast Zone- On-Street vs. Off-Street Turnover



SOUTHWEST ZONE BREAKDOWN

PARKING SUPPLY

- Within the Southwest Zone, there is a total of 344 parking spaces. Of this inventory, 231 spaces (67%) are located on-street and 113 spaces (33%) are located off-street. (Figure 29). All off-street parking in the Southwest zone is private. It should be noted that all off-street facilities within the SW zone are not available for public use during the 10 AM - 6 PM time frames. Therefore, these select facilities were inventoried from 6 - 8 pm only as this is when public use is allowed during the week. All off-street facilities were inventoried throughout the 10 AM - 8 PM timeframe during the weekend as public use is allowed.

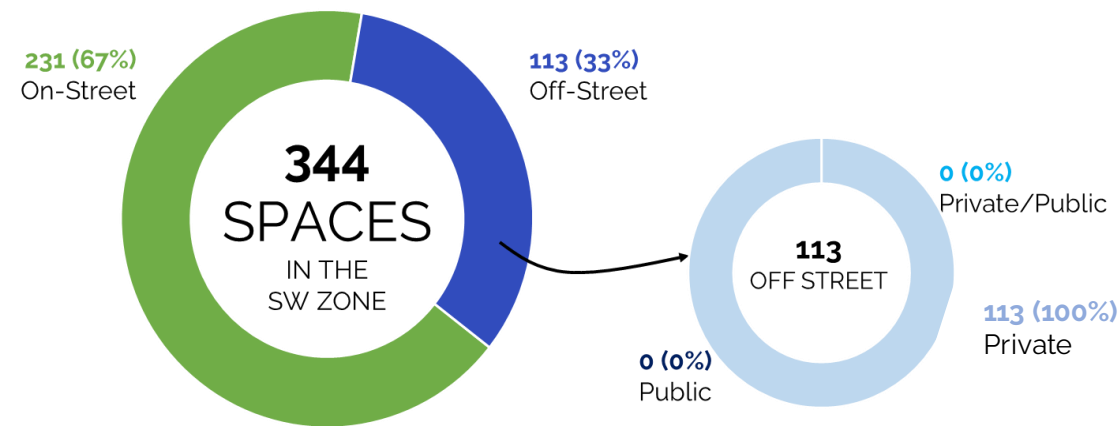


Figure 29. Southwest Parking Supply Breakdown

UTILIZATION

- Parking utilization across the entire Southwest Zone averages 58% during the weekday and 60% during the weekend. Utilization is lowest in the Southwest zone. This can be expected as it is the furthest from the Church Street retail corridor. Parking within the zone peaks from 12 - 2 PM during the week (65%) and from 2 - 4 PM on the weekend (71%).
- On-street parking** utilization for the Southwest Zone peaks at 70% on weekdays from 12 - 2 PM and 77% on weekends from 2 - 4 PM. On-street parking utilization averages 63% on the weekday and 65% on the weekend.
- Off-street parking** utilization for the Southwest Zone peaks at 7% on weekdays from 6 - 8 PM and at 11% on weekends from 12 - 2 PM. Off-street parking utilization averages 2% on the weekday and 7% on the weekend.
- The extremely low utilization associated with off-street parking facilities during the weekend indicates a need for improved wayfinding and information guidance. These numbers suggest that the public is not aware they can park in these facilities during the weekend.

TURNOVER

- The Southwest Zone experiences an average turnover rate of 69% on weekdays and 60% on weekends.
- On-street parking** turnover for the Southwest Zone averages 68% on weekdays and 60% on weekends indicating that approximately 65% of vehicles parked in the SW are parked for less than 2 hours..
- Off-street parking** turnover for the Southwest Zone averages 64% on weekends.
- When looking at turnover compared to time restrictions, short term metered segments experienced the highest turnover (approximately 80%) indicating general compliance of metered time allotment in this zone. Free and unrestricted segments experienced the lowest turnover (approximately 30% on weekdays and 45% on weekends) as to be expected. Free but short-term restricted segments experienced average turnover rates of approximately 60% indicating people are taking advantage of the free nature but not complying to the time limit.

Figure 30. Southwest Zone - On-Street vs. Off-Street Utilization

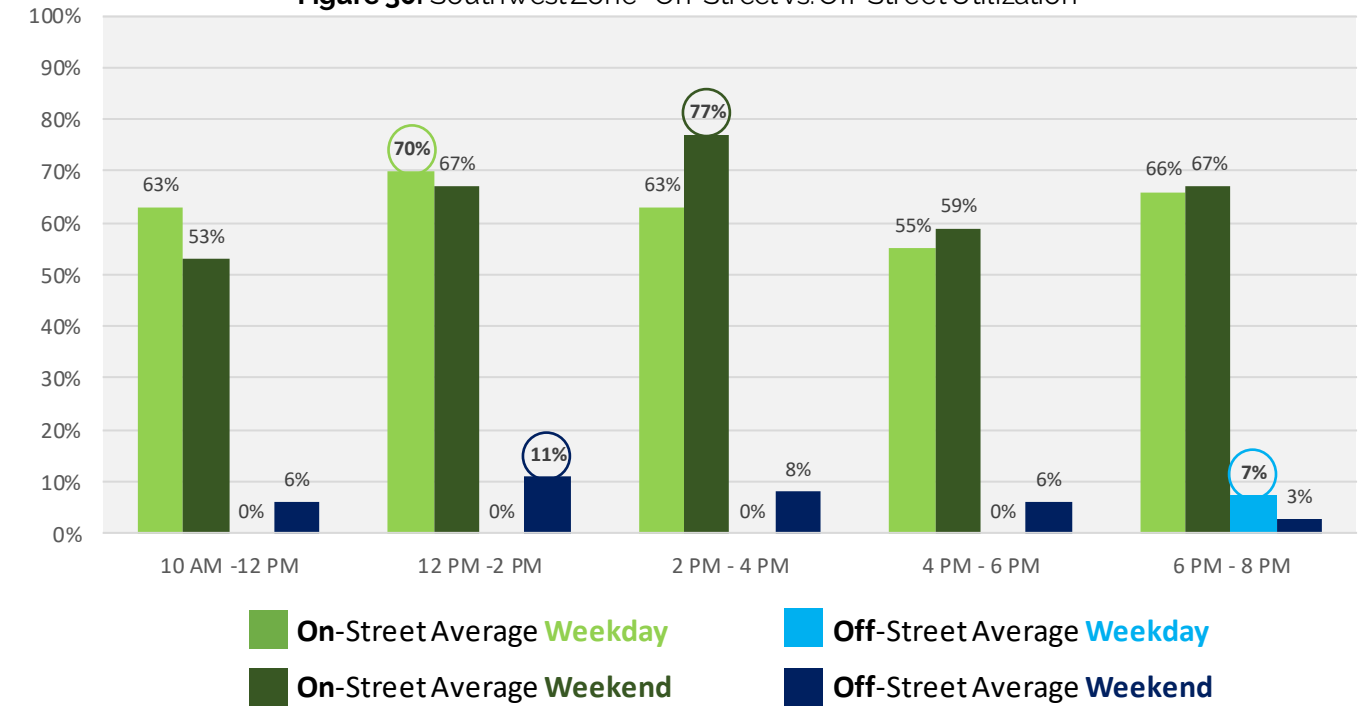
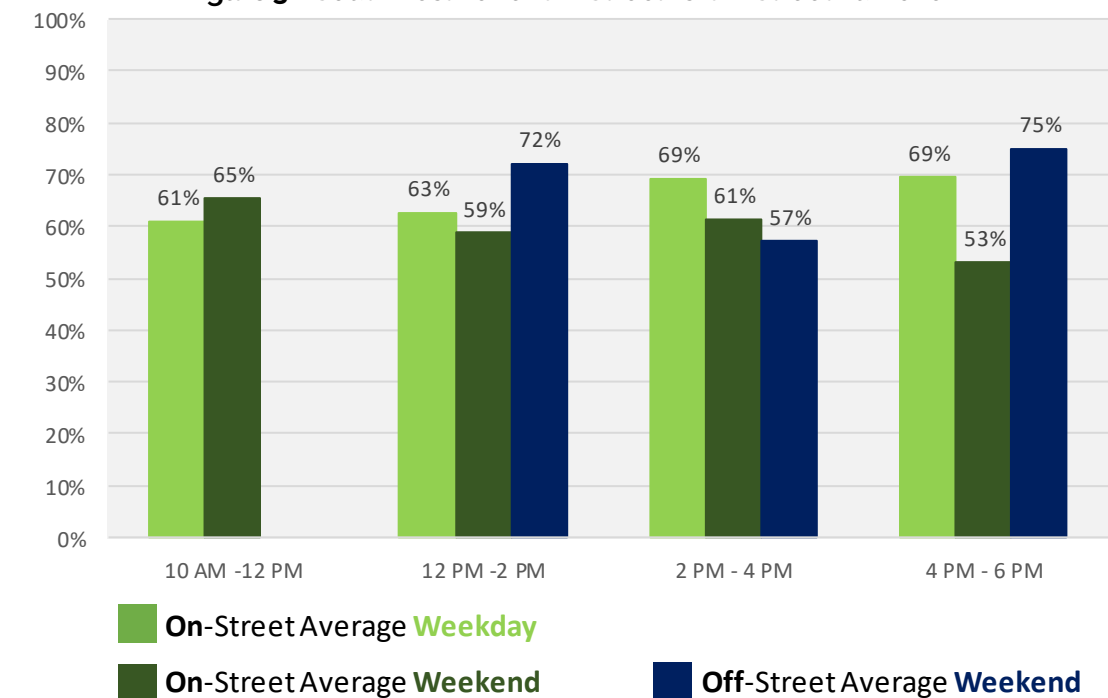


Figure 31. Southwest Zone - On-Street vs. Off-Street Turnover



SOUTHEAST ZONE BREAKDOWN

PARKING SUPPLY

- Within the Southeast Zone, there is a total of 385 parking spaces. Of this inventory, 214 spaces (56%) are located on-street and 171 spaces (44%) are located off-street. (Figure 32)

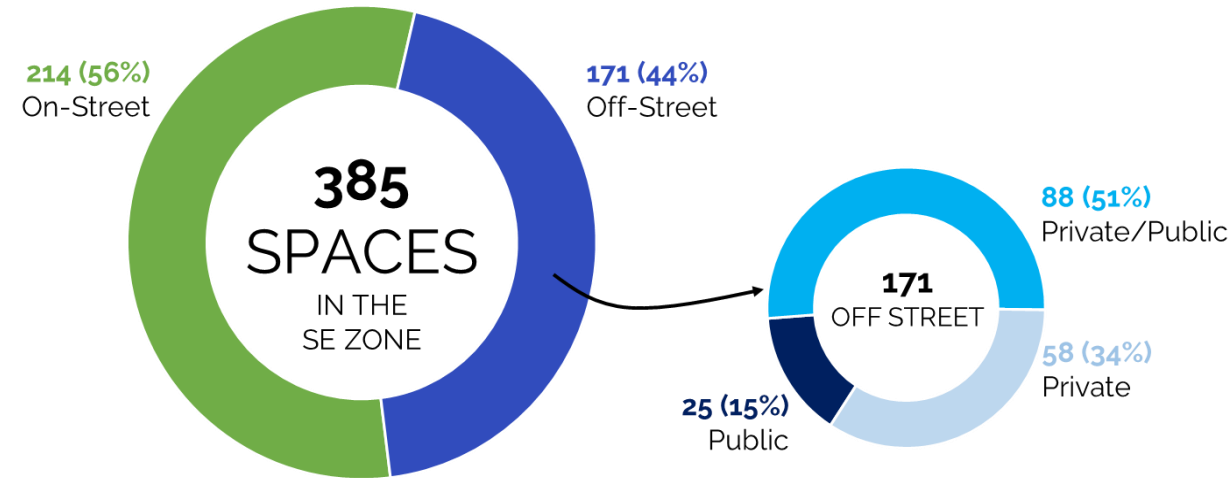


Figure 32. Southeast Parking Supply Breakdown

UTILIZATION

- Parking utilization across the entire Southeast Zone averages 62% during the weekday and 67% during the weekend. Parking within the zone peaks from 4 PM – 8 PM during the week (66%) and from noon – 2 PM on the weekend (73%). Generally speaking, supply exceeds demand in the southeast zone.
- On-street parking** utilization for the Southeast Zone peaks at 73% on weekdays from 4 PM– 8 PM and 79% on weekends from 6 PM – 8 PM. On-street parking utilization averages 69% on the weekday and 73% on the weekend.
- Off-street parking** utilization for the Southeast Zone peaks at 33% on weekdays from 6 PM – 8 PM and 47% on weekends from noon – 2 PM. Off-street parking utilization averages 26% on the weekday and 38% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking downtown as on-street spaces are more visible. Improved wayfinding and arrival signage strategies are recommended to highlight the availability of off-street facilities.

TURNOVER

- The Southeast Zone experiences an average turnover rate of 49% on weekdays and 56% on weekends – the lowest in the study area. Turnover is typically low in this zone due to the number of free and unrestricted segments.
- On-street parking** turnover for the Southeast Zone averages 51% on weekdays and 56% on weekends indicating that approximately 50% of vehicles parked in the SE are parked for more than 2 hours.
- Off-street parking** turnover for the Southeast Zone averages 39% on weekdays and 55% on weekends.
- Generally, from 10 AM – 4 PM, turnover is higher on the weekends rather than on the weekdays but from 4 PM – 6 PM, that trend inverts. During the weekday, employees may utilize the free and unrestricted parking for the length of their workday while on the weekends, patrons of the nearby restaurants and nightlife may utilize these spots for an extended period.

Figure 33. Southeast Zone- On-Street vs. Off-Street Utilization

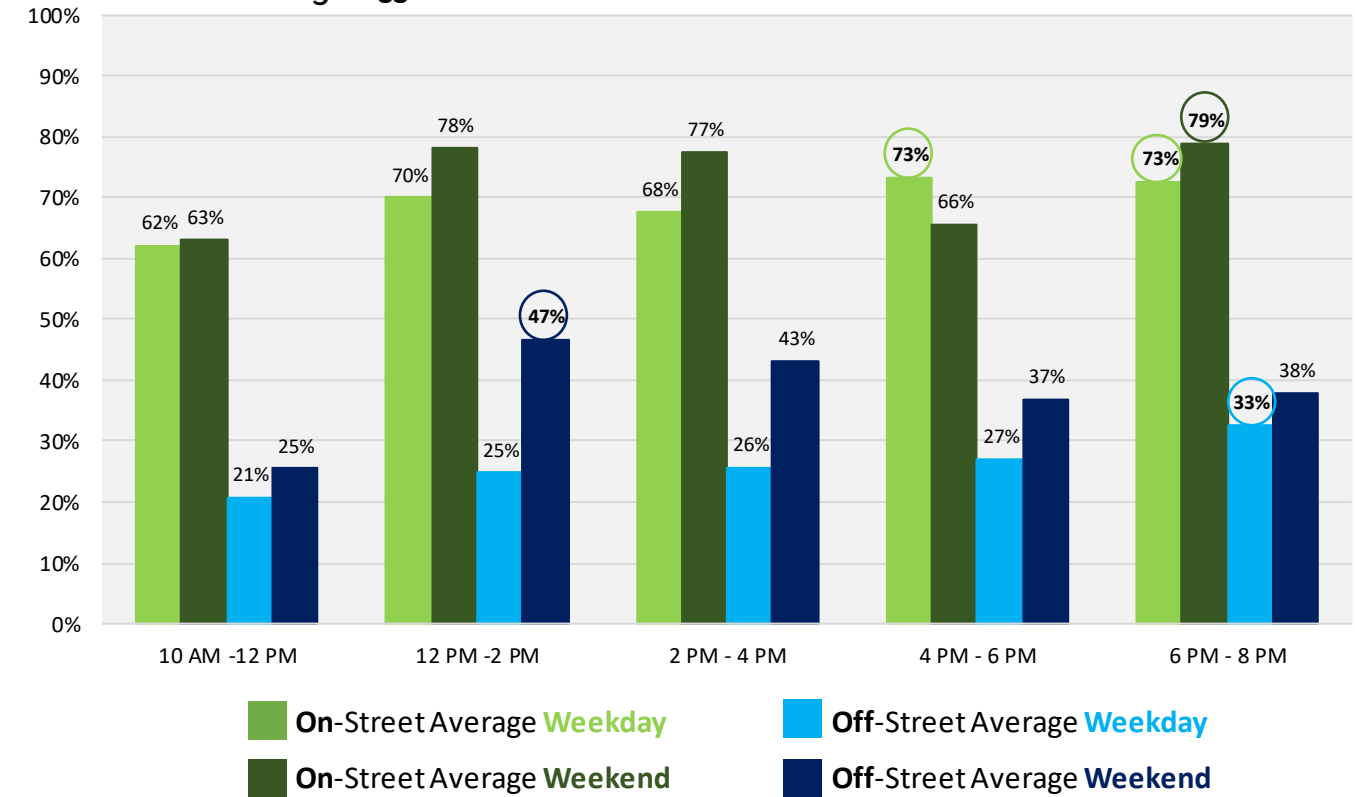
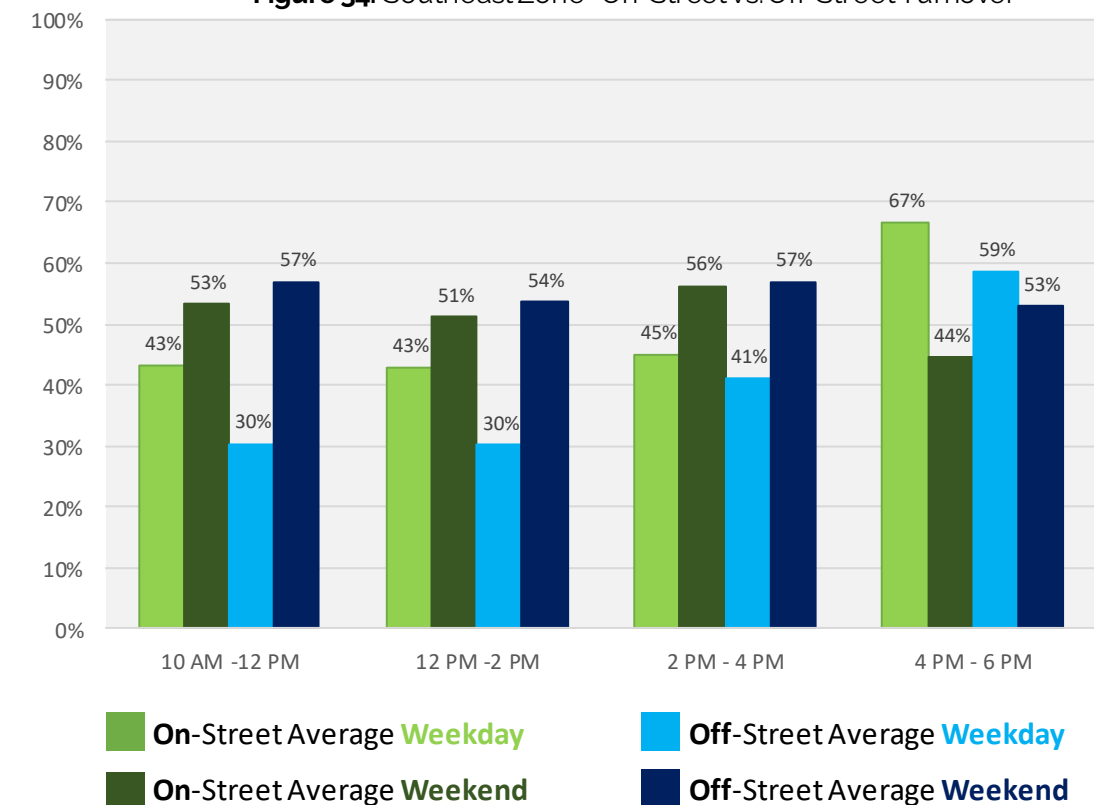


Figure 34. Southeast Zone- On-Street vs. Off-Street Turnover



04 MAIN STREET

As part of the Burlington Great Streets Project, Main Street will be transformed to optimize the allocation of roadway widths for all users. This is intended to be done by converting diagonal parking to parallel parking. This change allows for the introduction of wider sidewalks, appropriately sized tree belts to support tree health and stormwater management, and a protected bicycle lane. The Great Streets project will result in a streetscape appeal with activation spaces meant to enhance community. However, it also results in an overall reduction of 67 on-street parking spaces along the Main Street corridor within the study area.

Therefore, a critical component of this parking study is to understand the implications of the removal of on-street parking along Main Street and identify areas that can absorb the displaced parking

MAIN STREET UTILIZATION

- Parking utilization along Main Street averages 69% on weekdays and 81% on weekends.
- Utilization peaks at 81% from 12 PM -2 PM on weekdays as depicted in Figure 36. At peak there are 20 available spaces.
- On weekends, utilization peaks at 88% from 2 PM - 4 PM as depicted in Figure 37. At peak there are 15 available spaces.

Figure 35. Main Street On-Street Utilization

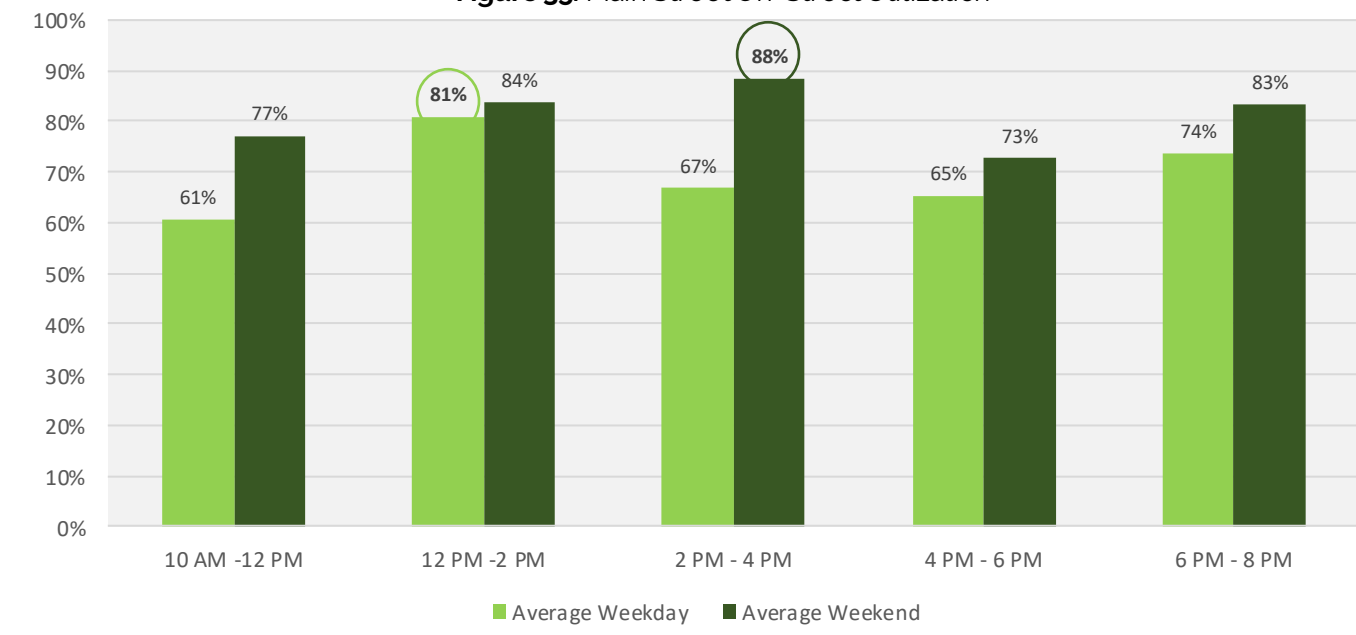


Figure 36. Main Street Peak Weekday Utilization 12 – 2 PM

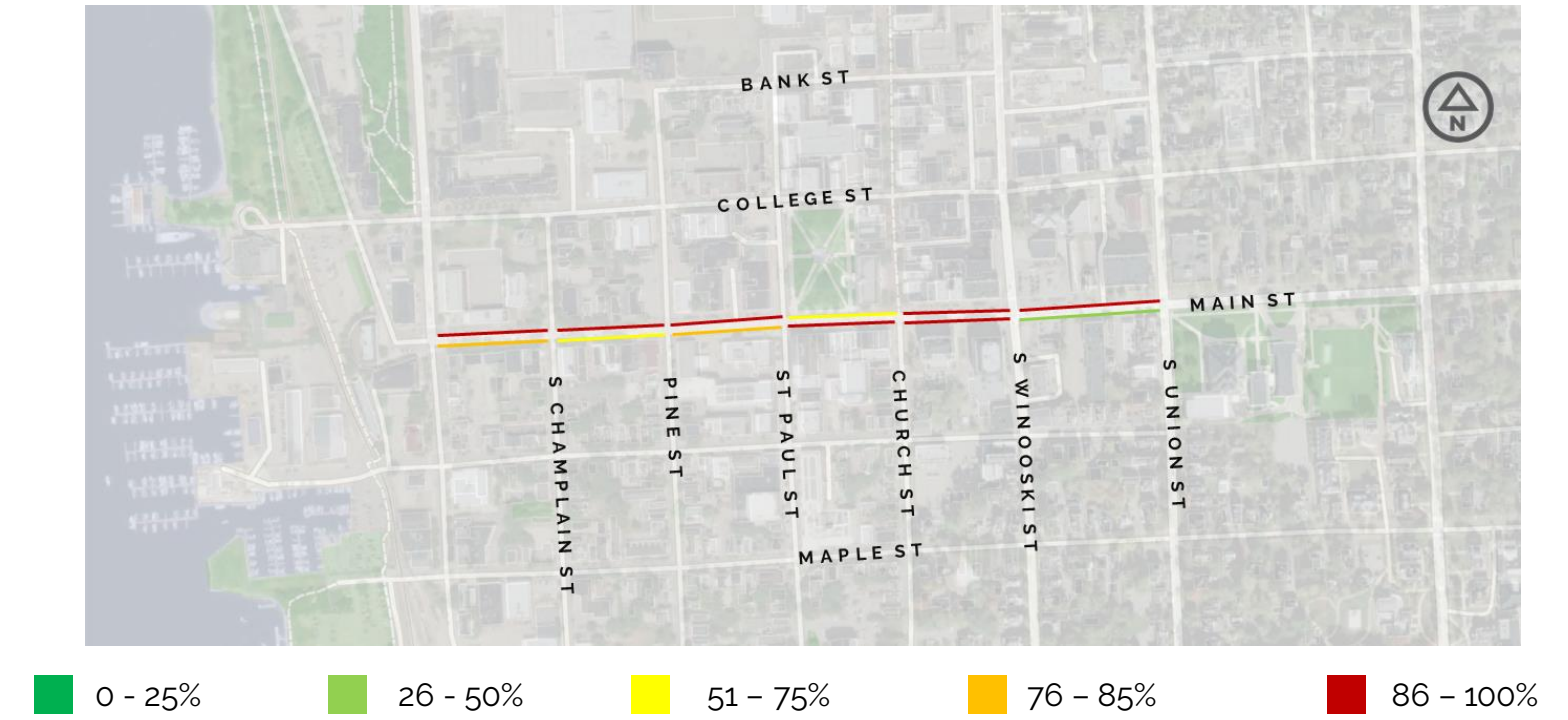
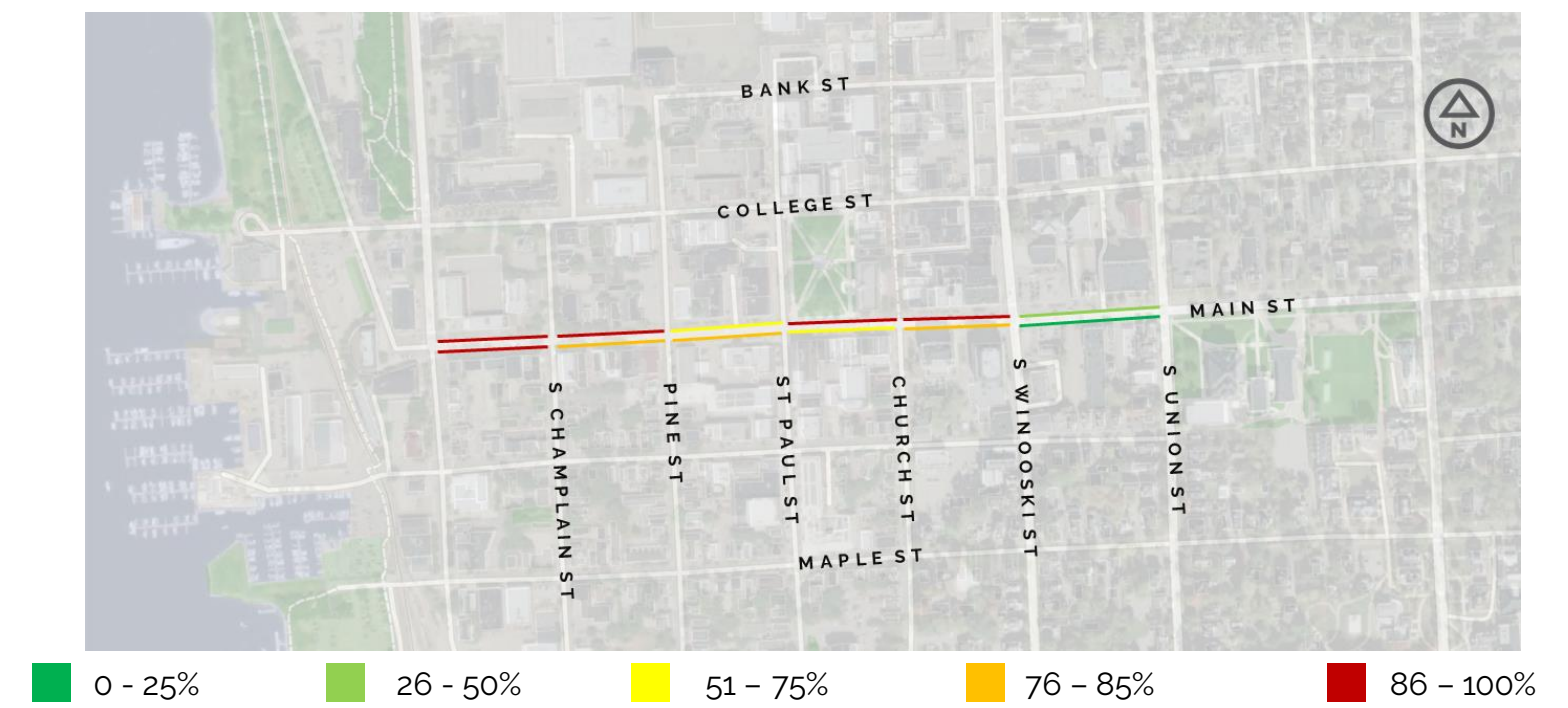


Figure 37. Main Street Peak Weekend Utilization 2 – 4 PM



MAIN STREET TURNOVER

- Main Street sees an average turnover rate of 74% on weekdays and 74% on weekends. The lowest turnover occurs at from 2 PM - 4 PM during a typical weekday (67%) and on the weekend from 10 AM - 12 PM (68%). Highest turnover occurs from 4 PM - 6 PM on weekdays (82%) and 2 PM - 4PM on the weekend (80%). (Figure 38).
- During a typical weekday, about half of the vehicles parked along Main Street are parked for less than 2 hours while the remaining 50% are typically parked for 2-4 hours.
- During a typical weekend day, about 25% of vehicles parked along Main Street are parked for less than 2 hours while the remaining 75% are typically parked for 2-4 hours.
- Therefore, it is generally easier to find a parking spot along Main Street during the week when utilization is typically lower and turnover is higher. On the weekend, since utilization is higher but turnover is lower, patrons are likely to circulate to find a spot as it may not be readily available.

Figure 38. Main Street On-Street Turnover

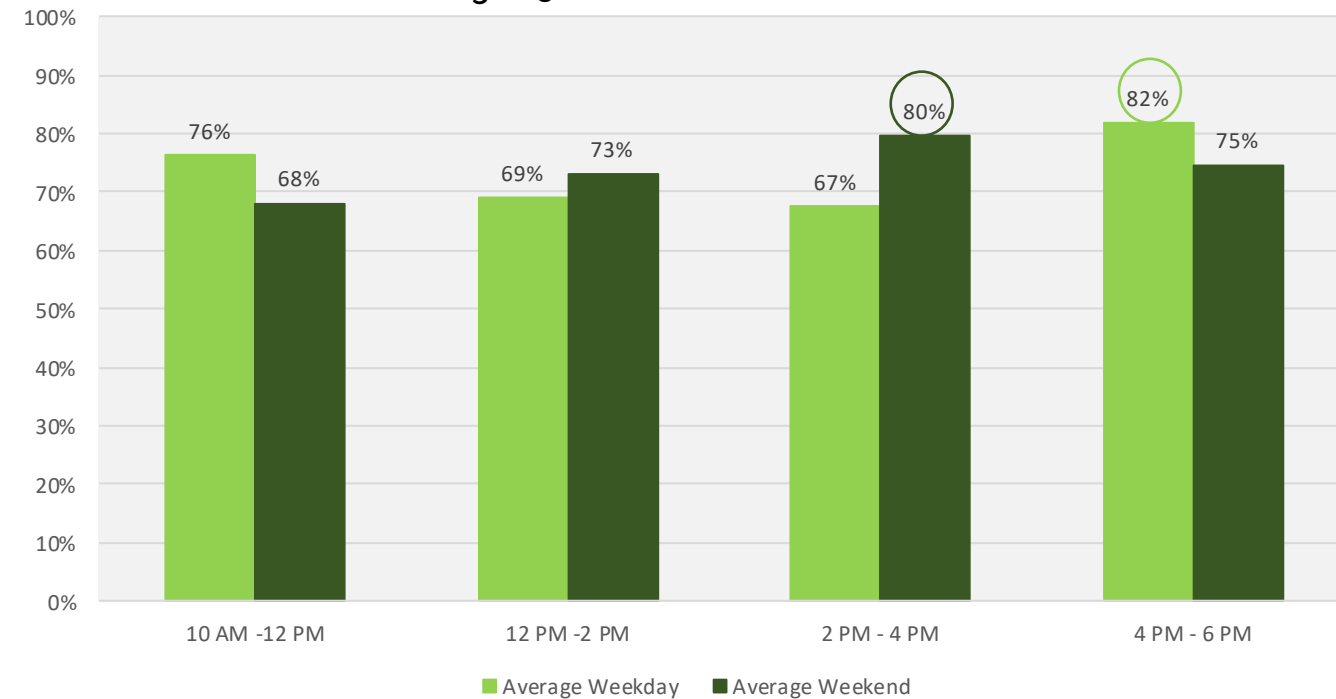


Figure 39. Main Street Average Weekday Utilization

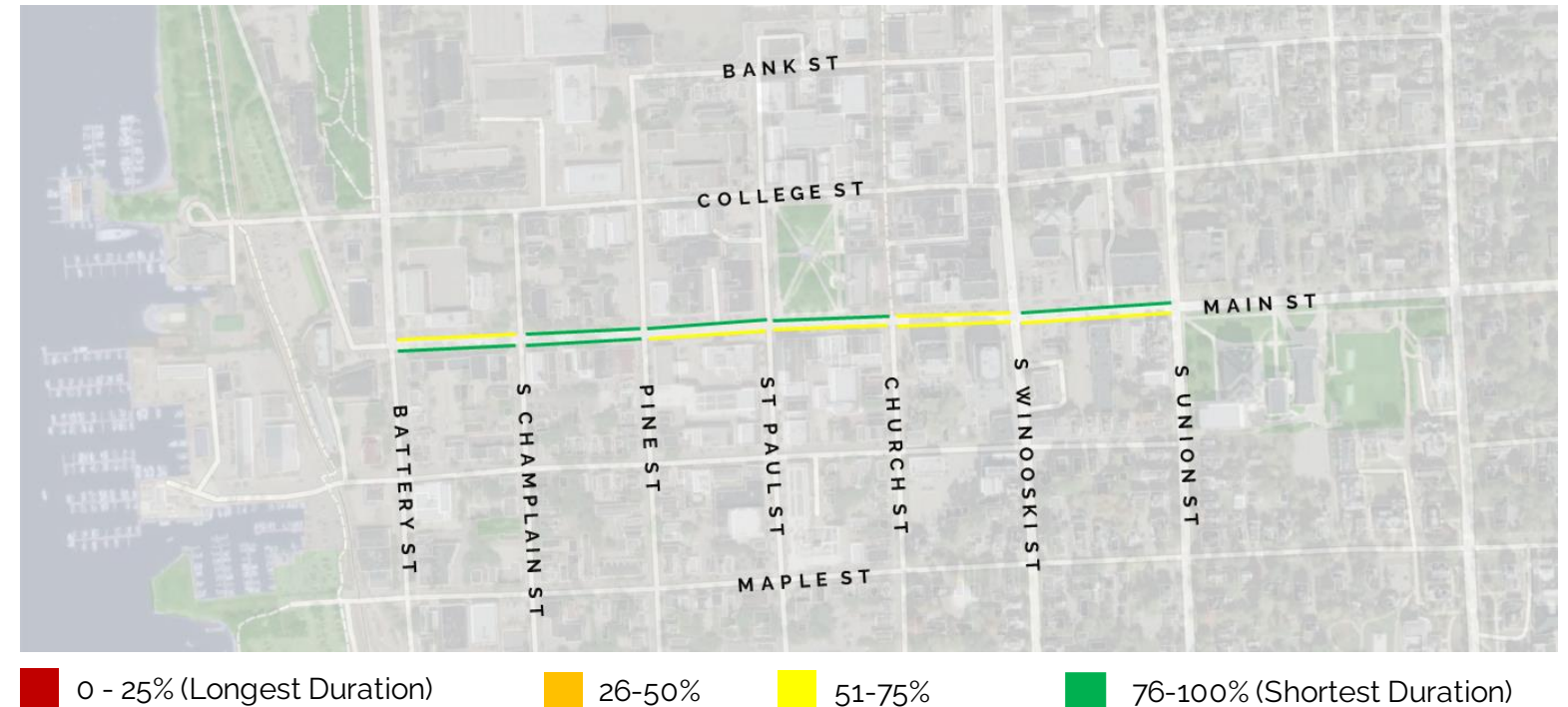
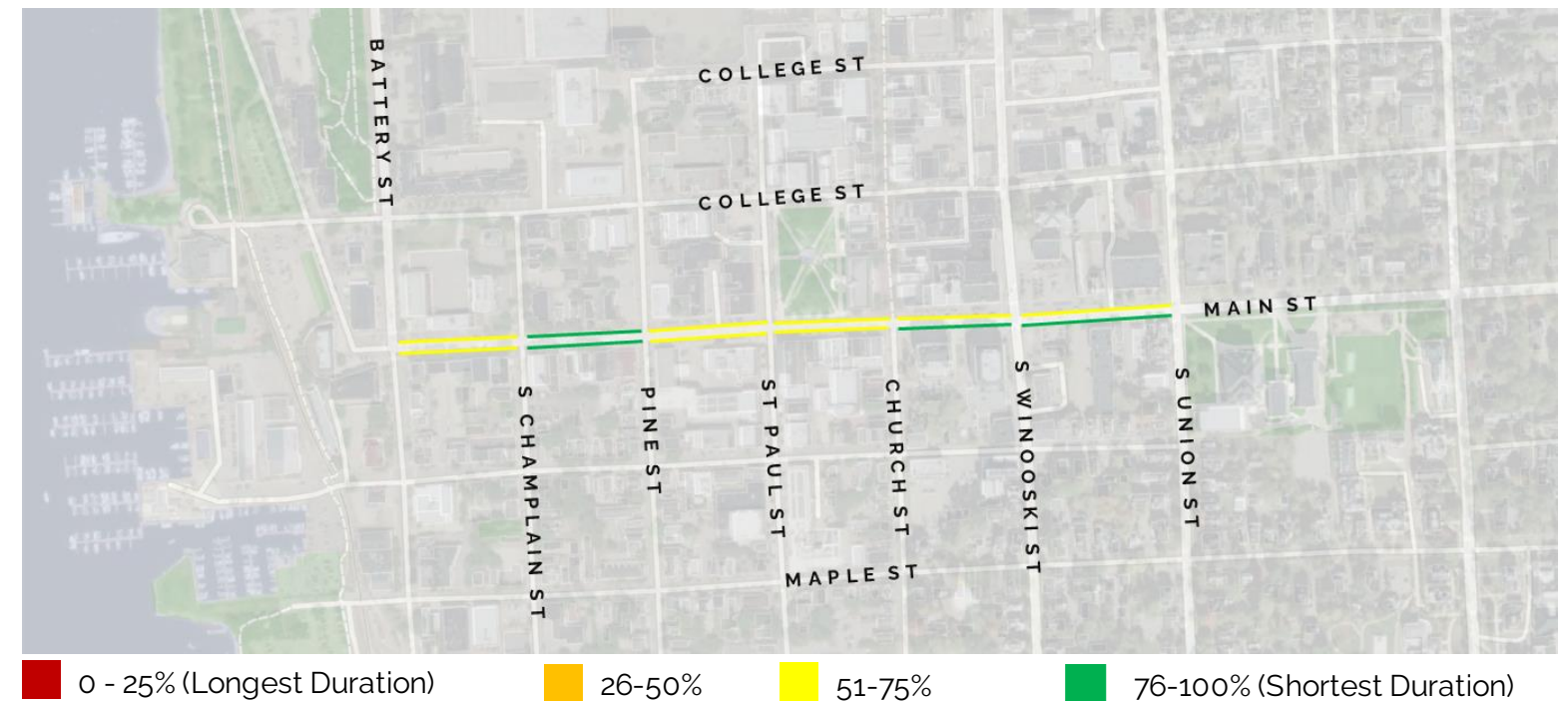


Figure 40. Main Street Average Weekend Utilization



05 CURRENT PARKING EXPERIENCE

The parking experience is determined by a motorist's decision about where to park, how to park/pay, how they feel about it, and overall comfort. In addition to parking availability, information regarding where and how to park is critical. It is also important to note that every parking experience begins and ends with a walk to/from a vehicle and therefore, the multimodal network is crucial to a safe and effective parking strategy. Figure 41 depicts some of the existing conditions across the system. There are opportunities to improve the parking experience such as implementing and coordinating wayfinding and parking arrival signage among the public and private sectors, continuing to invest in the walkability of downtown to ensure safe and comfortable access to parking, and continuing to invest in the safety and security of off-street parking facilities.

INFORMATION CLARITY

There is inconsistent signage branding throughout the parking network and in some scenarios, there is a proliferation of signage which can be confusing and overwhelming for potential patrons. These experiences are most notably located at off-street lots offering public parking in a privately owned lot.

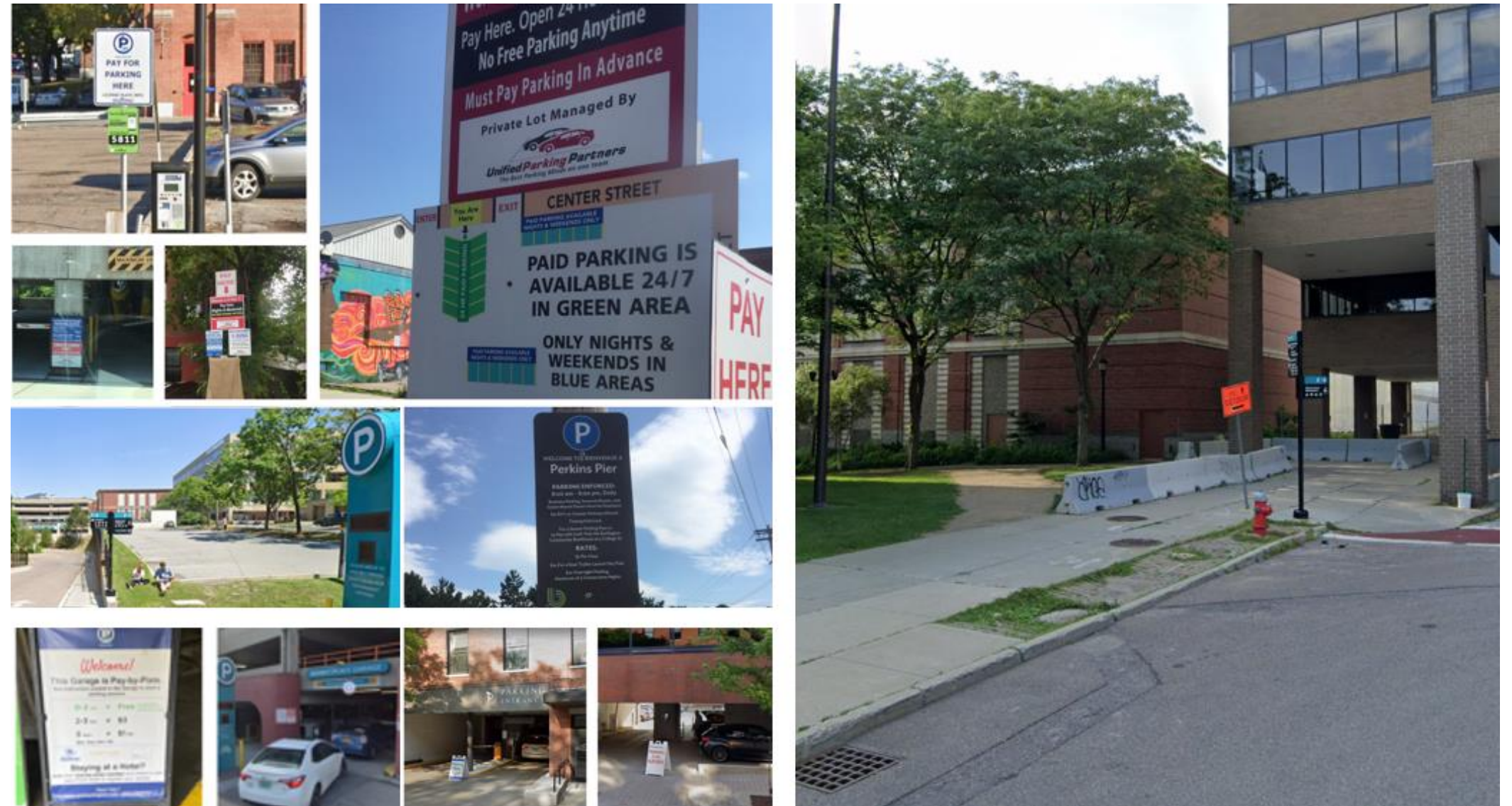
MULTIMODAL CONNECTIONS

Wide multi-lane streets, long crossing distances, accessibility issues, and lack of on-street activity, may contribute to both real and perceived safety issues for pedestrians and bicyclists. In the downtown core, sidewalks are largely complete, well-lit and provide a sense of security. However, as one moves toward the periphery of the network, the pedestrian realm begins to fray and there is a perception of lack of safety. Therefore, while parking may be more available along the periphery of the network, patrons may not feel comfortable or safe walking to and from those more remote parking facilities.

SAFETY AND SECURITY

Off-street parking facilities are underutilized and feel isolated, empty, and unsafe to many users.

Figure 41. Existing Parking Experience Conditions

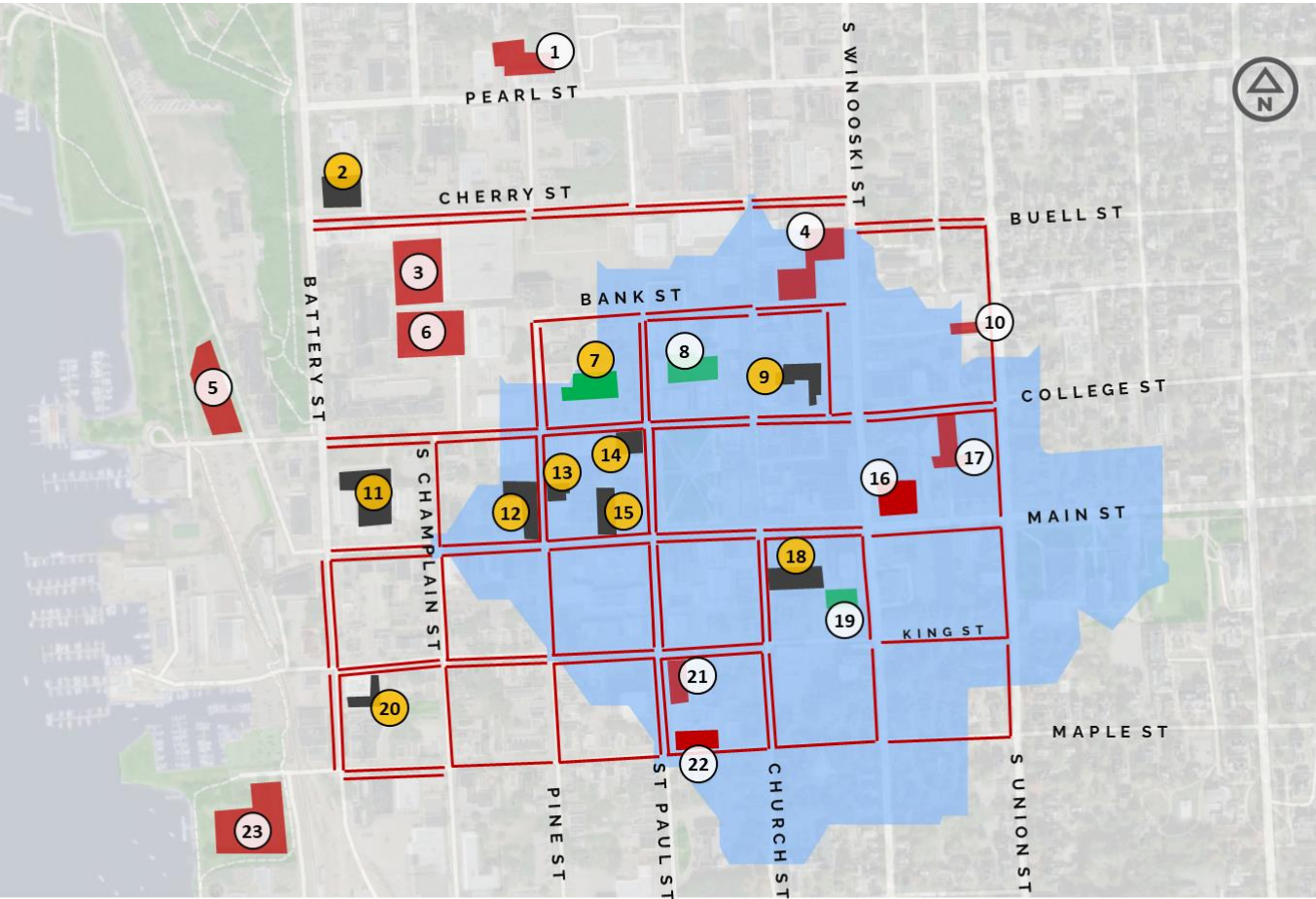


OWNERSHIP + PUBLIC AVAILABILITY

While the City of Burlington owns and manages a majority of the parking supply in Downtown Burlington, there is still 29% of the total parking supply and 38% of the off-street supply that is owned and managed by private owners. There is a share of these existing private facilities that do provide parking for the public, however it is poorly communicated and hours are generally inconsistent throughout the network- leaving drivers confused about their parking options. Property owners are generally hesitant to make their supply fully accessible to the public due to legitimate concerns such as liability, maintenance, loss of revenue, or impacts to tenants. Therefore, owners reserve most of their supply for specific tenants and then leave those spaces unused even when their tenants are not parking - resulting in low utilization.

Figure 42 in conjunction with Table 2 depict public parking availability across the network.

Figure 42. Existing ParkingOwnership + Public Parking Availability



OWNERSHIP

- Public Facility
- Private / Public Facility
- Private Facility

xx Indicates Facility not Available to Public at All Times

Table 2. Off-Street Public Parking Availability

ID	Name	Public Access	Owned By
1	Pearl St. Lot	24/7 – Enforced 9am– 6 pm	City of Burlington
2	2 Cherry St. Lot	Mon-Sat, 24 hrs; No public parking on Sunday	Unified Parking Partners
3	Downtown Garage	24/7, 365	City of Burlington
4	Marketplace Garage	24/7, 365	City of Burlington
5	Pease Lot	24/7, 365; Enforced Mon-Sat, 8am - 8pm; Sun, 8am - 6pm	City of Burlington
6	College Street Garage	24/7, 365	City of Burlington
7	Park Plaza /ICF Lot	Mon-Fri after 5pm; Sat, after 7am; Sun, All day	Privately Owned
8	Corporate Plaza Garage	24/7, 365	Privately Owned
9	2 Center Street Lot	Mon-Fri, 12 public spaces, 5pm - 2am; all spaces on Sat-Sun, all day	Unified Parking Partners
10	City Market Back-Lot	24/7, 365; Enforced 9 am – 6 pm, Max Parking Time 3 hrs	City of Burlington
11	Gateway Center Garage	7am – 12 am, Top Deck Only (90 spots)	Privately Owned
12	Pine Street Lot 31	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
13	Pine Street Lot 32	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
14	College Street Lot 33	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
15	Main Street Lot 34	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
16	Main Street Lot 36	24/7, 365; Enforced Mon-Sat, 9 am – 9 pm, Max Parking Time – 12 hrs	City of Burlington
17	Fletcher Free Library Lot	24/7, 365; Enforced Mon-Sat, 9 am – 6 pm, Max Parking Time - 3 hrs (Blue Meters), 9 hrs (Brown Meters)	City of Burlington
18	Church Street Lot 48	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
19	Courthouse Plaza Garage	85 public spaces 24/7	Unified Parking Partners
20	Battery/King Lot 55	Mon-Fri, 5pm - 2am; Sat-Sun, all day	Unified Parking Partners
21	King Street Lot 61	24/7, 365; Enforced Mon-Sat, 9 am – 9 pm, Max Parking Time – 48 hrs	City of Burlington
22	Maple Street Lot 62	24/7, 365; Enforced Mon-Sat, 9 am – 9 pm, Max Parking Time – 48 hrs	City of Burlington
23	Perkins Pier Lot	6am - 11 pm	City of Burlington

PARKING PAY RATES

Pay rates are generally more expensive at privately owned lots that allow public parking which leads to a lower demand and thus a lower utilization at these facilities. On the other hand, public facilities offer more affordable parking options which leads to a greater demand - especially for on-street facilities. Therefore, parking demand is highest for the fewest available spaces. It should be noted, however, that several off-street public facilities offer free parking for up to two hours. However, lots like the College Street Garage and Downtown Garage don't see the utilization that these prices would likely drive in comparison to the Marketplace Garage. This is likely due to these garage's locations in addition to the multimodal network linking these garages to highly desired destinations.

Figure 43 in conjunction with Table 3 highlights parking pay rates across the network. As depicted, on-street parking facilities are most expensive within the 5-minute downtown core area and become more and more affordable towards the periphery of the network (further from highly desired destinations). Therefore, there is a slight incentive to park further from the downtown core (approximately \$1 per hour difference). On-street parking rates remain static throughout the day, even during the busiest times.

Private off-street facilities average around \$4 an hour compared to much lower prices at \$1 - \$1.50 an hour at public facilities. Therefore, demand is much higher at public off-street facilities than private off-street facilities. This results in a direct incentive for drivers to circle for on-street spaces.

Figure 43. Existing Parking Rates

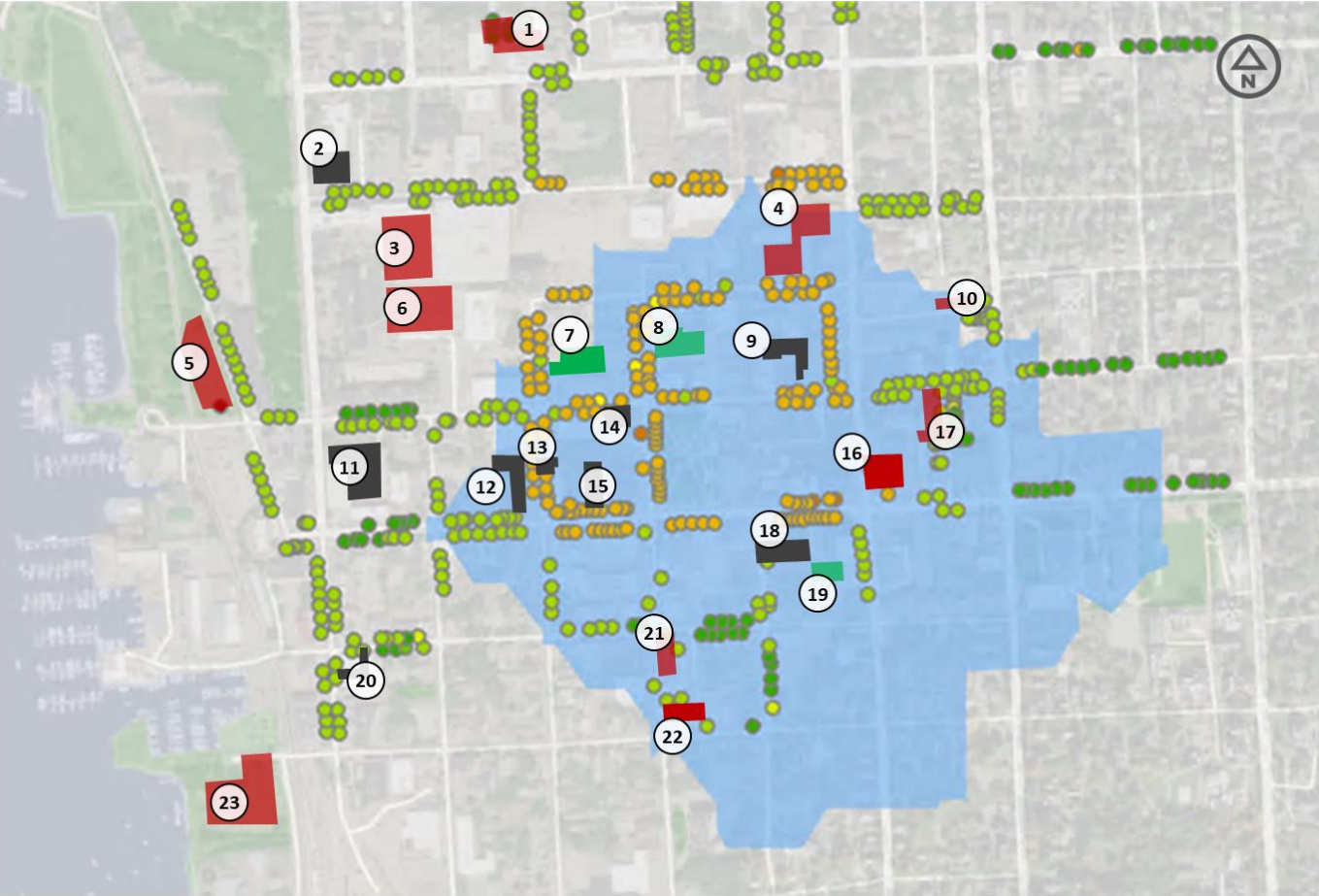


Table 3. Off-Street Parking Rates

ID	Name	Rate	Owned By
1	Pearl St. Lot	\$0.40/hr and \$1/hr	City of Burlington
2	2 Cherry St. Lot	\$4/hr	Unified Parking Partners
3	Downtown Garage	0-2 hrs: Free; 2-3 hrs: \$3; 3+hrs: \$1/hr; Daily Max: \$8; Free on Sundays/ Holidays	City of Burlington
4	Marketplace Garage	0-2 hrs: \$1-\$2; 2-4 hrs: \$3-\$6; 4-7hrs: \$7-\$9; Daily Max: \$10; Free on Sundays/ Holidays	City of Burlington
5	Pease Lot	\$3/hr in summer, \$2/hr in winter	City of Burlington
6	College Street Garage	0-2 hrs: Free; 2-3 hrs: \$3; 3+hrs: \$1/hr; Daily Max: \$8; Free on Sundays/ Holidays	City of Burlington
7	Park Plaza /ICF Lot	\$2 per 30 min, \$16 max per 24 hours, \$5 evening rate after 6pm	Privately Owned
8	Corporate Plaza Garage	\$2/30 min, \$16 daily max, \$5 flat rate after 6pm	Privately Owned
9	2 Center Street Lot	\$4/hr	Unified Parking Partners
10	City Market Back-Lot	\$1/hr (Blue Meters)	City of Burlington
11	Gateway Center Garage	\$5/day	Privately Owned
12	Pine Street Lot31	\$4/hr	Unified Parking Partners
13	Pine Street Lot 32	\$4/hr	Unified Parking Partners
14	College Street Lot 33	\$4/hr	Unified Parking Partners
15	Main Street Lot 34	\$4/hr	Unified Parking Partners
16	Main Street Lot 36	\$1.50 / hr	City of Burlington
17	Fletcher Free Library Lot	\$1/hr (Blue Meters) and \$0.40/hr (Brown Meters)	City of Burlington
18	Church Street Lot 48	\$4/ hr	Unified Parking Partners
19	Courthouse Plaza Garage	\$3/hr, \$18 daily max	Unified Parking Partners
20	Battery/King Lot 55	\$4/ hr	Unified Parking Partners
21	King Street Lot 61	\$1.50/hr	City of Burlington
22	Maple Street Lot 62	\$1.50/hr	City of Burlington
23	Perkins Pier Lot	\$6/day resident, \$8/day non-resident	City of Burlington

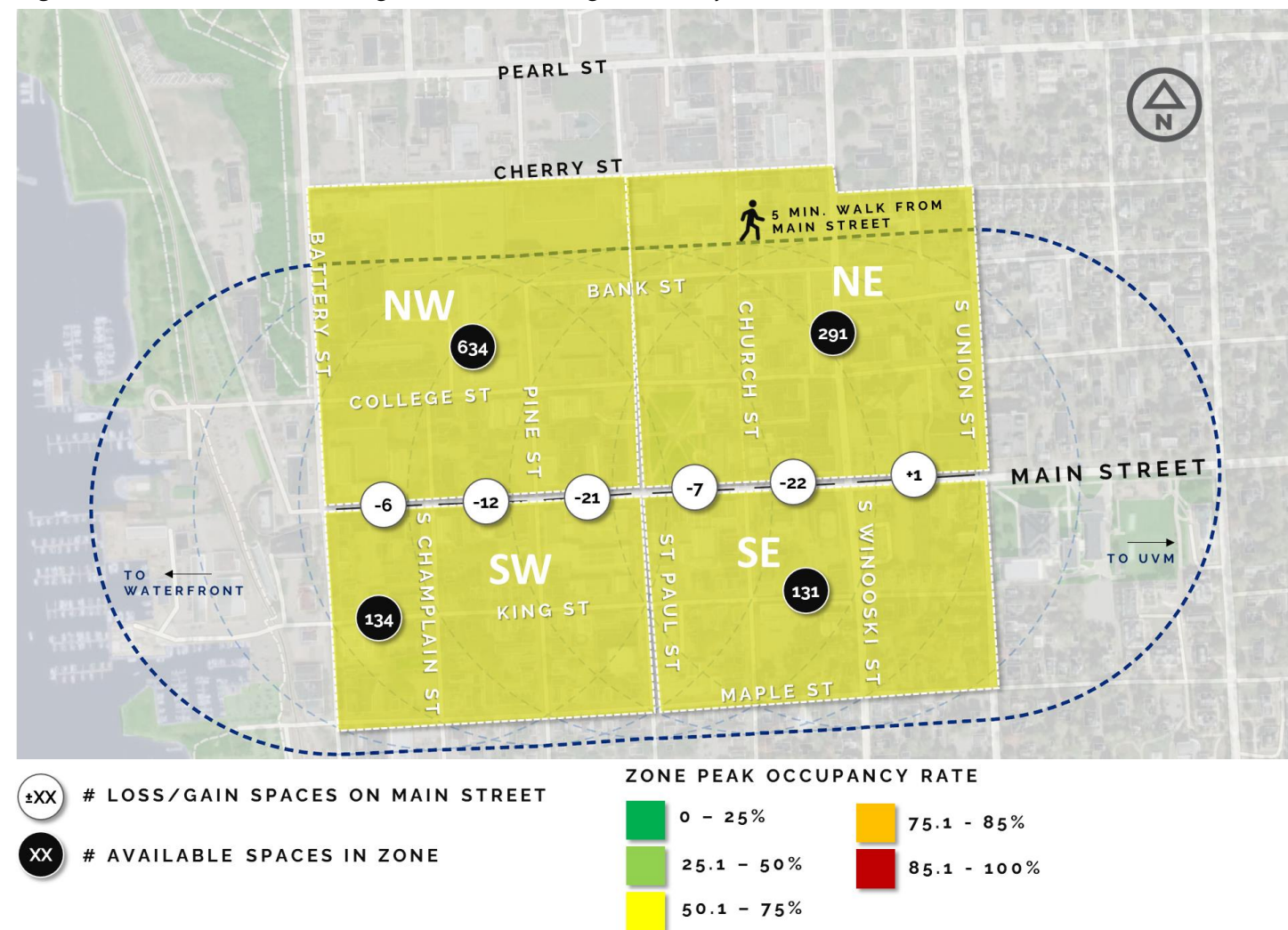
06 PARKING DEMAND ANALYSIS

As part of the Burlington Great Streets Project, Main Street will be transformed to balance all of the uses of the public right of way by optimizing the roadway. This is intended to be done by converting diagonal parking to parallel parking. This change allows for the introduction of wider sidewalks, appropriately sized tree belts to support tree health and stormwater management, and a protected bicycle lane. However, it also results in an overall reduction of 67 on-street parking spaces along the Main Street corridor within the study area. Therefore, a critical component of this parking study is to understand the implications of the removal of on-street parking and identify areas that can absorb the displaced parking.

PARKING SUPPLY 5 MINUTE SERVICE AREA - Average Weekday

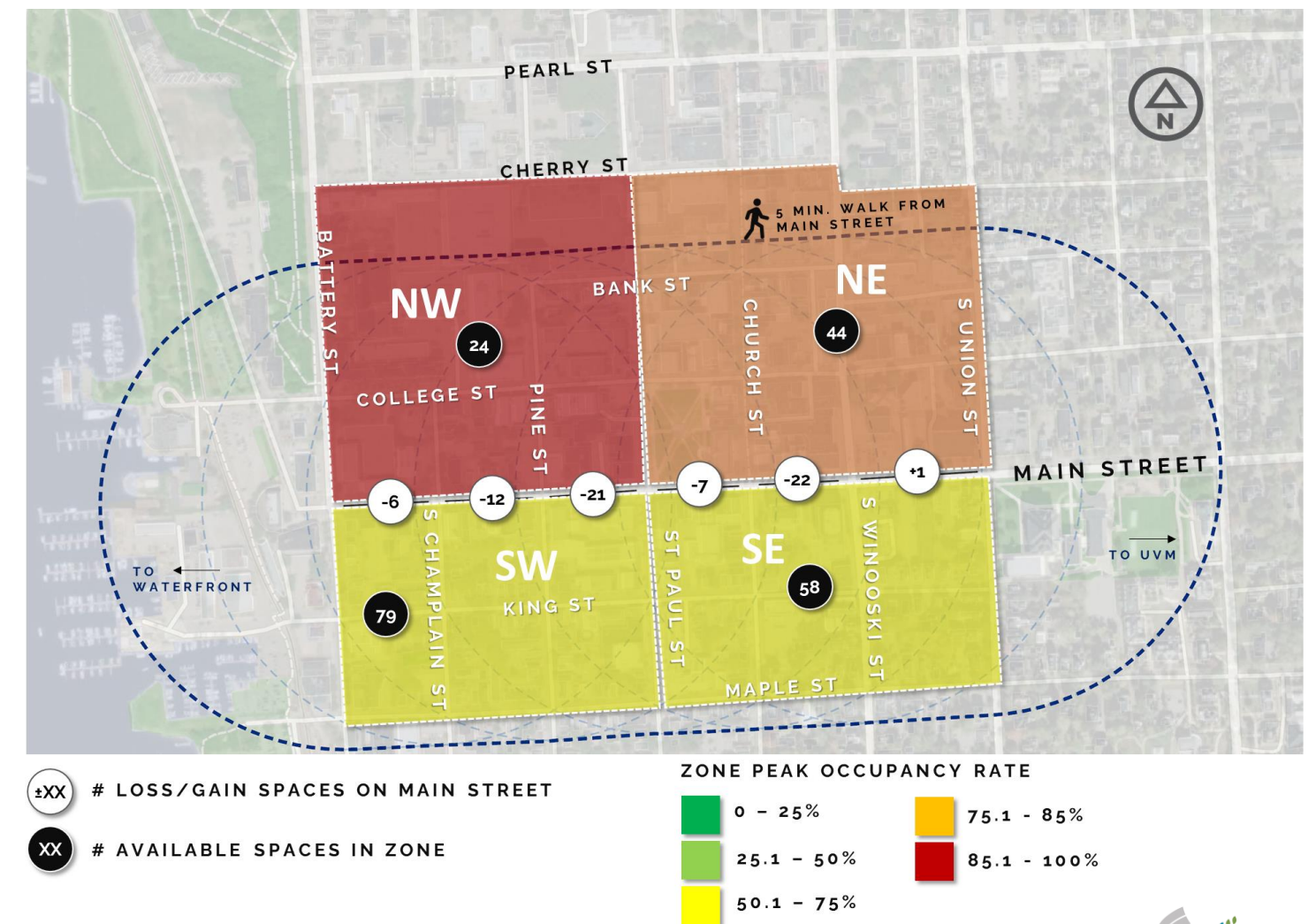
Considering an average weekday at each zone's peak period, there is a surplus of overall parking (on-street + off-street facilities) available in each zone to satisfy the demand resulting from the loss of the 67 spaces on Main Street. According to Figure 44, during the peak, the northwest zone has 634 vacant spots and the northeast, southwest, and southeast zones have 291, 134, and 131 vacant spaces, respectively. Collectively, that is 1,190 available spaces within a 5-minute walk from the Main Street corridor.

Figure 44. Total Adjacent Parking Available – Average Weekday Peak 12 – 2 PM



When filtered to on-street parking only, the northwest zone has 24 vacant spots and the northeast, southwest, and southeast zones have 44, 79, and 58 vacant spaces, respectively. Collectively, that is 205 available spaces within a 5-minute walk from the Main Street corridor during a typical weekday peak. (Figure 45)

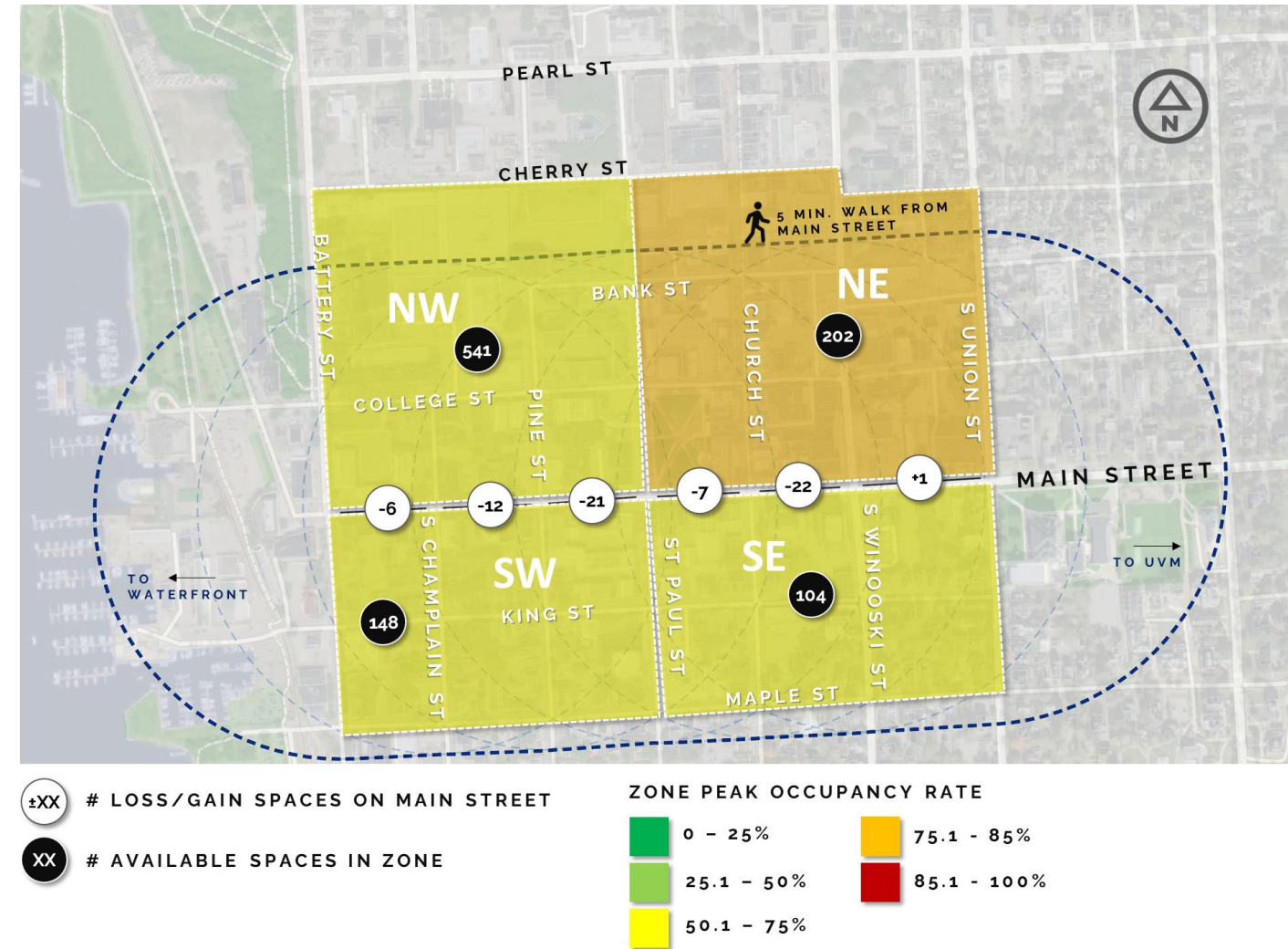
Figure 45. On-Street Adjacent Parking Available – Average Weekday Peak 12 – 2 PM



PARKING SUPPLY 5 MINUTE SERVICE AREA - Average Weekend

Considering an average weekend at each zone's peak period, there is a surplus of overall parking (on-street + off-street facilities) available in each zone to satisfy the demand resulting from the loss of the 67 spaces on Main Street. According to Figure 46, during the peak, the northwest zone has 641 vacant spots and the northeast, southwest, and southeast zones have 202, 148, and 104 vacant spaces, respectively. Collectively, that is 995 available spaces within a 5-minute walk from the Main Street corridor.

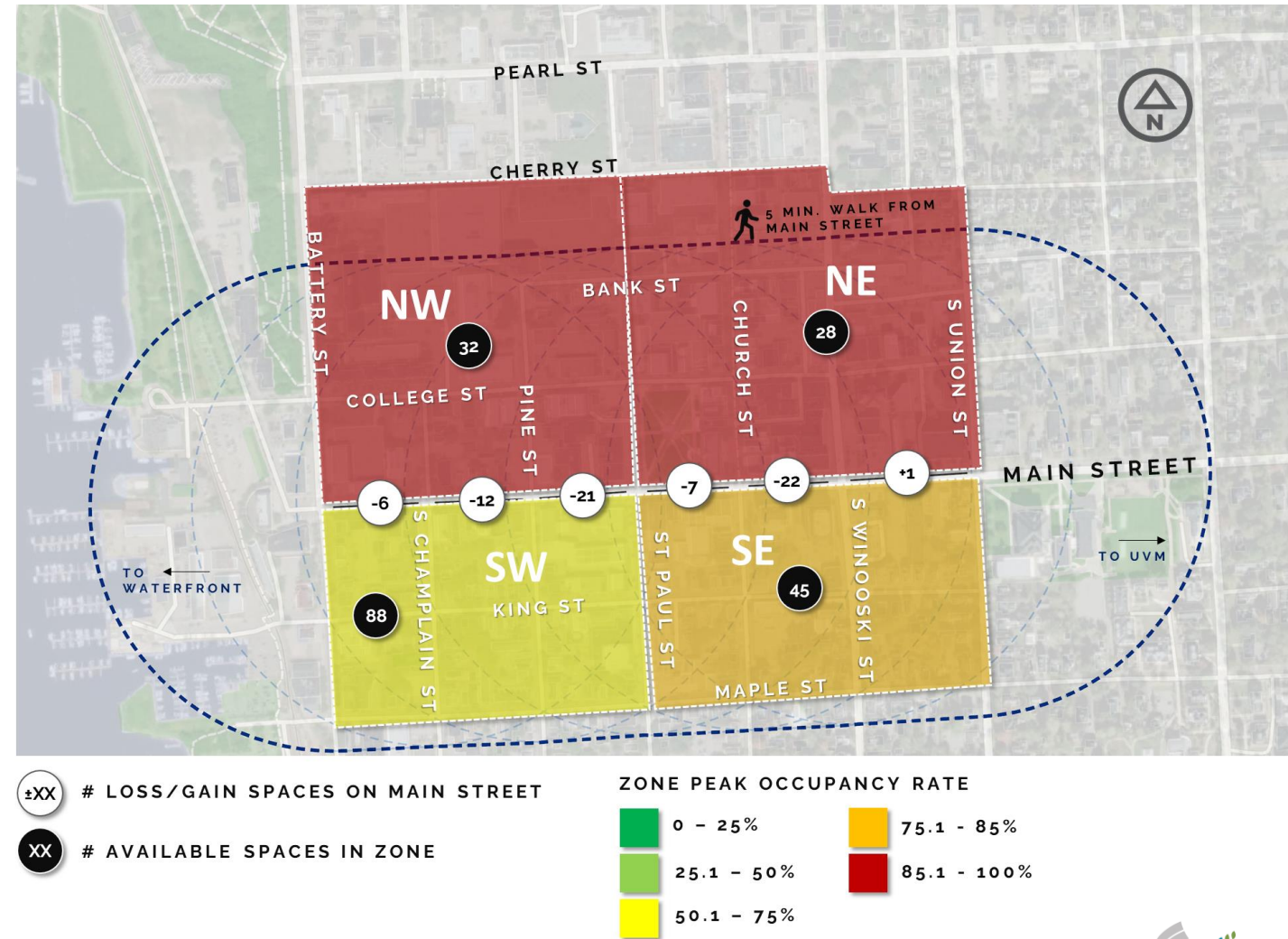
Figure 46. Total Adjacent Parking Available – Average Weekend Peak 6-8 PM



When filtered to on-street parking only, the northwest zone has 32 vacant spots and the northeast, southwest, and southeast zones have 28, 88, and 45 vacant spaces, respectively. Collectively, that is 193 available spaces within a 5-minute walk from the Main Street corridor during a typical weekend peak. (Figure 47)

Therefore, one can conclude that there is enough supply to satisfy the demand resulting from the loss of 67 spaces along Main Street. Generally, the southwest and southeast corridors are best equipped to handle on-street parking; however, for most visitors looking to dine and shop on Church Street, this results in a longer walk to their destination. It should be noted that off-street parking facilities throughout the study area are generally underutilized. Therefore, it is recommended that wayfinding strategies be improved and implemented to better inform parking availability.

Figure 47. On-Street Adjacent Parking Available – Average Weekend Peak 6-8 PM



PARKING SUPPLY CORE AREA

It is understood that more parking is available on the periphery on the study area due to its further location from the core downtown area. Therefore, the study team conducted a second analysis which focused on the "core" downtown area which was developed by applying a 5-minute walk service area around the intersection of Main Street at Church Street (depicted in blue).

Figure 48 depicts utilization during the peak weekday period 12-2 PM. During this time period, most private garage **do not** offer public parking. As depicted, during the peak period, there are 124 on-street parking spaces and 426 off-street parking spaces. This totals to 550 available parking spaces during the peak period within the "core" downtown area.

Figure 48. Parking Availability within Downtown "Core" 5 Minute Walk Servicearea of Church at Main – Average Weekday Peak 12- 2 PM

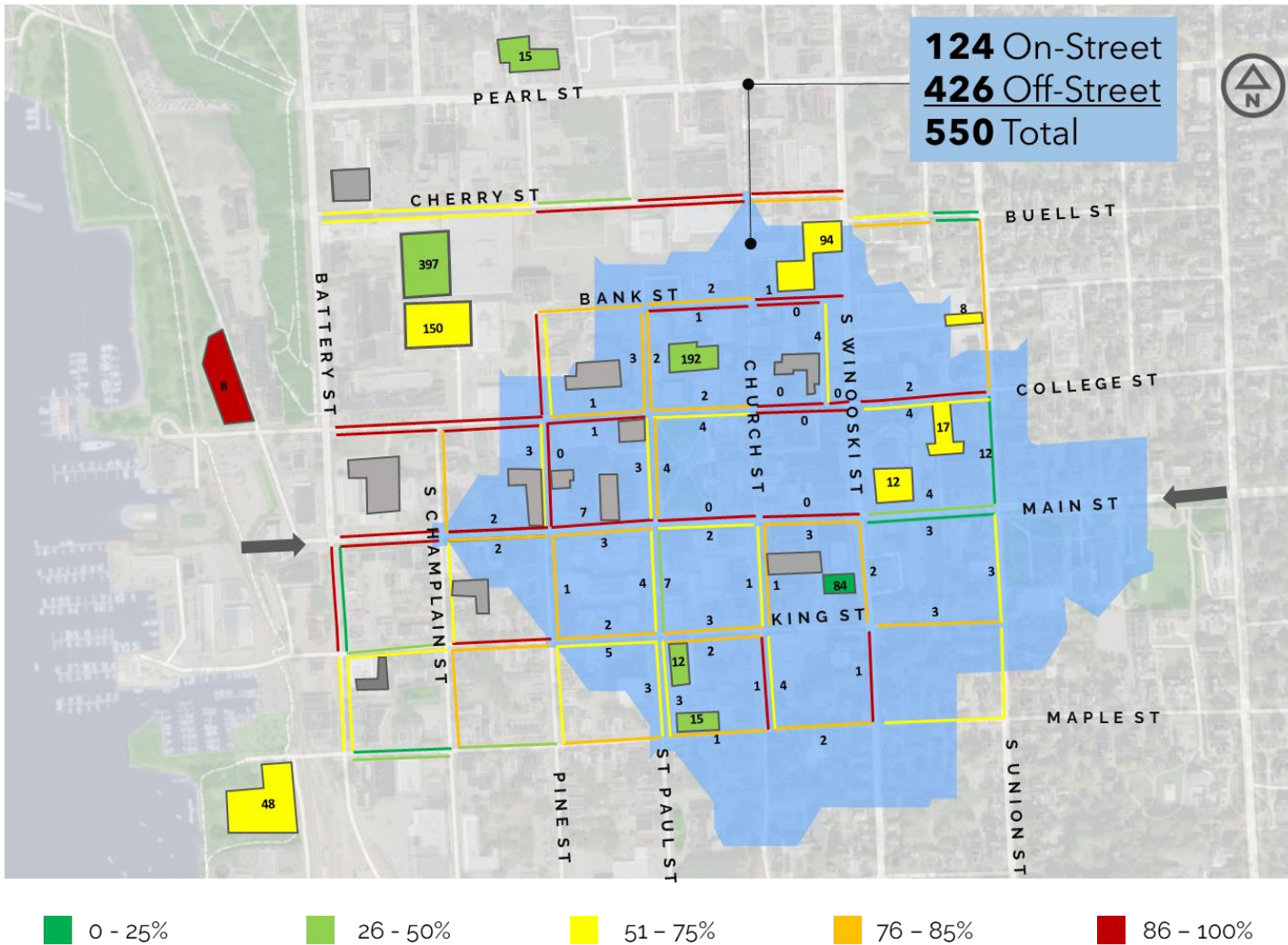
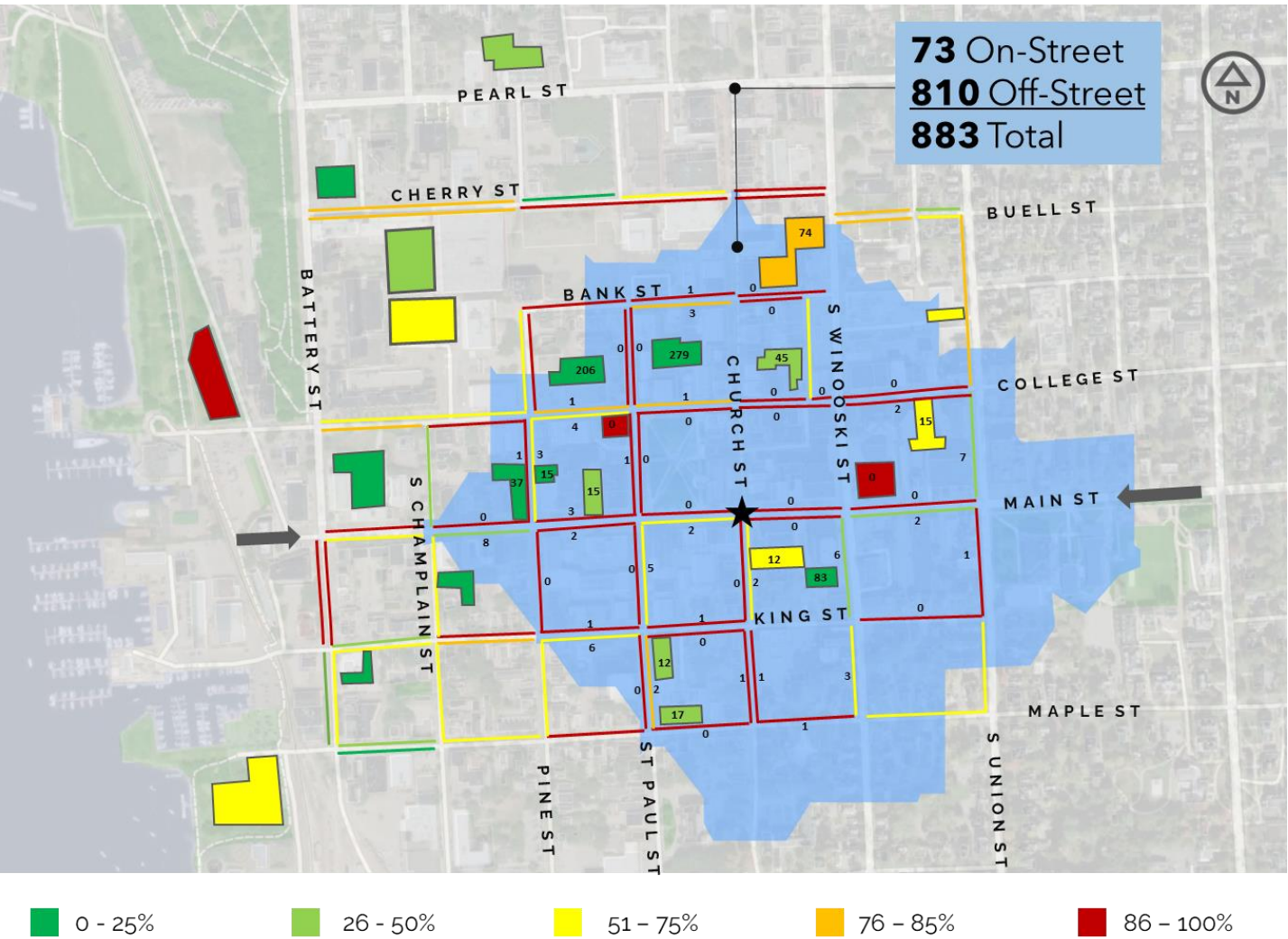


Figure 49 depicts utilization during the peak weekend period 6-8 PM. During this time period, most private garage offer public parking as well and therefore, these garages were added as available capacity. As depicted, during the peak period, there are 73 on-street parking spaces and 810 off-street parking spaces. This totals to 883 available parking spaces during the peak period.

With the removal of 67 on-street parking spaces along Main Street, there are barely enough surrounding on-street parking spaces available to absorb that loss within the downtown core area. However, there are plenty of off-street parking facilities that can easily accommodate the loss of parking on Main Street. Therefore, it is recommended that wayfinding strategies be improved and implemented to better inform parking availability.

Figure 49. Parking Availability within Downtown "Core" 5 Minute Walk Servicearea of Church at Main – Average Weekend Peak 6- 8 PM



COVID-19 IMPLICATIONS

As we continue to navigate living through the undulations of the pandemic, the City of Burlington has not seen parking demand swing back to pre-COVID-19 levels across the entire network. Therefore, the study team conducted an ancillary review of previous data sets to determine appropriate adjustments to account for COVID-19 aftereffects.

ON-STREET FACILITIES

2015 Desman Study Comparisons

Table 4 provides a high-level comparison of the 2015 Desman study data to the 2022 study data. As Table 4 suggests, 2022 on-street parking utilization rates are relatively on par with those back in 2015 with minor fluctuations (-3 to +2 %). Weekday on-street utilization is slightly below in the current condition than the data presented in the 2015 study. This may be attributable to the aftereffects of COVID-19, a shift in travel mode demographics, and climate change initiatives.

Smart Meter + Park Mobile Revenue Comparisons (2019 vs. 2022)

As previously mentioned, the City of Burlington’s parking revenue is down 30% across the entire Burlington parking network. However, when we filter down to the downtown core area, we see that parking has actually fully recovered in the on-street parking environment within this area. The study team obtained Smart Meter data (focused on Bank Street, Center Street, Cherry Street, College Street, Main Street, Pine Street and St. Paul Street (all of which are within the study area)) for July 2019 and July 2022. The smart meter locations include coin and credit card transactions at the meters. As Table 5 presents, in total, there was a 21% and 31% reduction in smart meter revenue on average weekdays and average weekends, respectively, post COVID.

ParkMobile, on the other hand, the app that allows one to pay via their mobile device, has experienced a significant increase in use post-COVID with revenue increasing upwards of 95% during the average weekday and 69% during the average weekend within Zone 5803 (highlighted in Figure 50).

As highlighted in Table 5, collective revenue from smart meters and Park Mobile within the downtown area has experienced an 18% uptick during the average weekday and weekday peak (6 – 8 PM). Revenue during the average weekend and peak weekend period (6-8PM) has decreased 1% and increased 3%, respectively.

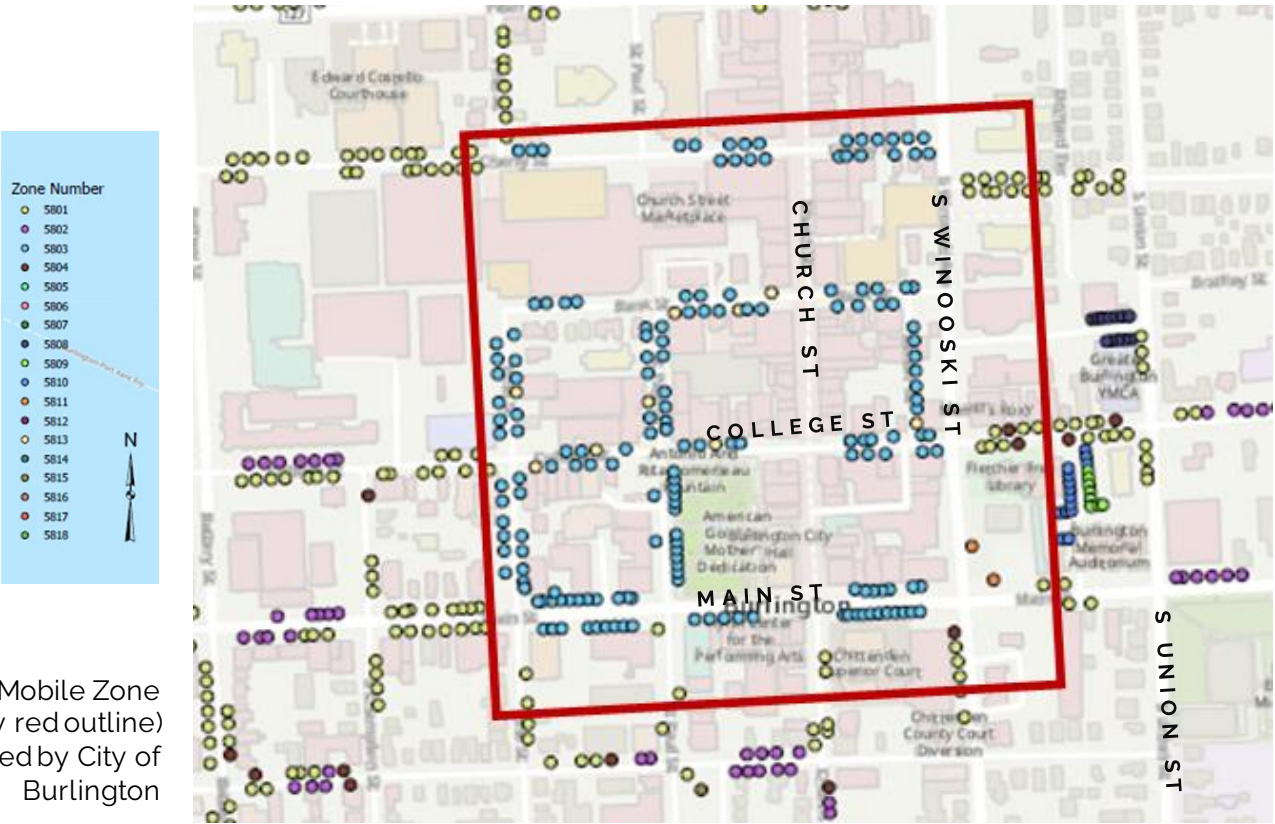
Table 4. 2015 vs 2022 Data – On-Street Facilities Utilization - (Desman Study, 2015)

Area/ Time Frame	2015 Study	2022 Study	% Difference
Weekday Average	73%	72%	-1%
Weekday Peak (6- 8 PM)	81% (7 PM)	78% (6 – 8 PM)	-3%
Weekend Average	80%	77%	-3%
Weekend Peak (6-8 PM)	80% (7 PM)	82% (2 – 4 PM & 6 – 8 PM)	+2%

Table 5. Smart Meter + Park Mobile Revenue Data (Zone 5803) - (Data Provided by City of Burlington)

Area/ Time Frame	2019 Revenue (\$)			2022 Revenue (\$)			% Difference		
	Smart Meters	Park Mobile	Total	Smart Meters	Park Mobile	Total	Smart Meters	Park Mobile	Total
Weekday Average	2526	1285	3811	1991	2511	4502	-21%	95%	18%
Weekday Peak (6-8 PM)	451	184	635	375	375	750	-17%	104%	18%
Weekend Average	3082	1332	4414	2141	2246	4387	-31%	69%	-1%
Weekend Peak (6-8 PM)	375	154	529	266	278	544	-29%	81%	3%

Figure 50. Park Mobile Zone 5803 (depicted by red outline) – Map Provided by City of Burlington



COVID-19 IMPLICATIONS

OFF-STREET FACILITIES

2015 Desman Study Comparisons

Table 6 provides a high-level comparison of the 2015 Desman study data to the 2022 study data. As Table 6 suggests, off-street utilization rates, are drastically lower (upwards of a 49% decline on the average weekday and a 33% decline on the average weekend). Off-street utilization (specifically weekday) is much lower in the current condition than previously in 2015. This is likely due to the aftereffects of COVID-19 as many Burlington employees have yet to “return to office”.

City of Burlington Off-Street Revenue Comparison

The Burlington Department of Public Works presented on the status of the parking network at the BTV Stat meeting in November 2022. At this meeting, off-street revenue trends were presented (Figure 51). As Figure 51 suggests, total off street revenue was around \$230,000 in July 2019 as compared to approximately \$180,000 in July 2022. This accounts for an approximate 21% reduction in revenue across off-street facilities which is consistent with the 2015 Desman study data.

ADJUSTMENT CONCLUSIONS

While the City has not seen parking revenue recover to pre-pandemic levels network wide, there is question as to whether the demand will ever fully recover. COVID-19 changed the way we live, we work, and we travel. With many employers continuing to offer flexible work arrangements (work-from-home) it is unlikely that the demand, particularly in the off-street facilities will ever fully recover.

In addition to COVID-19 implications, there are many technological and generational shifts occurring that may limit a full parking recovery. A large factor is climate change and a generational mode shift leaning towards multimodal options- thus limiting the use of automobiles. The City of Burlington has been very proactive in recent years to upgrade multimodal facilities and accommodations to encourage walking and biking rather than driving. Some of these initiatives include the South End Multimobility Study, Great Streets, Battery Street, TDM Updates, Amtrak Improvements, and numerous lighting and sidewalk improvement projects throughout the City.

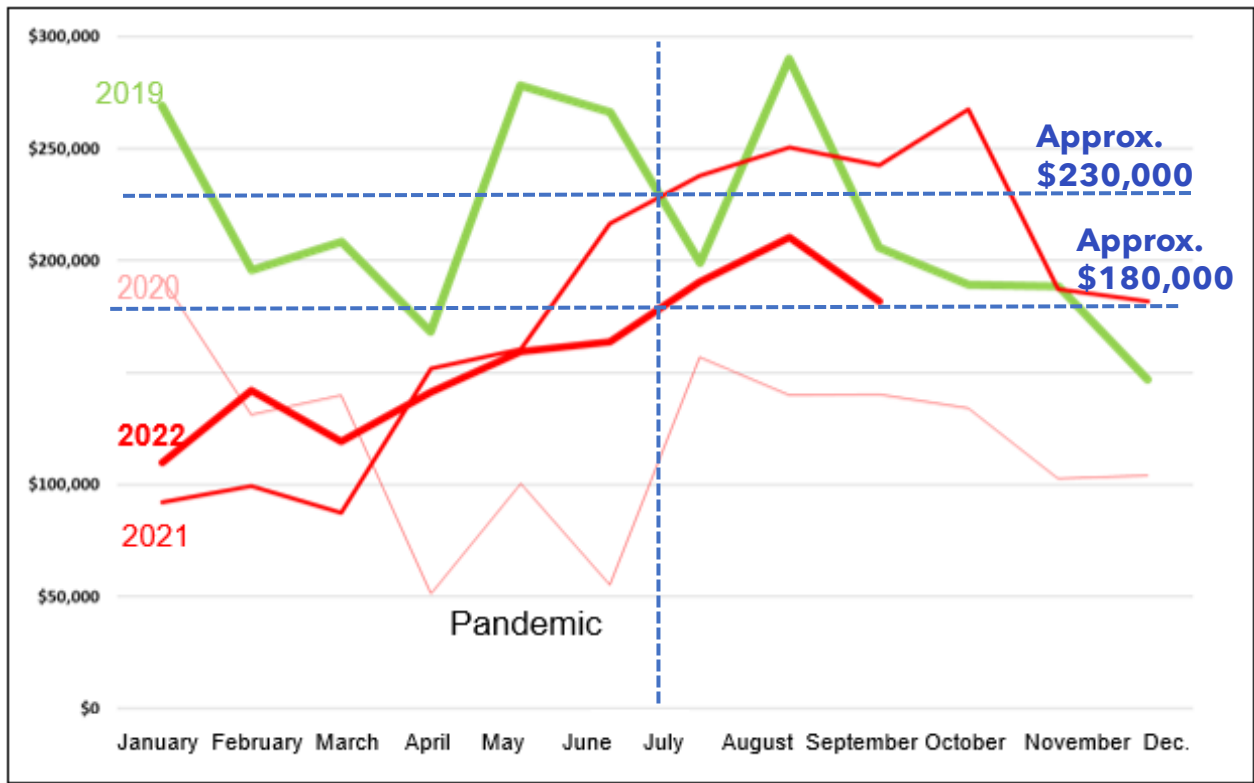
Autonomous vehicles will also play a role in the parking sphere. With improvements in technology, there will no longer be a need to circulate to find parking and likely there will not be a high demand for parking in downtown areas.

Ultimately, to account for COVID-19 aftereffects, a conservative 40% upwards adjustment was applied for off-street utilization in the peak period to reflect pre-pandemic conditions and assume a fully recovered system. Conversely, on-street facilities were not adjusted to reflect current revenue trends. These adjustment factors should be used to prepare for future development. The City of Burlington should continue to evaluate parking facility features like lighting, technology, and security to ensure the parking program stays efficient, safe, and reliable in a post-COVID world.

Table 6. 2015 vs 2022 Data – Off-Street Facilities Utilization – (Desman Study, 2015)

Area/ Time Frame		2015 Study	2022 Study	Difference
Weekday Off-Street	Average	57%	29%	-49%
	Peak	70% (1 PM)	51% (12 – 2 PM)	-27%
Weekend Off-Street	Average	54%	36%	-33%
	Peak	60% (2 pm)	45% (6 – 8 PM)	-25%

Figure 51. City of Burlington Off-Street Revenue Data



PARKING SUPPLY CORE AREA OFF STREET FACILITIES ADJUSTED 40%

To provide a conservative scenario that assumes a full recovery post COVID, a 40% adjustment factor was applied to all off-street parking facilities during the study area's peak periods.

Figure 54 depicts utilization during the peak weekday period 12-2 PM. During this time period, most private garages **do not** offer public parking. As depicted, during the peak weekday period, there are 124 on-street parking spaces and 122 off-street parking spaces. This totals to 246 available parking spaces during the weekday peak period within the "core" downtown area -- still enough to accommodate the loss of parking on Main Street, however many of those spaces are in higher rates garages. Therefore, future wayfinding implementation may be best focused on off-street facilities such as the College Street Garage and Downtown Garages that have available parking at a fraction of the price and is just outside the downtown core. These off-street facilities provide greater supply than those off-street facilities at the gateway blocks (collecting vehicles traveling from I-89 and the universities) with high utilization. Since utilization is high at off-street facilities at the gateway blocks, the City may want to investigate the possibility of providing an additional off-street facility to increase supply in this high demand area.

Figure 52. Parking Availability within Downtown "Core" 5 Minute Walk Service area of Church at Main – Average Weekday Peak 12-2 PM – Off-Street Adjusted 40% Upwards

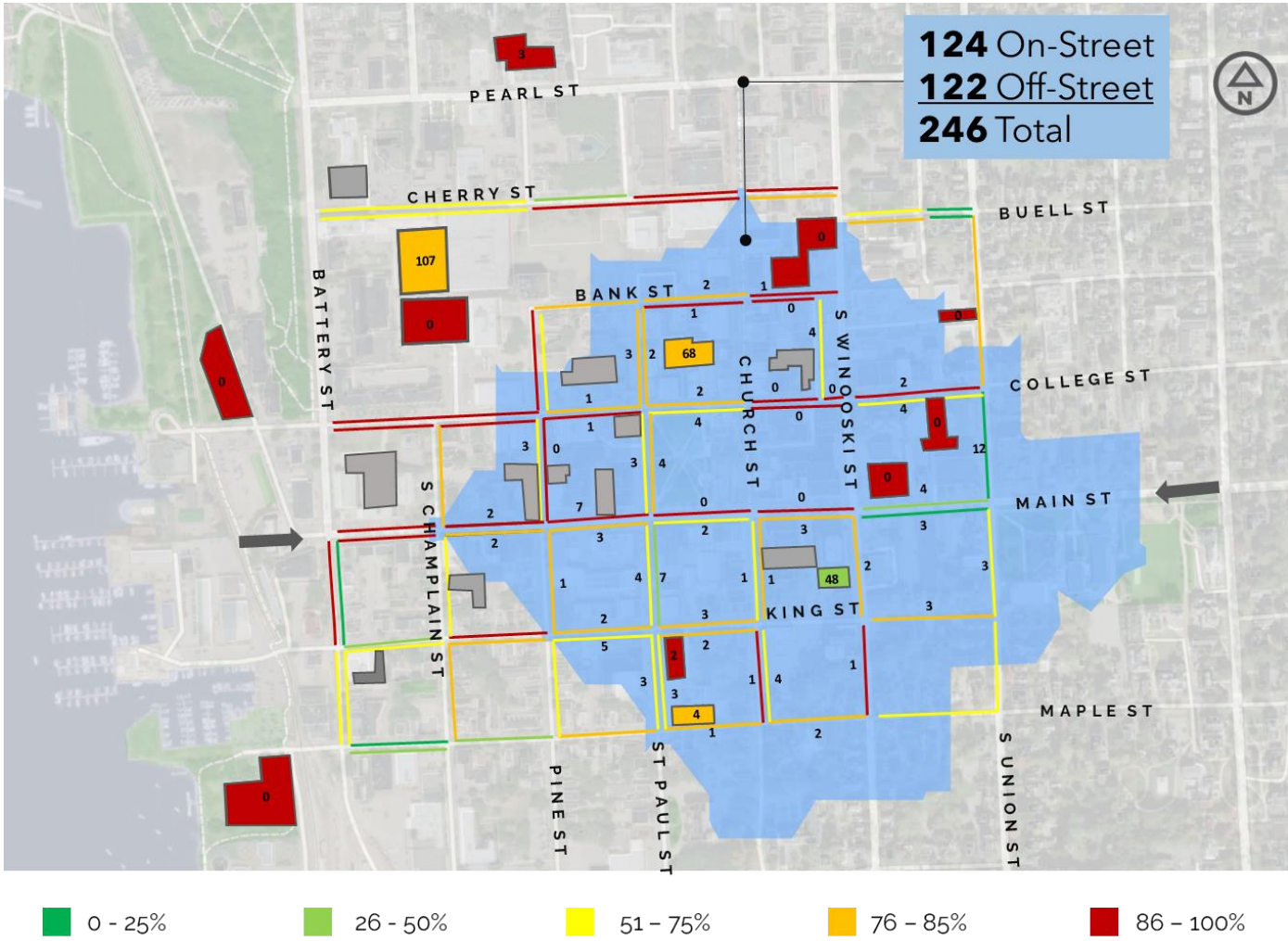
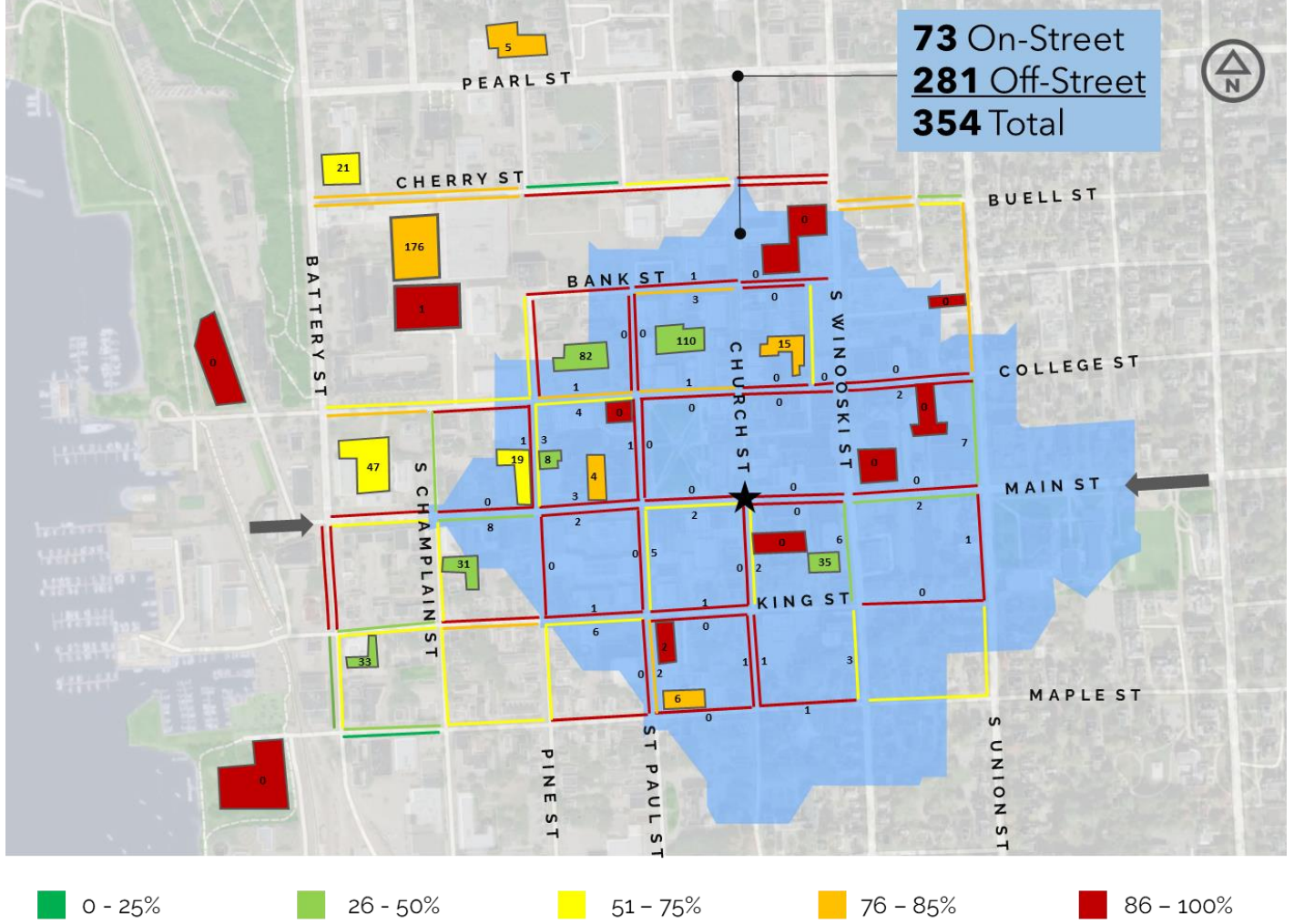


Figure 53 depicts utilization during the peak weekend period 6-8 PM. During this time period, most private garage offer public parking as well and therefore, these garages were added as available capacity. As depicted, during the peak period, there are 73 on-street parking spaces and 281 off-street parking spaces available within the "downtown core" area. This totals to 354 available parking spaces during the peak period. With the removal of 67 on-street parking spaces along Main Street, there are very few surrounding on-street parking spaces available to absorb that loss within the downtown core area. However, there are plenty of off-street parking facilities that can easily accommodate the loss of parking on Main Street.

Similarly, wayfinding strategies may help directing motorists to the available off-street facilities. While there are a number of available spaces within these facilities, many are located within private facilities which charge much more on an hourly basis than those public facilities - as discussed in Section 5. Therefore, the city may want to investigate an additional public parking garage to increase supply across the network- an especially within this downtown core area.

Figure 53. Parking Availability within Downtown "Core" 5 Minute Walk Service area of Church at Main – Average Weekend Peak 6-8 PM – Off-Street Adjusted 40% Upwards



07 RECOMMENDED FUTURE STRATEGIES

1. MAXIMIZE USE OF EXISTING PARKING

1.1 Consider pricing and curb regulation adjustments to create available spaces in high demand areas.

The City may consider fixed rate pricing and/or curb regulation (time-limit) adjustments to help create available spaces in high demand areas. Most of the on-street parking located within the downtown “core” area is \$1.50 per hour with no time limit. The City may want to consider increasing pricing within this area to \$2.00 - \$2.50 and implement a 2-hour time limit restriction - consistent with similar cities (Portsmouth, NH and Portland, ME). Vehicles parking within the high demand downtown “core” will be forced to turnover more frequently - thus reducing circulating vehicles (and subsequently, congestion and greenhouse gas emissions). This, however, does require strict enforcement to be truly effective. Vehicles wishing to park long term will need to do so in segments outside of the core area which offer cheaper pricing to incentivize parking and walking or within off-street facilities where there is more availability. Any rate changes and parking time limits should be developed based on the data contained herein or future data.

As a long-term solution, the City may investigate the implementation of a dynamic pricing program to adjust pricing and or regulations based on demand so that spaces are consistently available. A program like this would increase the price if the block or lot was too full (over 85% utilized) and lower the price if the block/lot is too empty. This provides more of an incentive to park in lower utilized segments and creates consistent availability. This type of performance-based pricing would require technological investments.

Case Study- Seattle SeaPark. The City of Seattle created a structure for a data-driven process to dynamically set on-street parking prices. To do so, the City passed two Statements of Legislative Intent (SLI) providing staff authority to develop the program and added resources for parking data collection. The outcomes-based approach aspired to help retail business, provide more consistent parking availability, and reduce congestion and greenhouse gas emissions. Demand for parking varies block to block, so the city established 30 distinct parking zones. The city collects parking data and measures occupancy rates between April and June on typical weekdays. The target range is 70-85%, which results in one to two spaces available per block. Pricing and regulations are adjusted to achieve this target, and demand is evaluated by time-of-day groupings (morning, afternoon, and evening).

1.2 Continue to enhance the multimodal links to parking facilities.

The City may continue to invest in multimodal links to parking facilities. Every parking experience begins and ends with a walk to/from a vehicle and therefore, the multimodal network is crucial to a safe and effective parking strategy. It is recommended that the City continue to investigate and invest in important connections to and from parking facilities such as the Amtrak Connections project.

1.3 Consider a shared parking program in which private parking is better shared with the public

The City or another entity could investigate the implementation of private-public partnerships and engage willing property owners to develop shared parking agreements. These agreements could involve directly leasing parking from a private facility for use as public parking, portions of private facility open for public use at more times, or payment structure adjustments to make parking more equitable across the system.

Whichever entity may approach these property owners may also consider a conversation involving pricing strategies. Private property may benefit from lowering pricing to be consistent with public parking rates to incentivize more users to park in their lots which are generally located within the core downtown area.

Case Study - Sacramento, CA. The City prioritized shared parking agreements with private owners. The parking agreements vary from facility to facility, but usually they are either “enforcement only” or full management agreements. For enforcement only, the City manages enforcement and there is no management fee or revenue sharing (all revenue is returned to the City), but the owners give right of entry to the City. For full management agreements, the City manages the facility and controls revenue collection, liability (via City insurance), enforcement, and maintenance. The City will often staff a parking attendant at the lot or garage. Depending on agreement type, the City pays for the capital improvements, signage, and marketing expenses; when the lot starts being profitable, the City pays itself back. After breaking even, the profits are then shared with the facility owner (depending on the agreement). The City of Sacramento has approximately 10,000 spaces under shared agreements resulting in approximately \$40 million in estimated municipal savings and \$1 million in revenue from shared facilities from not having to build new parking structures.

2. STRATEGICALLY INVEST IN INFORMATION + TECHNOLOGY

2.1 Consider the implementation of a comprehensive parking signage and wayfinding system.

It is recommended that the City implement a comprehensive parking signage and wayfinding system to reduce confusion and improve the customer experience. A comprehensive, consistent wayfinding system makes it easier to find parking, especially for new visitors. The City may also engage with private parking owners to apply a consistent messaging across the system and strengthen the parking “brand”. Providing real-time information may also help redistribute demand to underutilized facilities. It is recommended that the City consider implementing said wayfinding package prior to Main Street construction to get motorists in the habit of parking at off-street facilities.

3. IMPROVE MOBILITY OPTIONS TO REDUCE PARKING DEMAND + AUTOMOBILE DEPENDENCE

3.1 Continue to invest in Transportation Demand Management (TDM) practices.

The City of Burlington may continue to invest in Transportation Demand Management (TDM) practices to improve mobility, better manage transportation services, optimize investment in transportation facilities and services, and respond to growing concerns and a desire for environmentally and fiscally responsible transportation systems. As part of the Climate Action Plan adopted in 2013, the City of Burlington seeks a 10% reduction in vehicle miles of travel per capita by 2025. Some actions towards this goal have been pursued, like development of a bike and pedestrian plan, improvements to bike and pedestrian infrastructure, and adjustments to parking pricing. The City may wish to build upon these initiatives and investigate the possibility of remote parking access to reduce the demand in the downtown core.

4. ENHANCE PARKING MANAGEMENT + OPERATIONS

4.1 Continue to invest and strategically implement an enforcement strategy to ensure equity across the system.

It is recommended that the City of Burlington continue to invest in resources to effectively enforce parking regulations. Enforcement is critical for the system to function effectively and equitably.

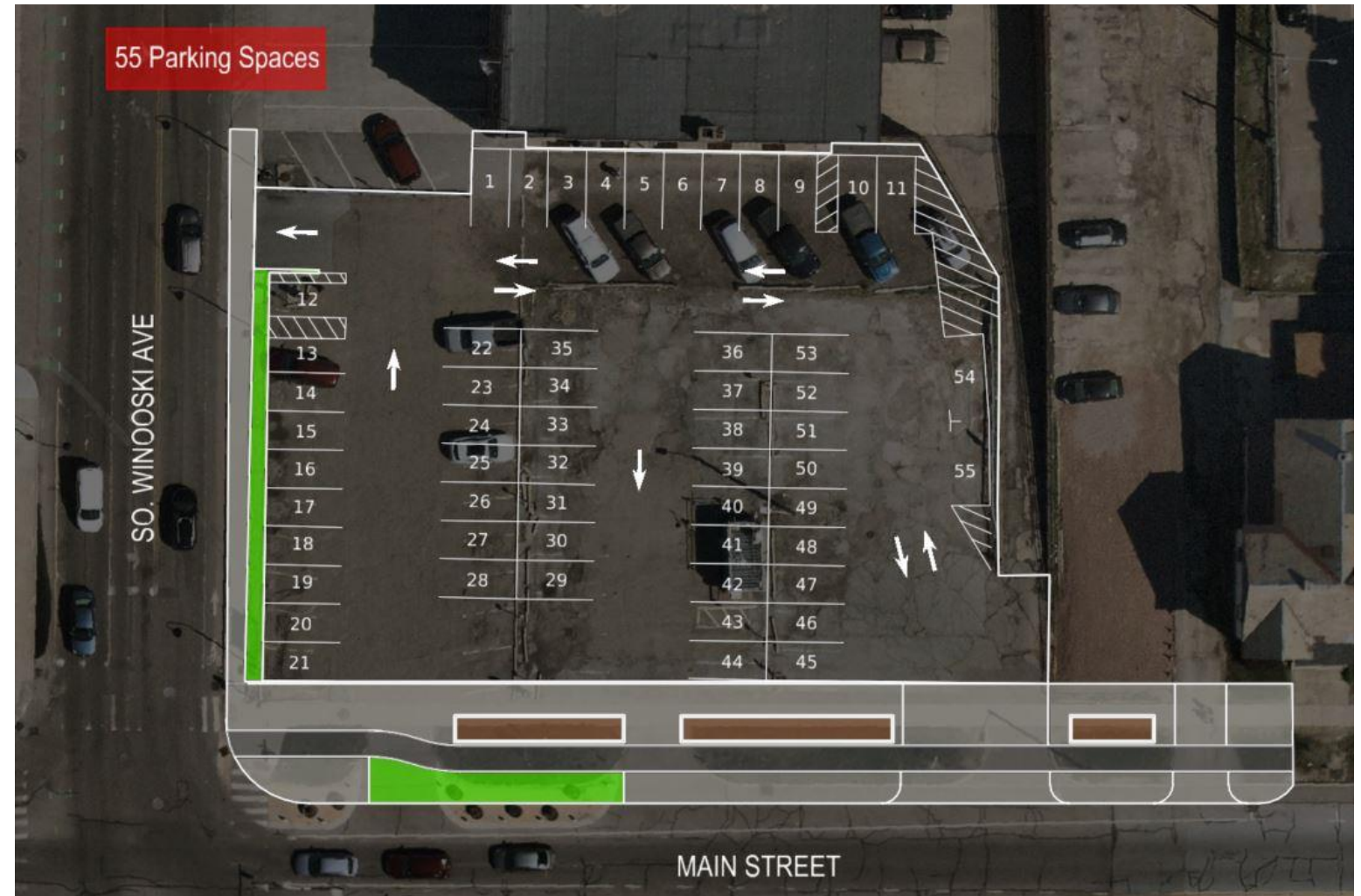
5. PROVIDE ADDITIONAL PUBLIC PARKING AS NEEDED

5.1 Consider a short-term reconfiguration of the Main Street lot to increase available public parking.

In efforts to provide additional supply to meet the high demand along the gateway blocks, the study team investigated the possibility of providing additional off-street facilities. As such, the Main Street lot located in the northeast corner of Main Street and South Winooski Avenue, was examined to determine if a reconfiguration of this lot could provide additional spaces while also reducing curb cuts to increase safety accessing and egressing the site. The current site is partially utilized by the Fire Department and there is a ramp down to the Fire Department that must remain.

In the event that that site is redeveloped, zoning prohibits the street frontage being used as parking and this lot is likely too small to make an upper level parking structure feasible (as it requires square footage for ramps). As a short-term solution, the City may wish to reconfigure the existing lot. Figure 54 shows a preliminary layout that reconfigures the existing surface lot to maximize the number of spaces utilizing space currently used by the Fire Department. This layout also closes several of the curb cuts for more efficient access management.

Figure 54. Potential Short-Term Reconfiguration of Main Street Lot



5.2 Continue to strategically identify potential public parking supply in key locations.

As a long-term solution, there is the potential for combining parcels to create a larger development that could incorporate development at the street frontage and provide parking on other levels. The City may wish to work with future private developers of City-owned lots to maintain a certain amount of spaces for public parking. In order to conservatively absorb a loss of parking on Main Street as part of the Great Streets project and account for future growth in parking demand, it is recommended that any future developer maintain at least 100 public parking spaces.

07 CONCLUSIONS

UTILIZATION

- Parking utilization across the entire study area averages 67% during the weekday and 67% during the weekend. Parking utilization for the entire study area as a whole peaks from noon – 2PM during the week (72%) and from 6 PM -8 PM on the weekend (73%). At peak, there are hundreds of vacant parking spaces.
- On-street parking utilization for the entire study area peaks at 78% on weekdays 6-8 PM. On-street parking utilization for the entire study area peaks at 82% on weekends, from 2 PM – 4 PM and again from 6 PM – 8 PM. On-street parking averages 72% on the weekday and 77% on the weekend.
- Off-street parking utilization for the entire study area peaks at 51% on weekdays from 12 PM – 2PM and 45% on weekends from 6-8 PM. Off-street parking averages 29% on the weekday and 36% on the weekend.
- The discrepancy of utilization between on-street and off-street facilities may lead to the perception that there is not enough parking downtown as on-street spaces are more visible.
- As one may expect, parking utilization is highest surrounding the Church Street retail corridor from Cherry Street to Main Street.

TURNOVER

- The study area sees an average turnover rate of 64% on weekdays and 62% on weekends. The lowest turnover occurs at from 10 AM -12 PM during both the weekday and weekend. Highest turnover occurs from 4 PM – 6 PM on weekdays and 2 PM – 4PM on the weekend.
- On-street parking generally experiences higher turnover than off-street parking facilities due to metering. Turnover rates increase for both on-street and off-street facilities as the day goes on during the week whereas turnover rates generally decrease throughout the day during the weekend as more people are dining for dinner.
- Main Street experiences relatively high turnover during the weekdays and slightly less during the weekends.
- The lowest turnover (longest parking durations) typically occur on unrestricted blocks which include segments along King Street, Maple Street, Church Street, S. Winooski Street, and S. Union Street. Many of these segments also experience the some of study area's higher utilization rates throughout the day.
- The highest turnover (shortest parking durations) typically occur along short-term metered parking segments, indicating there is a mixture of general compliance and proper enforcement in these areas - with the exception of College Street from Church Street to So. Union where turnover rates are below 50% on the weekends.

DEMAND

- To account for COVID-19 aftereffects, a conservative 40% upwards adjustment was applied for off-street utilization in the peak period to reflect pre-pandemic conditions and assume a fully recovered system. Conversely, on-street facilities were not adjusted to reflect current revenue trends. These adjustment factors should be used to prepare for future development. The City of Burlington should continue to evaluate parking facility features like lighting, technology, and security to ensure the parking program stays efficient, safe, and reliable in a post-COVID world.
- It is unclear as to whether parking in Downtown Burlington will ever fully recover not only because of COVID-19 aftereffects (work from home) but also because of generational and technological shifts in addition to a focus on combating climate change via multimodal facilities and encouraging walking and biking rather than automobile use.
- To provide a conservative scenario that assumes a full recovery post COVID, a 40% adjustment factor was applied to all off-street parking facilities during the study area's peak period (average weekday 12-2 PM). During the peak period, 124 on-street parking spaces remain and there are 122 off-street parking spaces available within the "downtown core" area which totals to 246 available spaces. With the removal of 67 on-street parking spaces along Main Street, there are very few surrounding on-street parking spaces available to absorb that loss within the downtown core area. However, there are plenty of off-street parking facilities that can easily accommodate the loss of parking on Main Street.
- It is recommended that wayfinding strategies be improved and implemented to better inform parking availability, specifically at off-street facilities closer to Lake Champlain given the high utilization of off-street facilities at the gateway blocks (collecting vehicles traveling from I-89 and the universities). Since utilization is high at off-street facilities at the gateway blocks, the City may want to investigate the possibility of providing an additional off-street facility to increase utilization in this demand area.

CONCLUSION

The continued availability of parking spaces suggests that that adding to the existing supply is not needed; however, there are parking corridors that are more popular due to their proximity to amenities and services. It is important to recognize that hot spots have an outsized impact on public perception of supply because high-demand parking spaces are the most convenient, familiar, and easiest to find locations.

The reduction in parking supply anticipated as a result of the Main Street Great Streets project can be accommodated in a partnership with off street parking lots in combination with shorter maximum parking times, higher rates and increased enforcement in high demand areas. The City of Burlington should continue to evaluate parking facility features like lighting, technology, and security to ensure the parking program stays efficient, safe, and reliable in a post-COVID world.

Main St Business/Property Owner Parking Feedback:

Address	Business	Parking Feedback	Changes
131 Battery Street	April Cornell	Uneasy over loss of parking, yet supportive of eliminating spaces adjacent to building to improve safety of crossing in front of Main Street landing. Heavily rely on tourists and those travelling from a distance, Many clients are older and mobility challenged, and need their vehicles to get around. Likes the idea of temporary parking along Battery Street during construction.	Removal of 3 spaces in front of building (on north side of Main Street) Addition of 10 temporary spaces on Battery Street near Main Street intersection
40 Main Street	Di Moda Salon	Inquired about whether a garage near waterfront would ever be built.	
51-53 Main Street	Anjou	Lot in back for store parking, and allow August First to park. Leases some spaces with BHT	
55 Main Street	Restaurant Poco	No off-street parking; Employees park on street and in garages. Inquired about City subsidizing parking fees in private garage.	
149 S Champlain Street	August First	Interested in loading/unloading space near business for deliveries and short-term parking Employees and customers park on Main St and South Champlain St	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM and ADA space proposed near S Champlain intersection, south side
66 Main Street	Burlington Housing Authority	Employees use parking behind building, in lot across road, and in Downtown Garage. Many participants walk and bike to location. Interested in short-term loading space in front of building to accommodate participants dropping off documents.	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed near S Champlain intersection, south side
67 Main Street	Dirt Chic	Employees rely on parking in lot on side of building Consignment drop-off on street in front of business	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed near S Champlain intersection, south side
72 Main Street	Main Street Barbers	Employees and Customers rely on street parking. Noted that parking is typically very full on this block. Many clients are mobility challenged. Interested in Employee Parking Program in Downtown Garage which currently does not serve private contractors. Interested in some sort of bus service or shuttle for downtown.	Implementing 3-hour maximum parking restriction in order to facilitate higher turnover
74 Main Street	Iyengar Yoga Studio	Customers Park on street. No general client parking in back, except for 2 ADA spaces. Employees and building tenants park in shared lot with #72.	

77-85 Main Street	Ski Rack & Wilsuzan Associates	Preference to retain as much street parking as possible. Customer, Tenant, and Employee parking located in lot behind building. Customers also use street. Asked about removing parking in phases. Suggested more wayfinding needed to direct motorists to garages. Suggested safety upgrades (lighting, monitoring) needed in garages. Supportive of City adding temporary off-street parking during construction.	
78 Main Street	Farmhouse Group	Off-street parking for employees and tenants No extra parking on site. Neighbors are looking for parking. Parking concerns limited to evening hours.	
100 Main Street	North Star Sports	Not enough parking on weekdays during business hours. Large purchases and services at North Star Sports require vehicles. Interest in short-term loading space on Main or Pine in front of North Star Private lots are expensive. Don't know where the additional parking is or when it is available. North Star wants a resource to give to customers to tell them where to park. Concerns over dedicated EV spaces unavailable to other customers.	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed near Pine Street intersection, north side Implementing 3-hour maximum parking restriction in order to facilitate higher turnover
101 Main Street	Vermont Comedy Club	Venue holds 140 people so loss of parking is concerning. Younger patrons walk but older patrons may be challenged. Interested in ADA space nearby for those with mobility challenges. Employees walk, bike, and use street for parking. The club has 2 spaces for employee parking in the hotel garage. Interested in shuttling or valet possibilities.	Can an ADA space be added in front of this building? Or loading/unloading? Or could first space on Pine be converted?
106-110 Main Street	BTV Spaces	Have a rented private lot. Issues with illegal parking. Many employees and clients park on street; up to 10 people daily. 3-hour time limit presents issue for coworking space at 106 Main Street. Strong preference for bicycle racks nearby.	
131 St Paul Street	CarShare Vermont	Advocated to keep 2 spaces for carsharing use, on north side of Main Street either side of St. Paul Advocated for EV chargers, and ability to keep Flo charger and Main and St Paul	Maintaining two electric vehicle charging spaces + 1 flo charging space on Main in front of Mad River Distillers Maintaining car share space on Main in front of City Hall Park

137 St Paul Street	Mad River Distillers	Parking in back of building for one employee. Other employees walk and drive. Rely on loading space for delivery vehicles, likes the idea of converting to general loading/unloading to accommodate delivery vehicles other than trucks. Customers walk and park on street.	15-Minute max loading spaces 6AM-6PM/3-Hour max 6PM-9PM proposed on St Paul Street on west side, in front of MRD
131 Main Street	The Gryphon	Half customers walk, half drive. Customers park on street. 2 chefs have parking passes for garage attached to building. Interested in free parking days during construction/ways to get people downtown. Asked about Uber credit program, DPW will look into.	Look into program
131 Main Street	O'M Salon	Owner has parking space at VHFA. Notes that kiosks can be challenging to find. No concerns about proposed new time limit. Client age group is older, interest in accessible spaces nearby, which are being provided on this block.	One accessible space being added in front of TD bank and 3 being added between Flynn and Church
135 Main Street	Bern Gallery	Employees are parking on Maple to get free parking Owners park on street in front of business There is one employee parking space in back alley, and one for upstairs tenant. Delivery drivers park up near Manhattan's and use dolly to transport product.	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of RJ's 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed on west side of Church in front of Manhattan's
153 Main Street	Flynn Theatre	Interested in DPW providing parking resources. Customers use street parking. Hearing concerns from patrons regarding public safety. Concerned about parking/access during construction. Concerns about new parking configuration, how it will affect busses dropping off patrons, and loss of parking in general.	Temporary parking being added on Church and South Champlain during construction. Removable bollards included in design so busses can park across Flynn bump out
159 Main Street	Ruben James	Rarely sees taxis used. Most often sees Uber and Lyft used. No off street parking for building. Delivery spaces heavily utilized throughout day.	15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of RJ's 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed on west side of Church in front of Manhattan's

188 Main Street	Nectars	Have safety concerns about employees parking in parking garage No feedback from patrons regarding parking; many walk. Loading and unloading is a concern; for performers and deliveries. There are 4 parking spaces for employees in the back lot along with 4 spaces for Muddy Waters and Lezot	60-foot 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of Sidebar/Mr. Mikes
194 Main Street	Park Hill Property Owners	No off-street parking or agreements Advocated for loading/unloading spaces for businesses	60-foot 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of Sidebar/Mr. Mikes
194 Main Street	The Café Hot	Vehicle loading and unloading space is very important Rents one space at courthouse garage for parking Some employees utilize lot at corner of South Winooski and Main for parking	60-foot 15-Minute max loading space 6AM-6PM/3-Hour max 6PM-9PM proposed in front of Sidebar/Mr. Mikes 60-foot loading/unloading proposed in front of Fed Ex building
202 Main Street	Sidebar		
219 Main Street	Champlain Farms	Parking on site	
227 Main Street	Perrywinkles	Onsite parking Does not rent parking to anyone else Supports less parking along Main Street	
247 Main Street	J Skis	Currently working on wayfinding to direct to surrounding parking Looking to relocate employee parking to allow for customers on street Customer parking on site, side lot Employee parking off site, on street, or otherwise	

Main St Public Comment Received:

Email Received 4/10/23:

What you really should do is eliminate the ParkMobile app which tracks the users location from the app at ALL TIMES.

This is an invasive and perhaps illegal app. Get rid of it and make you own. Why pay them .30 for every single transaction. Make a burlington city app and get rid of Park Mobile.

Katherine Quittner
209 College St

Email received 4/10/23:

Thanks for sharing the Great Streets Parking Plan re: Main Street project via Front Porch Forum. It looks well thought out.

Kate Kruesi
77 Oakcrest Dr
Burlington VT 05408

Email received 4/10/23:

I am a hairstylist at the salon at Mirror Mirror at the bottom of Main Street. My greatest concern in the plans for the Great Streets Main Street Project is the 3 hour maximum being placed on metered parking. Many people come into the salon for a 2-3 hour long service. They may then choose to grab lunch, or browse some shops after their appointment if their parking meter will allow them to. People already complain about traffic coming into the city, finding parking, the app they have to use, etc. please don't also limit the amount of time they can spend in our businesses within the city.

Thank you!
Crystal Doyle

Email received 4/11/29:

I see Burlington is pushing ahead to make driving in downtown Burlington as big a pain in the butt as they can. The plans for narrowing the streets at intersections and doing away with turn lanes, making traffic even slower in their foolish efforts to make Burlington a 'bicycle friendly city' is for me, the last straw. Never mind that environmentally, with our winters and hot humid

summers, and geographically, with the city being build on the side of a pretty steep hill, Burlington simply doesn't fit as a bicycle friendly place for most people.

Fortunately, there is nothing in downtown Burlington that I can't get elsewhere, in Williston or South Burlington.

Too bad. Downtown used to be a nice place to shop, but not after this project cripples traffic.

Yours,

Terrance McGrath

Email received 4/19/23

Dear City Servants,

I just want to reiterate that I feel quite strongly about capitalizing on the view of the lake while traveling west on Main Street, and want your plan to take this into consideration.

This view is unique to Burlington and as a "gateway" and should be showcased, so I would recommend keeping the vegetation low so as not to obstruct it.

Trimming some of the branches that are hanging over the street and blocking the view of the lake above Union Street would also be a good idea, in my judgement.

Thank you for your good service.

Best,
Connie Ramsey

Email Received 4/28/23:

Dear Public Works Commissioners,

While we are supportive of the planned upgrades to lower Main Street as part of making downtown Burlington more beautiful and user friendly, we are, quite frankly, mortified about the loss of 67 parking spaces along with the general disruption that will likely occur. We understand that a project of this magnitude and nature cannot be accomplished without some disruptions, but we must express our concerns that such disruptions need to be managed in such a way that we will not lose so many clients as to drive us out of business. This concern is further amplified by the fact that we are located in the middle of the block between Pine and South Champlain Streets, without the potential access from any intersecting street.

As a tax practice, during the months of January through April inclusive, we are dependent on staff being able to access our on-site parking area from a safety perspective because some of the

women arrive around 5am or earlier, or work until 10pm and possibly later. We have had employees in the past who would only work for us because they knew that they did not need to risk walking along city streets to off-site parking outside of daylight hours – and this concern has increased in the past few years along with the increase in homelessness, general disturbances in the area, and crime overall. We need to insist that planning take into account this need for continued access to our onsite parking during these critical months.

Thinking about our clients, we have client visits to our office on a daily basis. A significant proportion of our clientele are elderly and, while not fully incapacitated, depend on being able to find a parking spot within a very short walk from the office entrance – currently, they almost always find some place to park within four of five parking spots. Again, some accommodation must be made so that they can reasonably access our business without being expected to walk a few blocks from a parking garage, especially in the winter. If this is not achieved, I genuinely fear that we will permanently lose many clients, which possibly could cause our business to fail. For the record, when we decided to acquire our office property in downtown Burlington, we did so for two primary reasons: We strongly believe in a vibrant and viable downtown for cities, instead of contributing to the donut effect of suburbia; and we knew that we would have ample street parking.

I would like to add that our tenant, Main Street Barber Shop, is also very heavily dependent on people having reasonable access from close-by parking. They are very concerned, possibly even more so than us, that their business will be extremely adversely impacted. And, if they cannot survive and pay their rent, then our ability to avoid unsustainable losses may be more than we can deal with. Very bluntly, I cannot afford to sustain losses of the magnitude that could occur.

In summary, genuine continued access to our building must be arranged in the execution of the plans, continued access to our on-site parking must be maintained, and ample reasonably close parking arrangements must be found to allow our clients to continue their patronage of our business and that of our tenant. We await some specific information about how this will be accomplished and would like to engage in discussions as the planning proceeds. It would be appreciated if involved stakeholders were involved in the execution of the planning, rather than having things thrust upon them.

Thank you.

Claude R. Schwesig, CPA
HerrickGlobal
72 Main Street

Email Received 4/28/23: (see Attachment 6.2)

Here are the signatures of 22 businesses who are voicing concerns about the Great Streets project. This is a small representation of concerned people. We know DPW representatives also have written notes of similar and related concerns from many building and business owners who are not listed. You have also received comments from others who are not listed here.

See the attached document with signatures.

Thank you for your support of our City.

Main Street Businesses

Email Received 4/29/23: (see Attachment 6.2)

Here are a few more business that signed this form and are very concerned about the loss of parking and price increase. These concerns have been previously mentioned numerous times to DPW.

Email received 4/29/23

As a Main Street property owner, I wanted to express my concerns about the planned parking loss along Main St. due to the great street project. My understanding from attending multiple meetings on the matter is that every effort would be made to find alternative parking both during and after construction along the entire project corridor. Has that happened? Has the CSMP or CEDO been apprised of any plans to add or access more public parking that is available weekdays and weekends?

The loss of 67 parking spaces within the Central Business District on a commercially orientated city street with annual daily traffic counts in excess of 13,000 vehicles will surely have a negative impact on customer convenience and business activity. We know from recent studies that at least 75% of our visitors arrive by car. This is, in part, why I have advocated for a parking plan that involves the Gateway Block. Both a 2003 Downtown Parking study by Wilber Smith Associates and the 2015 parking study identified this block as a prime location for parking that would capture vehicles coming into town, reduce circulation in the downtown looking for parking, and encourage people to walk around. This option seems to meet multiple goals while enhancing the pedestrian experience.

Hopefully DPW will make every effort to recognize the importance of our downtown economy and find a way to reduce the loss of parking spaces along the entire length of Main Street.

Best,

Jeff Nick
JL Davis Realty
29 Church Street, 3rd Floor

Tweet 5/5/23:

Disappointing to see we're giving up on protected bike infrastructure between the lake and South Burlington via Main St, given that we've just gotten funding for a \$14M bike/ped bridge across the interstate.

Or a protected path for kids to bike to Edmunds.

@BTVDPW @MiroBTv



Email Received 5/8/23:

Hello Chapin,

My name is Evan Gould, I am a longtime resident of ward 5, and wanted to write to you to ask that you not shift on the removal of parking spots for the great streets project.

Over the long term it's been shown that encouraging multimodal transportation is much better for businesses and the city as a whole. Even in the short term bikers and walkers tend to spend more at these businesses than cars.

I appreciate all the work that the DPW, and city have done to research this project, and am incredibly excited to see it come to fruition. Hopefully it can be implemented as is, without concessions on parking.

Email Received 5/11/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are *hundreds* of vacant parking spaces available, even during peak hours.
- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Sarah Sciortino, Ward 5

Email Received 5/11/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking

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A [study](#) conducted as part of the Main Street project found that:



**GS Main Street -DPW Commission Memo
March 2023.pdf**

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- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thank you very much for your consideration and for serving our city,

Chris Muzzy

Ward 4

Email Received 5/11/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure. As a resident of Burlington and cyclist I try to bike whenever possible even though it isn't always easy. As a parent of three kids, I only feel comfortable

with them biking where infrastructure exists and the current infrastructure in Burlington is lacking. This project will be a big step in the right direction.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are *hundreds* of vacant parking spaces available, even during peak hours.
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Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,
John Leddy, Ward 3

Email Received 5/11/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

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Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Leigh Madalinski, Ward 7

Email Received 5/12/23:

Dear Commissioners,

I'm writing to add my voice to those who support making our downtown much more walkable and bikeable and reducing traffic and cars. I support the parking reductions as part of the Main Street Great Streets project. In fact, I would support making the downtown sections of Main Street completely pedestrian/bike-only! I know that many believe that businesses would be harmed by the reductions in parking and the decrease in car traffic, but example after example around the U.S. and the world have shown exactly the opposite to be true. Cities that have de-emphasized vehicle traffic in support of pedestrian and bike traffic have seen the vibrancy of their downtowns enhanced. Of course, there are many other benefits of reducing vehicle access and traffic downtown, but I know you're busy, and I'll leave it there.

Thank you for your service.

Best regards,

Ali Jalili, Lake St., Burlington

Email Received 5/12/23:

Hi Laura,

I support the proposed "Great St" changes to Main St., including revisions to and loss of parking spaces.

Thank you

Cleary Buckley

he/they

Wildwood Dr.

Email Received 5/12/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars. **The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity.** This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking - of which we are enthusiasts - and rolling infrastructure.

I recently listened to the "[How Parking Explains Everything](#)" episode on the NPR podcast Consider This and I urge you to take a listen as well. In it, Henry Grabar summarizes all that Americans have sacrificed in the name of parking, namely affordable housing and walkable neighborhoods! The first thing I noticed when I recently moved here from Providence, RI, were the sheer number of people out and about - by foot or by bike - Burlington is, at its heart, a walkable city, and we can't let parking remove that from our city's DNA. Planning efforts need to nurture this major attractive feature of our community.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). **There are *hundreds of* vacant parking spaces available, even during peak hours.**

- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thank you for your time and attention,

Gillian Wigton Bell

Email Received 5/12/23:

Dear Public Works Commissioners,

I'm writing to express my opposition to the curb and parking management plans for the Main Street Great Streets project. Main Street's needs will only serve to continue a pattern of robbing local neighborhoods of DPW's energy, neighborhoods that have been overlooked in deference to very large projects for many years.

The proposed plans for Main Street perpetuate this pattern. Current parking is critical to successful businesses, slower vehicular speeds by narrowing the street, safe overnight parking alternatives for residents, proximate parking to some of Burlington's most vital attractions including the hospital and colleges, and opportunities for visitors to spend money at Burlington businesses.

The regulatory changes you are being asked to approve violate the city's long-term commitment to local neighborhoods to promptly address potholes, fix sidewalks, and fix outstanding drainage issues from deteriorated infrastructure. It's an agreement that dates back to the Bernie Sanders days as mayor. Although the city has admirably invested in reducing the life span of streets and sidewalks in aggregate, too many pressing streets and sidewalks remain unaddressed to shift energy to yet another large project from a department that has remained staff-neutral for at least a decade.

The study conducted as part of the Main Street project is being cherry picked of data that suits approval. A local advocacy organization is sure to overwhelm you with these cherries leading up to your vote, creating the illusion that that broader city supports the project. Rest assured, it does not.

Public transportation is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while recognizing that the transition from traditional parking needs must be gradual to support continuity of a healthy economy.

Please reject the Main Street parking proposal to ensure that local neighborhoods have better access to sidewalk, street and drainage improvements, safe and comfortable access to residences and businesses, slower traffic, a healthy economy, and a desperately needed positive Burlington experience for visitors and residents alike.

Sincerely,

Tiki Archambeau

Email Received 5/12/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

We regularly shop and eat downtown because we can walk to the business establishments and that is because of the strategic thinking on Church Street years ago.

Likewise, we think that Main Street bisects and divides downtown because of its architecture of cars and parking. We feel that with these proposed changes will allow for more businesses and expand downtown and not take away from it strategically.

We also think that we consider biking and other modes if this project is implemented.

We feel that there can be creative solutions to parking and accessibility to all downtown businesses if only it is a desirable and walkable area.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are *hundreds* of vacant parking spaces available, even during peak hours.
- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential

to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Greg & Kris Ulsh. Ward 3



Dear Public Works Commissioners and DPW Staff,

We are writing to express our support for the current curb and parking management plans for the Main Street Great Streets project. Main Street is the gateway to our downtown, institutions, and waterfront. It is a centerpiece of our downtown district and a key east/west walking, biking, and rolling route. As such, it needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space for cars for uses that are better suited to an urban environment such as Burlington, and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to supporting healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure on Main Street.

The regulatory changes you are being asked to approve tonight effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

The parking supply on and around Main Street was studied as part of the Main Street Great Streets project. The study found that:

- Parking utilization for the entire study area as a whole peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). At peak, there are *hundreds* of vacant parking spaces.
- Even with a 40% upward adjustment factor to account for Covid-19, there are plenty of off-street parking facilities that can easily accommodate the removal of 67 parking spaces on Main Street.

People who drive expect to walk from their car to their destination. This is a physical reality of a dense urban environment. These walking trips from parking to destination are excellent for our local businesses. They distribute foot traffic to areas which might not otherwise get much, giving more businesses opportunities for sales, and increase the number of “eyes on the street”—which create a sense of vitality and public safety.

Even if we had a parking supply issue, decreasing car use is the only way to sustainably reduce congestion and parking pressure. The way to decrease car use is to reallocate space from cars,

including parking, while making improvements that support travel by other modes. Doing so is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density and mixed use development, and more.

This project is a perfect example of Burlington taking an incremental step in the right direction. It will replace space for cars with bike facilities that are truly fit for riders of all ages and abilities, sidewalks that are wide enough for people to comfortably board buses and walk and/or roll side-by-side, benches for people to stop and enjoy all that our Main Street has to offer, stormwater infrastructure that will protect our lake, and healthy trees that will keep us cool and clean our air. These features—not asphalt for cars—will make Main Street successful and the place it needs to be for the future of Burlington.

Sincerely,
Christina Erickson, PhD
Executive Director, Local Motion

Erik Brown Brotz
Chair, Burlington Walk/Bike Council

Apr 25, 2023

RE: Main Street Great Streets Project
To: City of Burlington Public Works Commission

Dear Public Works Commission Members,

As business owners on Main Street, we are very concerned about the removal of 67 parking spaces proposed for the Great Streets Project. Most Main Street businesses are more than a 10-minute walk from public parking garages downtown. Not to mention, the Burlington waterfront area is bustling in the summer months filling area parking more than 85% of the time. We know that nearly all of our customers arrive by car. According to the Vermont Agency of Transportation, in 2021 there were up to 12,500 average daily trips on Main Street. Where will visitors park when 67 spaces are removed?

We would like to see a concrete plan for how the city will retain or replace these lost parking spaces on Main Street. It is critical to our businesses that convenient parking is available. Downtown parking must be within 5 minutes walking time, in safe places, very easy to find, and reasonably priced. Using a conservative estimate that 67 parking spaces bring five people a day to shop on Main Street; the loss of those spaces represents the potential loss of over 120,000 visitors a year.

In addition, we do not support raising parking rates on Main Street and adding further restrictions. We were told during the parking study a few years back that changes to parking rates and policies would be based on data. Is there data to support that these rate and time restrictions will increase turnover? Is there data that says turnover is a current problem on Main Street? This proposal to raise parking rates will hurt Main Street, especially lower Main.

We are also concerned about the loss of parking and the disruption during and after construction. The addition of only 16 spaces during the construction is simply not enough.

Please consider how the loss of parking, raising the cost of parking, and making parking harder to find and more restricted will impact our local businesses. We understand that there are advantages to making Main Street more pedestrian and bicycle friendly, but we must balance that with the fact that most of our customers still come by car.

Signed:

Business Name

Representative Name
(please print)

Signature

Apr 25, 2023

Public Works Commission
City of Burlington, Vermont

[illegible]

Apr 25, 2023

Public Works Commission
City of Burlington, Vermont

[illegible]

Apr 25, 2023

Public Works Commission
City of Burlington, Vermont

Business Name

Representative Name
(please print)

Signature DocuSigned by:

American Flatbread Burlington

Bella Byrne

Bella Byrne

1AC677785AEF476...

Brick Box Co. (110 Main St.)

Paige Farrington

DocuSigned by:

Paige Farrington

2FF9C3F8BF6E4C5...

Restaurant Poco

Sue Ely and Stefano Cicirello

Sue Ely and Stefano Cicirello

AFA78C3625E6440...

SR South LLC; Wilsuzan Associates Inc., The Ski Rack Inc

Zandy Wheeler

DocuSigned by:

Zandy Wheeler

CF23A8C1917F4DB...

Ruben James

James Atkins

DocuSigned by:

James Atkins

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lippas

Mike Berger

DocuSigned by:

Mike Berger

C3A82709EC38451...

Banana Stand

Sarah Steward

Sarah Steward

Banana Stand

Mark Miller

Mark Miller

Attachment 7: Additional Public Comment

Email Received 5/16/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are *hundreds* of vacant parking spaces available, even during peak hours.
- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Brian Strachan - Ward 5

Email Received 5/16/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

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Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks, Taylor Strachan - ward 5

Email Received 5/15/23:

Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. We have to prioritize human beings over cars.

The decisions we make today concerning Main Street will have ramifications for decades. We know how long it takes to drastically redesign a street. Now is the time to prioritize walking, biking, rolling, and public transit over cars.

Doing this will slash emissions, improve air quality, improve water quality in Lake Champlain, decrease noise pollution, create safer streets for our children, and create places where folks want to linger and socialize.

Thank you,
Dan Castrigano

Email received 5/12/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

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Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,
Jenny Fuller, Ward 7

Email received 5/12/23

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

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- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thank you!

Charlie Lefrak, Ward 7

Attachment 8: Additional Public Comment

Email Received 5/17/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are hundreds of vacant parking spaces available, even during peak hours.*
- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.*

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks, Tanawat Luekr-u-suke - Ward 3

Email Received 5/17/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

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A study conducted as part of the Main Street project found that:

Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are hundreds of vacant parking spaces available, even during peak hours.

There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19. Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks, Gabriel Mitchell - Ward 7

Email Received 5/17/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars. As someone whose main method of transportation is biking, this is an issue very close to my heart.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

The regulatory changes you are being asked to approve effectuate a design that our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

A [study](#) conducted as part of the Main Street project found that:

- *Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are hundreds of vacant parking spaces available, even during peak hours.*
- *There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.*

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Ailsa, Ward 7

Email Received 5/17/23:

Public Works Commissioners,

I am writing to express my wholehearted support for the proposed Main Street design in Burlington. The inclusion of wider sidewalks, raised bike lanes, healthy trees, and stormwater management is crucial for creating a more walkable city, improving air quality, ensuring safer biking and walking experiences, and fostering a stronger sense of community.

Wider sidewalks and raised bike lanes will transform Main Street into a pedestrian-friendly environment that encourages physical activity and social interaction. Removing parking spaces in favor of these features will promote a vibrant and welcoming atmosphere, where residents and visitors can explore our city on foot or bike with greater safety and ease.

The addition of healthy trees along Main Street brings multiple benefits. Trees provide shade, enhance air quality, and create a sense of tranquility. They contribute to a more visually appealing streetscape and encourage people to spend time outdoors, promoting a healthier lifestyle and a stronger connection to nature.

I urge you to support the Main Street design proposal and its swift implementation. These changes will enhance walkability, improve air quality, promote safety for cyclists and pedestrians, and foster a stronger sense of community in Burlington.

Thank you for your consideration.

Benjamin Cooley
(current Old North End resident)

Email Received 5/17/23:

Hello,

My name is Bradley Wiltfong. I am a citizen of Burlington living in Ward 7 who commutes to work, shopping, and recreation by bicycle year round.

I ask that the Public Works Commission supports the proposed changes to Main Street in order to facilitate the safety of people outside cars, improve walking/biking infrastructure, and improve the streetscape.

Your commission has made statements in support of these goals and I hope that at this juncture you choose to uphold them.

Per the study conducted as part of the Main Street Project, we know there is ample off street parking spaces to accommodate the removal of parking along selected areas of Main Street. We know the peak parking hours encompass only 4 hours each day and don't even fill all available spots, leaving the parking empty the rest of the time. We know that the impact to businesses bottom line is negligible and often results in higher earnings.

Parking is not what downtown needs. What it needs is safer, better connected, and more pleasant infrastructure people outside of cars.

I am so tired of being aggressed and made unsafe by people in cars in Burlington for daring to walk or ride a bike. I have been endangered by reckless and belligerent driving on Main Street, on Battery Street, on College, on Union, on Winooski Ave, and in my own neighborhood.. Hell, I have been bullied by people in cars while crossing blocks on Church Street. It is exhausting.

Changes such as the proposed will make a significant difference in my families ability to commute, shop, and live safely in Burlington.

Please prioritize the safety and happiness of the *people* of Burlington and not just the short term storage of their cars.

Please also consider the climate justice ramifications of this decision.

We know that personal automobiles as default is an unsustainable transportation paradigm. We know that the majority of trips are under 5 miles, are conducted by single occupant motor vehicles, and are not carrying an encumbering amount of items. We know that these use cases are ideal for bike/walk/public transit and that building safer and better connected infrastructure is the primary way to encourage the citizenry to change their mode of travel.

The proposed changes to parking on Main Street go a long way to ensure safety and connect people to the places they need to go. It will encourage and enable more people to try new modes of transportation and use their single occupant motor vehicle less.

I greatly appreciate your consideration and prior determinations in similar proposals. I have confidence that this commission will support this modest removal of parking on Main Street to facilitate the safety of people outside cars, improving walking/biking infrastructure, and improving the streetscape.

Thank you for your time and work,

Brad

Email Received 5/16/23:

Dear DPW Commissioners,

Significant progress has been made since the April Commission Meeting. Director Spencer proposed a Main Street Great Street Mitigation Strategy Grid on 5-9-23 that is a substantial step forward to address parking needs for the 3 year period (Temporary parking) and "Permanent parking" for afterwards. The Department and Administration are listening to the voices of Businesses and Nonprofits who have overwhelmingly voiced concerns about the loss of parking on their clients. The commission received a minimum of 35 business comments at the end of April from JP Coseno and myself. I have also spoken to businesses on Main St. who do not want to sign anything yet share our concerns that there is a lot at risk to downtown even for those who have established clients and/or depend on people visiting and shopping after completing other downtown business. It also of note that your own comments and recommendations from April have been included on the addition of parking to South Champlain St. between Main and King.

Strong concerns about parking exist for many reasons. Two, high on the list are: The recent Great Streets construction experience on St. Paul is one. A second is that the scope of work envisioned for Main St is much larger, longer in planned duration and will take place in a corridor with many times higher daily vehicle counts. The infrastructure improvements underground are significant, ambitious and needed. There is also broad support for the positive environmental impacts and improvements to the streetscape. The improved safety for pedestrians and cyclists is a strong plus. What we want you to know is that if this project is executed poorly, many important services, neighborhoods and businesses will suffer and be harmed. It is essential that

this project be executed in a thoughtful, successful and flexible manner based on the collection and analysis of parking data. We have heard it is wise to anticipate that 20% of the project will be subject to surprises and delays. Parking will be impacted repeatedly and drivers will circle and seek parking in neighborhoods when they don't find and can't recognize parking alternatives during this 3 year project. The May 2023 draft of the Downtown Parking Study cautions the City that there already is the perception that there is a problem with parking in Burlington. They have made 5 key strategic recommendations to challenge and focus Burlington on Mitigations Strategies. The May 9th Mitigation proposals are a step in the right direction.

Mitigating the adverse impacts on our neighborhoods, businesses, clients and visitors will be very challenging. As you heard at the April Commission meeting from DPW parking planner and engineer, Laura Wheelock, there will be times during construction when more than 67 spaces will be eliminated. That is why we believe the proposals from DPW are constructive, creative and necessary to support this City. I highlight the proposed investment in a collaboration with owners at UPP managed Courthouse Parking Garage as a critical step to give drivers new substantial temporary parking spaces that are close to Main St. I applaud this initiative and the proposed cost leveling with the proposed grey meter pricing. This recommendation is a response to the construction period and is part of the 5 key strategic recommendations contained in the May Draft Version of the Downtown Parking Study: Page ES-2.

Intelligent use of and investment in technology can do a lot to maximize the use of existing resources. The remarkably high use of Park Mobile gives DPW a cost effective way to drill into parking behavior and guide the use of proven strategies to maximize parking occupancy, utilization and turnover. DPW and the

Burlington Community must continue to evaluate and discuss how we are meeting the varied needs of our clientele, visitors, businesses and residents. Your decisions today cannot be seen as a one and done effort on this major project.

Recommendations:

1. Have a flexible approach to parking policy based on Park Mobile data that is a growing & high percentage of total Burlington paid parking. Use this data to set and adjust parking rates, time limits and the ability to add time after expiration of meter & kiosk time periods. Dig down into other data when trends and issues emerge.
2. Stay flexible on parking pricing using data to determine parking utilization and turnover. the business community will not oppose removing \$.40 per hour meters on or very near to Main St.. This will likely contribute to parking scarcity and reduction in turnover and encourage some workers to continue to use this parking option.
3. The City must continue its successes and progress with improving the parking garages. There are marked improvements in cleanliness, lighting, graffiti removal and increased and visible employee presence in the garages and in vehicles. Much work needs to continue on safety initiatives and improved wayfinding to and from the garages, downtown employee parking programs as well as an ongoing plan to communicate these improvements to our community. The City, the Business Community and the Business and Workforce Development Office should make this a high priority as DPW planners are counting on longer term parking being provided by garages.
4. Continue the commitment to updating and maintaining the Park Burlington Website. This digital tool directs drivers, shoppers, visitors to parking which is not widely known and will be changing. This addresses some of the parking study's wayfinding needs and has the potential to help maximize the use of Existing Parking. The study also draws attention to the need to improve physical wayfinding before, during and after construction to guide drivers to private and public parking options.

5. Continually measure the customer experience over the lead up to and through the construction period. Assess the effectiveness of digital and physical wayfinding investments. Make adjustments and improvements as feedback is received.

6. The City and Business community should continue to offer more options and strategies to get employees to use city parking programs to free up street parking for others. Explore incentives that the business community can contribute to for their participation. Explore how TIF and other sources of funding can be creatively used to promote and support the downtown and downtown visitorship as Middlebury is reported to have succeeded in achieving during their major downtown reconstruction.

7.) Think about parking as a resource that is not linear and restricted to a single area. When parking resources are removed people spread out into neighborhoods to seek parking. Be realistic. While the process has begun to gather opinions and ideas for Battery Street, planners and recipients of the feedback will need to factor in the future impact from the construction period and completed Main Street project. We must move forward yet we must challenge those consultants to realistically calculate and estimate how multiple 'downtown improvements' will affect driver access to parking in this rural state which is going to rely on automobiles for transportation for decades to come.

8. Wayfinding. This is a high priority on the Parking Study! Effective digital and physical wayfinding needs investment to improve the customer experience, reduce circling and reduce the strongly held preconception that there is a parking problem in Burlington now, long before this Main Street Great Street project begins.

Thank you for listening and your work on making Burlington as successful and vibrant City as possible.

Zandy Wheeler
Parking Advisory Committee Member

Email Received 5/16/23:

Dear Public Works Commissioners,

I'm writing to express my support for the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars to uses that will make Main Street a better place and advance numerous local and regional goals for sustainability, safety, and equity. This parking reduction is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

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A [study](#) conducted as part of the Main Street project found that:

- Parking utilization for the area around Main Street peaks from noon – 2PM during the week (72%) and from 6 PM - 8 PM on the weekend (73%). There are *hundreds* of vacant parking spaces available, even during peak hours.
- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

Decreasing car use is the only way to sustainably reduce congestion and parking pressure. To decrease car use, we need to make improvements that support travel by other modes while reallocating space from cars, including parking. This is also essential to achieving Burlington's goals around emissions reduction, safe streets, housing density, and mixed use development.

Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Jason Stuffle, Ward 1



Great Streets: Main Street Temporary & Permanent Parking

PUBLIC WORKS COMMISSION
MAY 17, 2023

REQUESTS

5D Action Requested – Parking Study

Review the loss of up to 67 parking spaces along the Main Street Project Area, and provide recommendations for how that loss can be accommodated either within the existing infrastructure or with new infrastructure

5E Action Requested – Permanent Parking Changes

Designation of Vehicle Loading, Accessible, EV, and limited parking removal to support the concept at the gateways to the project

5F Action Requested – Temporary Parking Changes

New parking during construction on Battery and South Champlain, relocated bus parking

5G Action Requested – Appendix C Corrections

Administrative correction to support existing curbside parking use

PARKING STUDY

Create an Executive Summary to simplify the technical content of the study

- Outlines the study goals
- Highlights peak occupancy times and turn over in the study area
- Strategies to optimize parking
- Conclusion

PERMANENT PARKING

OVERALL CHANGES TO THE CORRIDOR

- Add Accessible Spaces & Electric Vehicle Spaces
- Loading Spaces
 - o Unify language for this space
 - o 15 Min time limit
 - o Dual Use
- Kiosk/Park Mobile for metered parking Battery-Union
- Bus Stops

PARKING WOULD TAKE EFFECT AS A BLOCK COMPLETES

Except for the Loading Spaces – this change would be effectuated summer of 2023

PERMANENT PARKING

POTENTIAL FUTURE CHANGES

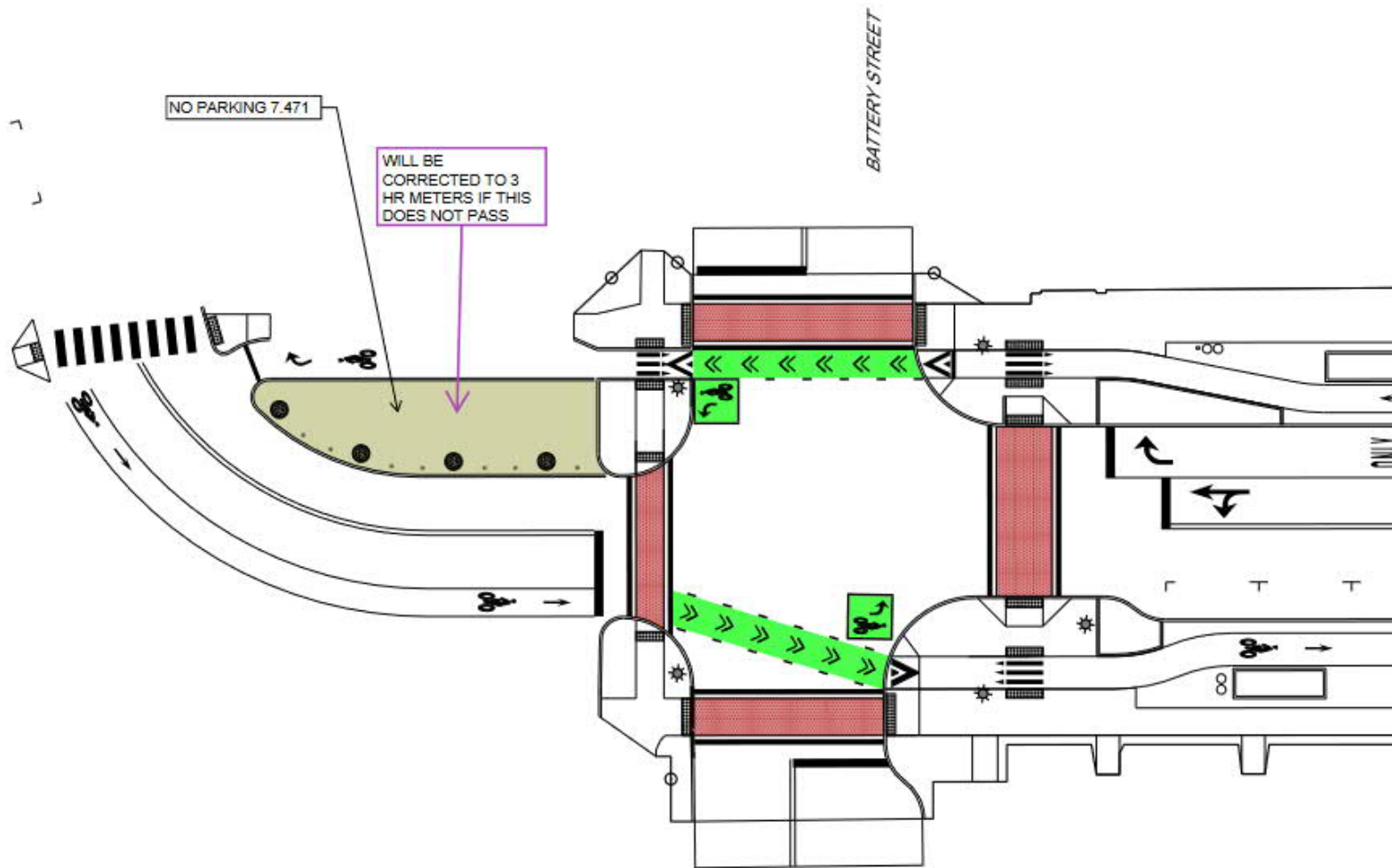
- Review additional parking loss mitigation during construction and upon completion
- Review parking rates along both Main Street and more broadly in the downtown
- Review time limited parking and turnover
- Other parking opportunities
 - o Concept design changes
 - o South Champlain south of Main St.
 - o New City Garage parking programs for frequent downtown parkers

PERMANENT PARKING

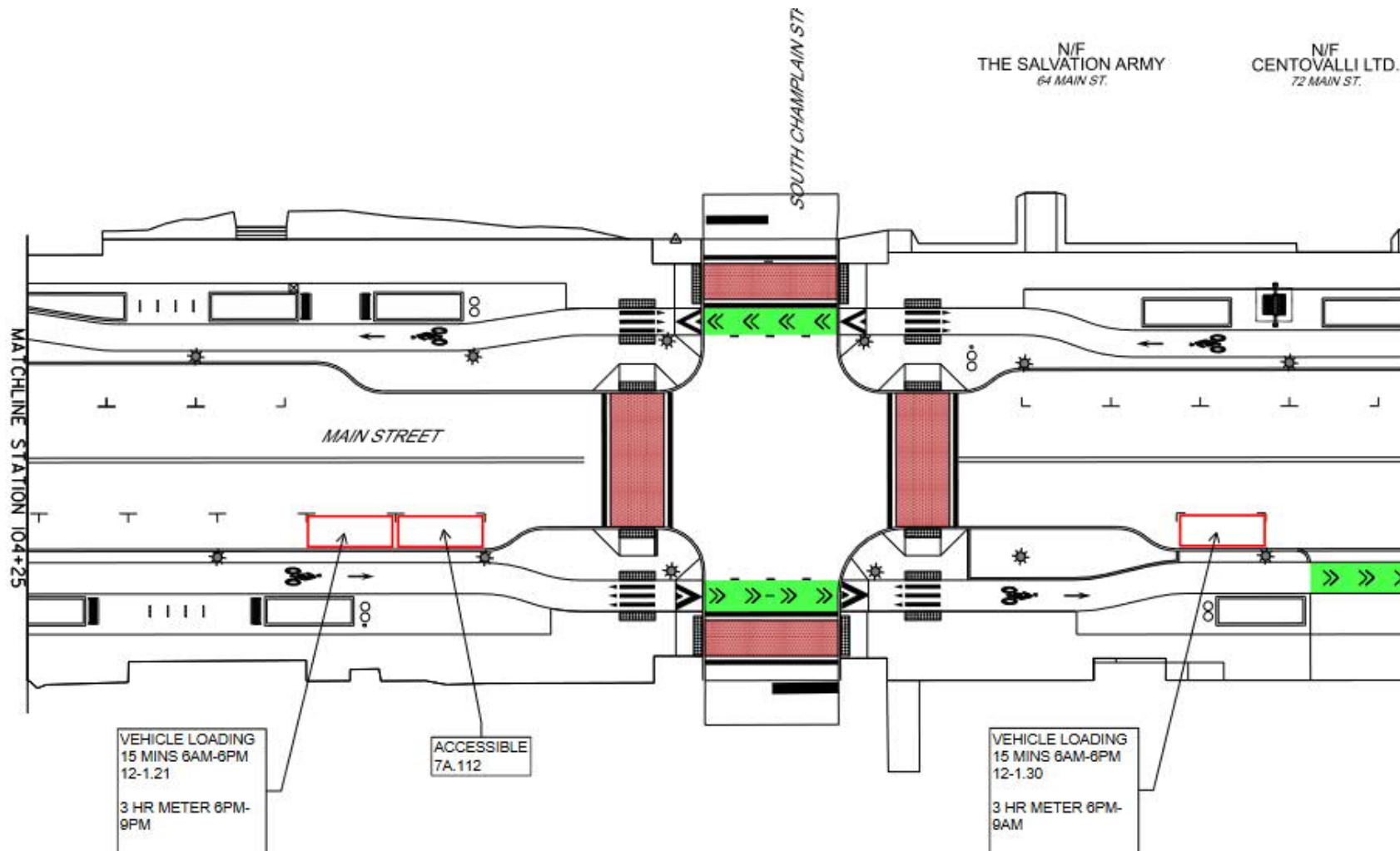
COLLABORATION AND ENGAGEMENT

- Continue working with community partners and businesses in the downtown for potential future changes
- Including mitigation strategies in our review such as Brown Meter Parking on College St and King Street
- Wayfinding signage improvements
- Promoting the Park Burlington website and keeping that current with changes from Main Street.

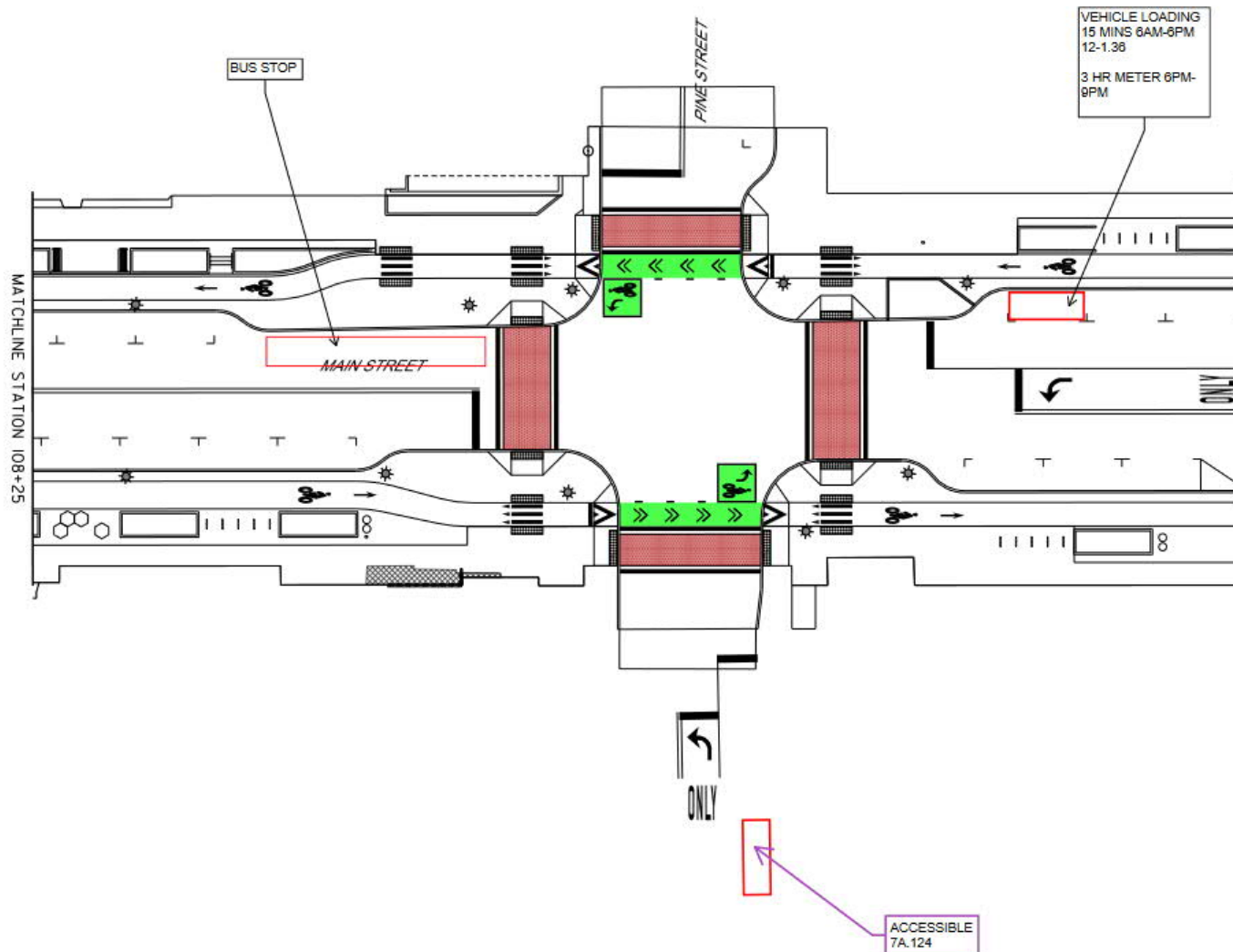
PERMANENT PARKING – Battery St. Area



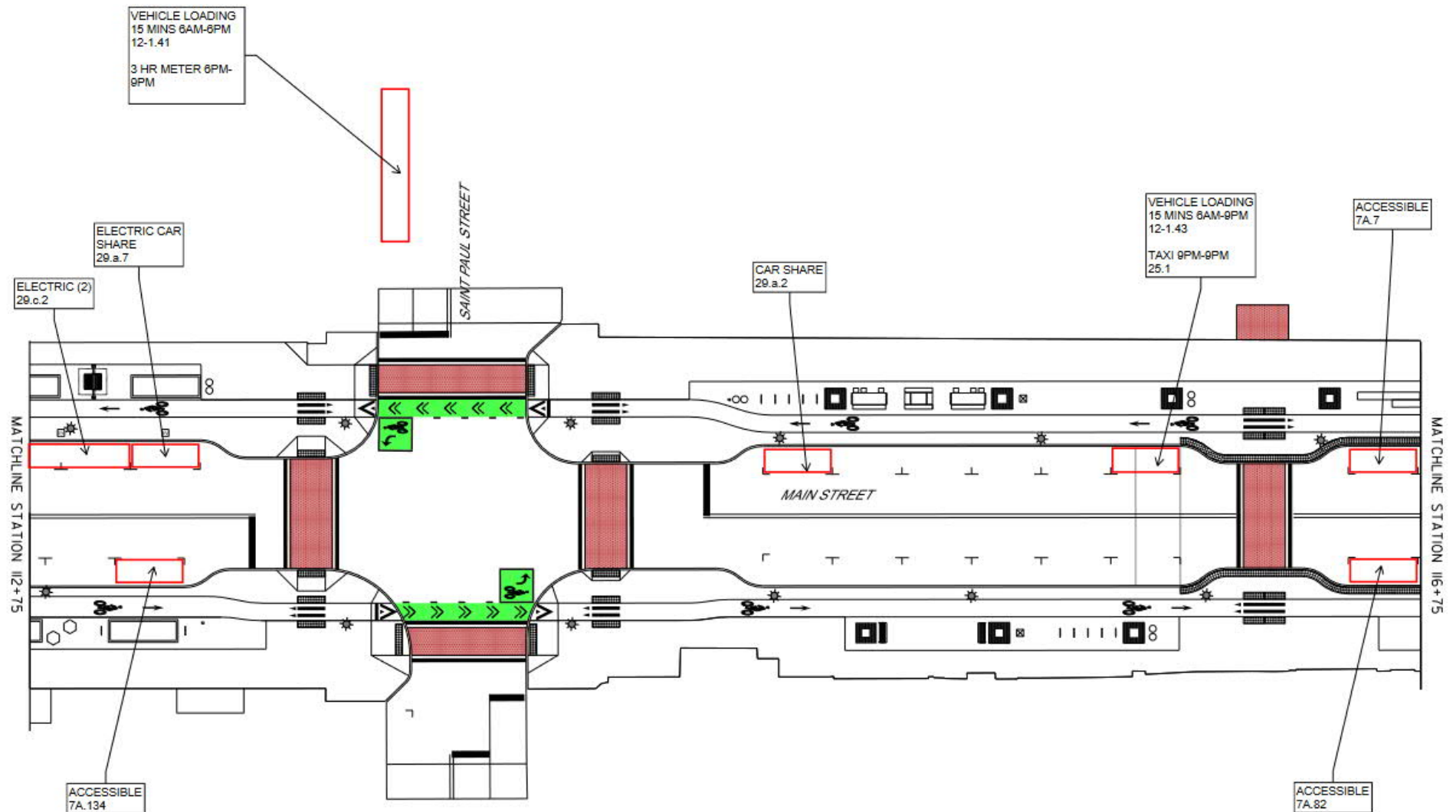
PERMANENT PARKING – S. Champlain St. Area



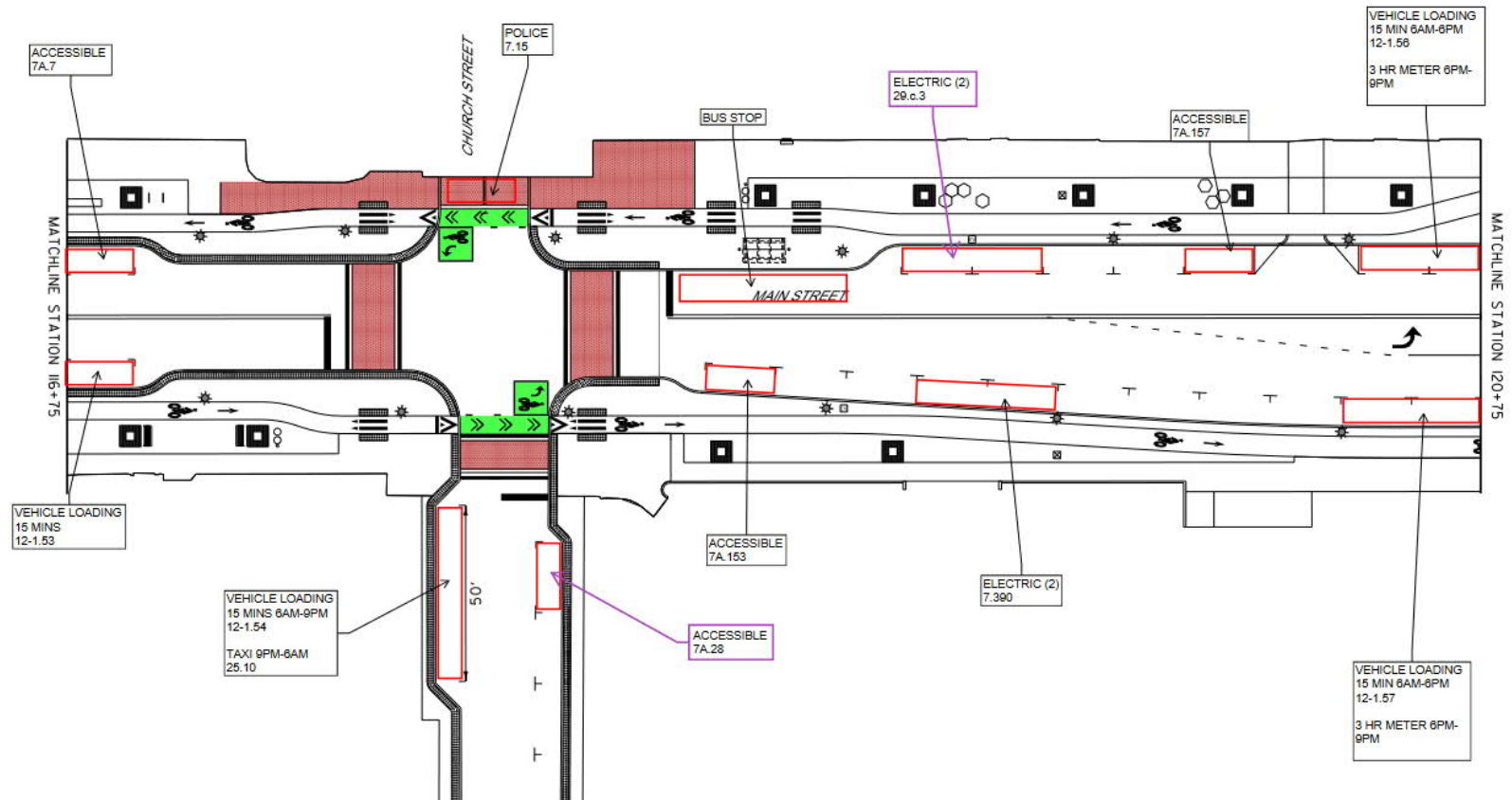
PERMANENT PARKING – Pine St. Area



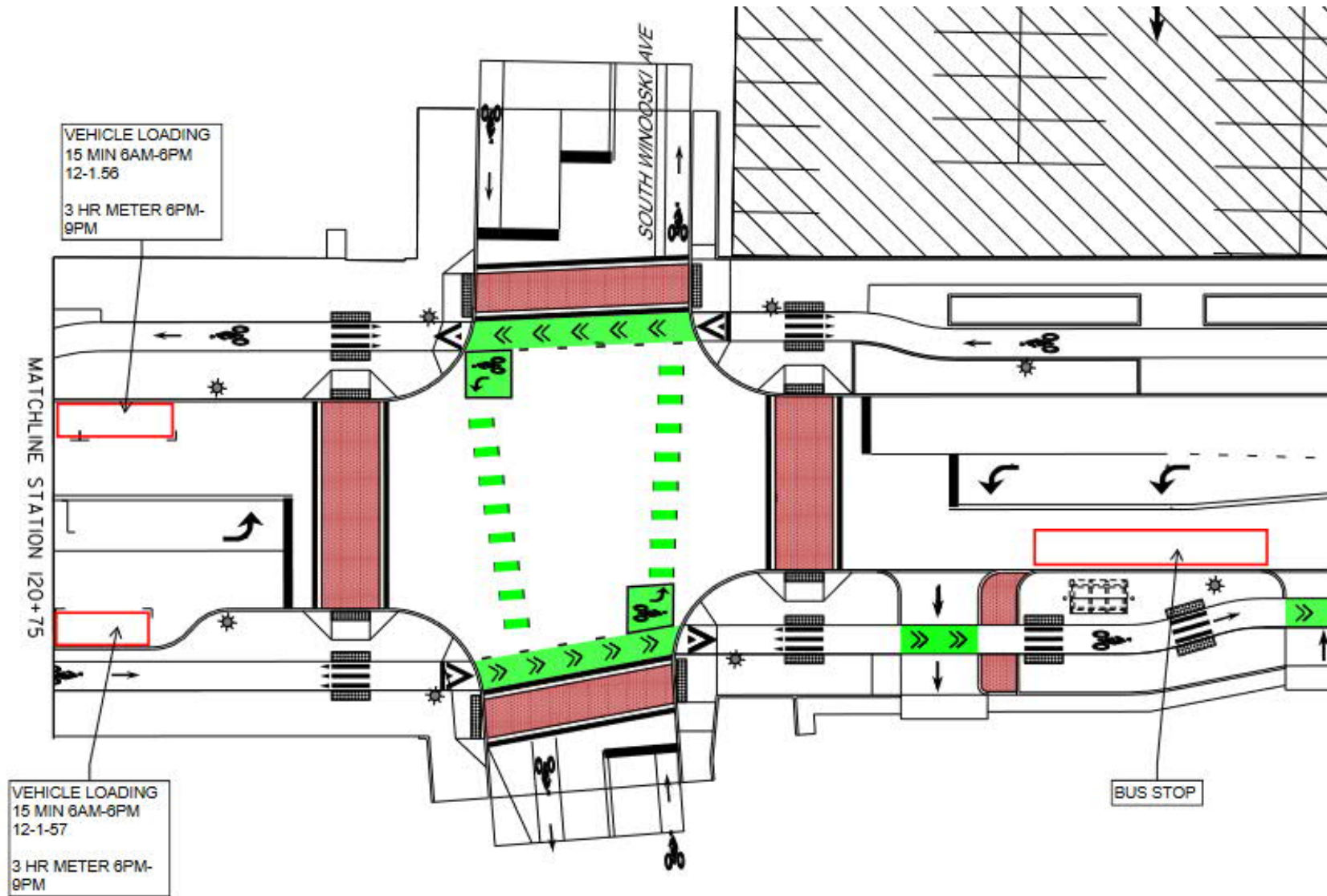
PERMANENT PARKING – St. Paul St. Area



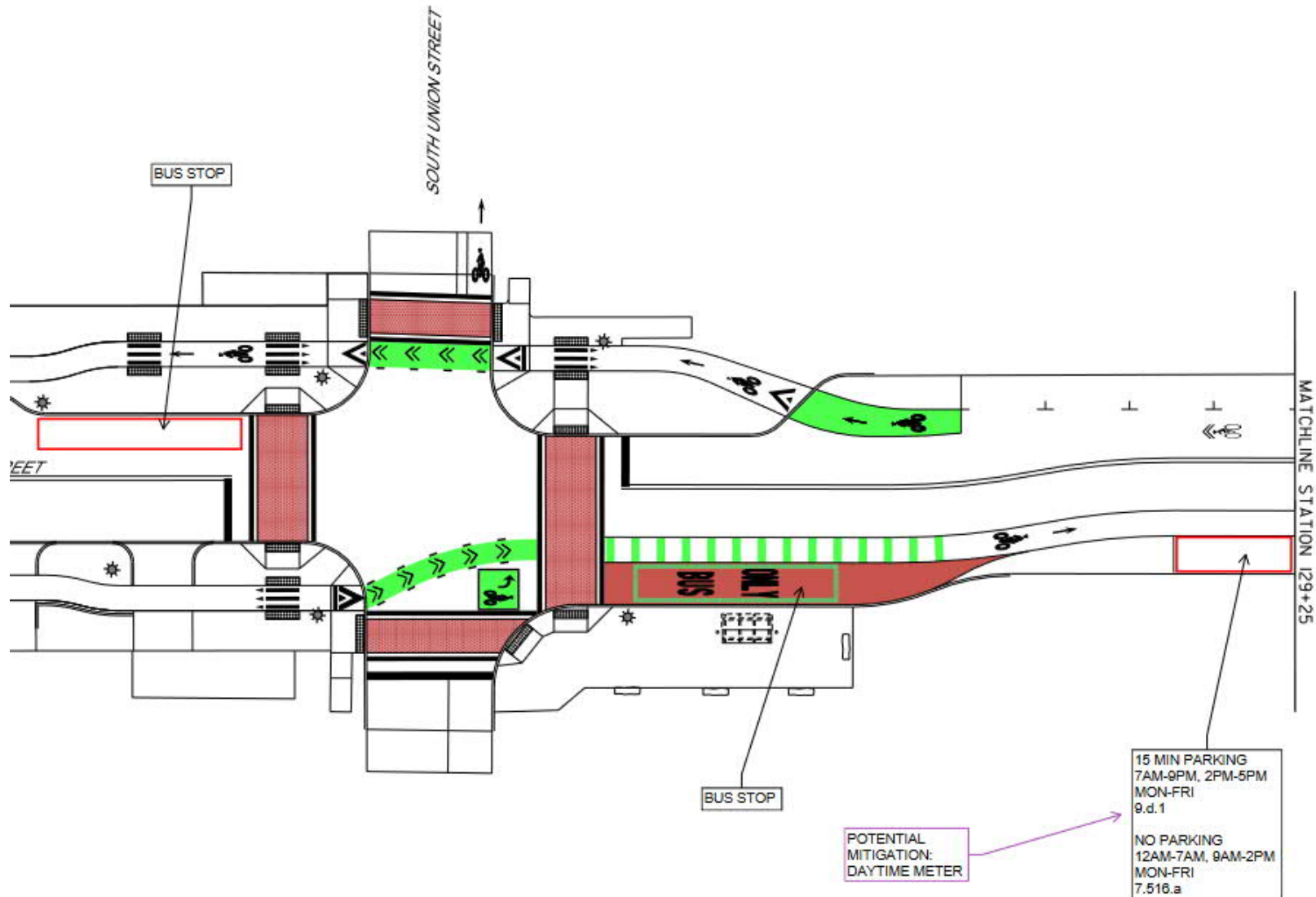
PERMANENT PARKING – Church St Area



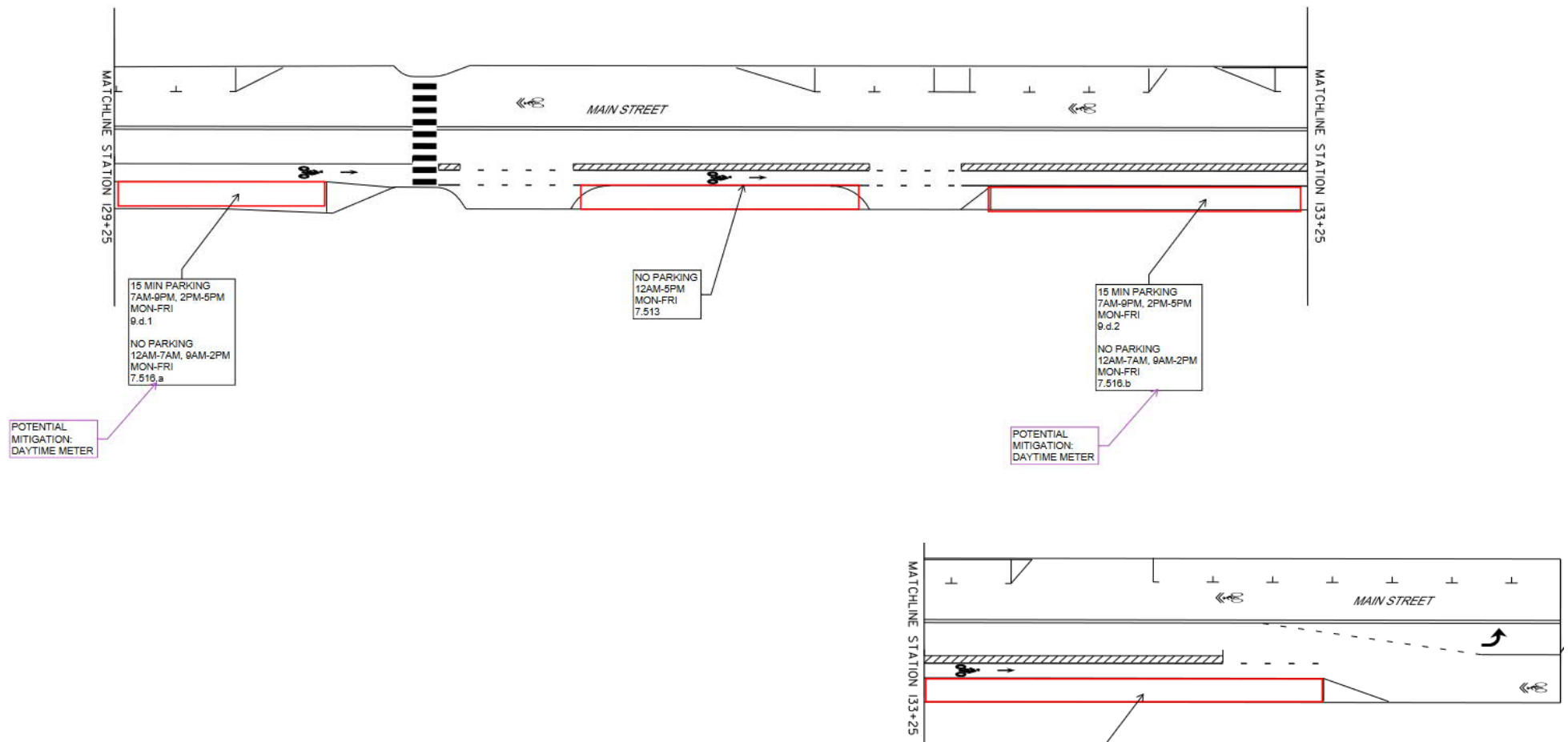
PERMANENT PARKING – S. Winooski Ave Area



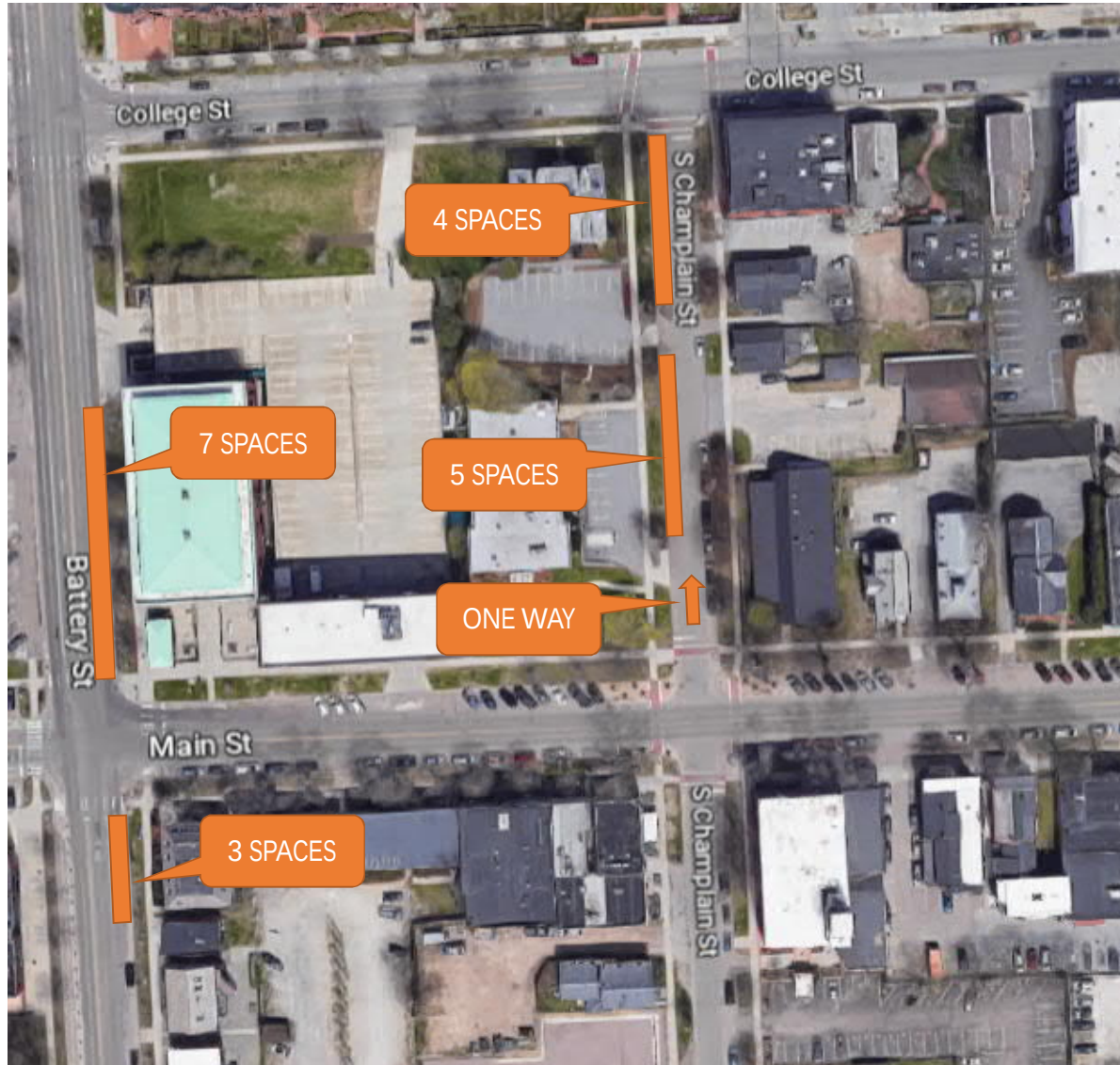
PERMANENT PARKING – S. Union St. Area



PERMANENT PARKING – S. Union to S. Willard



TEMPORARY/CONSTRUCTION PARKING



SOUTH CHAMPLAIN

Relocate Bus Parking at the start of construction

Implement One Way Street

Implement 9 New Spaces

BATTERY STREET

Implement 10 new spaces when construction west of Pine Street starts or if businesses within the corridor request sooner

TEMPORARY/CONSTRUCTION PARKING

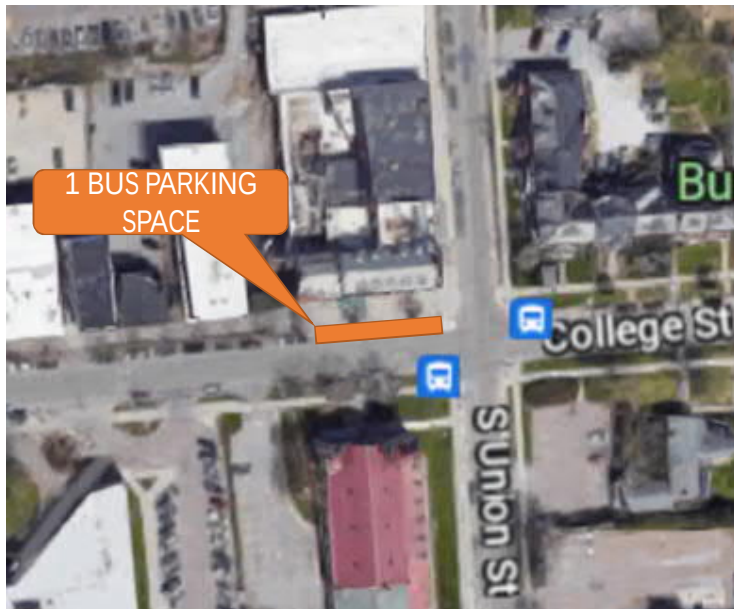


PEARL STREET

Convert 3 metered spaces to 1 Bus Parking Spot

COLLEGE STREET

Repurpose spaces previously designated to support former YMCA location (1 ADA, 1 Loading) into 1 Bus Parking Spot



BUS PARKING

These spaces shall be 3 hour time limited, and available to both GMT and other Transit

REQUESTS

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5F Action Requested – Temporary Parking Changes

New parking during construction on Battery and South Champlain, relocated bus parking

5G Action Requested – Appendix C Corrections

Administrative correction to support existing curbside parking use

QUESTIONS

WHERE TO FIND INFORMATION

<http://greatstreetsbtv.com/>

Connect with Staff:
Laura Wheelock, DPW
LWheelock@burlingtonvt.gov





29 Church Street, Suite 3-5
Burlington, Vermont 05401
802-863-1175

May 17, 2023

The Burlington Business Association, founded in 1978, is a non-profit, non-political membership organization with over 200 business and non-profit members.

Board of Directors:

Chelsea Condos, Chair
Christian Kuzia, Vice Chair
Shireen Hart, Secretary
Michele Asch
Donna Austin-Hawley
Michael Casella
Richard Deane
Peter Dysart
John George Wheeler
Lisa Kingsbury
Leslee MacKenzie
Ryan Nick
Jack Wallace

Staff:

Kelly Devine
Executive Director

Colin Hilliard
Deputy Director

Lexie Wheeler
Program Coordinator

Public Works Commission
645 Pine Street
Burlington, VT 05401

Dear DPW Commissioners,

The BBA is happy to report that we have had productive discussions with the project team from DPW since the April Commission Meeting. The Public Works Department is listening to the voices of businesses and nonprofits who have overwhelmingly voiced concerns about parking impacts both during construction and after. Concerns remain, but we are working with DPW on short and long-term solutions.

The BBA does not have, nor has it ever had, opposition to the Main Street/Great Streets project. Our members understand that it has the potential to add value to the downtown experience. Our focus has been and continues to be on mitigating impacts during construction and creating effective parking strategies post-construction. Our members have been clear that 2 to 3 years of construction followed by the loss of 67 parking spaces has the potential to seriously impact the viability of Main Street businesses.

Strong concerns about parking exist for many reasons. Parking is emotional. Also, we know from research that more than 75%+ of people arrive in Burlington via SOV (single occupancy vehicle). As a small city in a rural state, there is little evidence that those patterns will shift. The remarkably high use of Park Mobile gives DPW a cost-effective way to drill into parking behavior and guide the use of proven strategies to maximize parking occupancy, utilization, and turnover. DPW and the Burlington Community must continue to evaluate and discuss how we are meeting the varied needs of our clientele, visitors, businesses, and residents. The May 2023 draft of the Downtown Parking Study cautions the City that there already is the perception that there is a problem with parking in Burlington. It is important that we work collaboratively and make decisions based on data as the project moves forward.

Recommendations for initiatives taken in collaboration with the business community.

1. Make all parking changes based on data that clearly identifies trends in occupancy and length of stay.
2. Explore parking agreements with private operators near Main Street
3. Add wayfinding and signage both during construction and after



29 Church Street, Suite 3-5
Burlington, Vermont 05401
802-863-1175

May 17, 2023

4. Continue to improve the cleanliness, lighting, safety measures, and signage in public parking garages.
5. Continue the commitment to updating and maintaining the Park Burlington Website.
6. Measure the customer experience over the lead-up to and through the construction period. Make adjustments and improvements as feedback is received.
7. Continue to support and grow employee parking programs.
8. Invest in effective digital and physical wayfinding to improve the customer experience, reduce circling and reduce the strongly held preconception that there is NO parking problem in Burlington.
9. Partner with representatives of the business community to ensure a collaborative approach moving forward.

We assert that working on these initiatives soon will help mitigate the potential impacts of the construction period, including a perception that it is “too hard” to go downtown.

Sincerely,

A handwritten signature in cursive script that reads "Kelly".

Kelly Devine
(802) 863-1175
director@bbavt.org

5D 5E Main St Additional Public Comment

Email received 5/17/23:

Dear Public Works Commissioners,

I hope this finds you well. I had the honor of speaking before you regarding the North Winooski bike lanes months ago, and I'm grateful to have the opportunity to share my voice again.

I'm writing in strong support of the curb and parking management plans for the Main Street Great Streets project. To be a truly "Great Street," Main Street *must* prioritize people and environment rather than personal vehicles and parking.

As the climate crisis advances, it is short-sighted to prioritize cars, electric or otherwise, in an urban downtown environment. Creating a safer, more beautiful, and more pedestrian and cyclist friendly Main Street will benefit Burlington's residents, visitors, businesses, and our environment in the long term.

The changes you could approve tonight will effectuate a design with wide, long-term support by the city and community at large. In fact, a study conducted during the Main Street project illustrated that parking utilization was *not* at capacity on Main Street – and furthermore, that there are plenty of off-street parking facilities in the downtown area to accommodate residents and visitors.

Creating more parking will not reduce congestion – it will only exacerbate it. Take South Burlington, where I am a resident. The majority of businesses and services near my apartment in the Chamberlain neighborhood are replete with parking. However, the roads around my apartment are consistently congested, loud, ugly, and relatively unsafe and uncomfortable for pedestrians, cyclists, *and* drivers.

By providing viable alternatives to driving in Burlington's downtown and on Main Street, you will invest not only in the environment and in folks who already walk and cycle, but in every business, individual, and visitor who will have the opportunity to enjoy a more pleasant Main Street and downtown Burlington.

Thank you.

Best,

Georgiana

Email received 5/18/23:

Dear Public Works Commissioners,

I'm writing to let you know how much I support the curb and parking management plans for the Main Street Great Streets project. Main Street needs to be updated to create a better sense of place and prioritize people outside of cars.

The current plans achieve this by reallocating space from cars, making Main Street a better place, and advancing numerous local and regional goals for sustainability, safety, and equity. This parking reduction

is critical to achieving healthy trees, stormwater management, successful businesses, and safe and comfortable walking, biking, and rolling infrastructure.

The regulatory changes you are being asked to approve effectuate a design our community has broadly supported over several years and at multiple levels. The cross-section and curb location, including the accompanying reduction in parking, are the result of years of stakeholder engagement, have garnered public support through a bond vote, and were approved by City Council.

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- There are plenty of off-street parking facilities that can accommodate the removal of 67 parking spaces on Main Street, even with a 40% upward adjustment factor to account for Covid-19.

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Please move the Main Street project forward to ensure that we have pleasant sidewalks, safe and comfortable bikeways, healthy trees, and a cleaner lake.

Thanks,

Brian Woychowski

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING MAY 17, 2023
DRAFT MINUTES**

For video of the meeting, please visit Town Meeting TV's YouTube Channel:
<https://www.youtube.com/watch?v=k0r9VW6DgXY&t=978s>

Commissioners Present: Commissioner Barr, Commissioner Damiani, Commissioner Fox, Commissioner Hogan (Chair), Commissioner Munteanu, Commissioner O'Neill-Vivanco, Commissioner Overby

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:35 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Commissioner Fox seconded
Unanimous approval

ITEM 3 – PUBLIC FORUM

Sharon Bushor called with concerns with the parking lot at Main Street and South Winooski Avenue.

Michal Arnold called and stated he was in favor of the protected bike lanes for the Main Street project.

ITEM 4 – CONSENT AGENDA

Commissioner Barr made motion to approve
Commissioner O'Neill-Vivanco seconded the motion
Unanimous Approval

ITEM 5 – MAIN STREET GREAT STREETS: PAARKING STUDY AND PARKING CHANGES

DPW Engineer Laura Wheelock had an overview of on what the actions that DPW was looking for this evening.

- Accept the parking study laid out in Attachment 1
- Approve parking changes laid out in Attachment 4
- Temporary parking changes
- Appendix C correction

There will be temporary parking spaces on west side of Battery Street and South Champlain Street.

Commissioner Overby had questions about standardized private parking rate change. Also had concerns with Park Mobile and if there were ways to not use the app. Informed that the kiosk will work with coin or card only goes by plate number. Commissioner Overby wanted to get people familiar where to park.

Commissioner Munteanu stated that he is clear what is going to be there is this going to be permanent when completed
Senior Engineer Wheelock stated construction changed quickly need to understand when it is ready to get back to the public

Commissioner Damiani had concerns about the gas station at the South Winooski Avenue and Main Street intersection.
City is in communication with the property owners they want two driveways on Main Street.

Commissioner Fix had concerns for the bus stop at Acme on Pearl Street, traffic in area going to waterfront. Church and Winooski loading zones, 3 hours parking could be confusing.
City Engineer Wheelock stated we were working on signage.

Commissioner Barr asked if Park Mobile will be used on Main Street. Engineer Wheelock stated yes signage will be there.

Commissioner O'Neill-Vivanco stated there needed to be more wayfinding and clear communication, safety and security. Commissioner O'Neil-Vivanco stated concerns for the parking around the Edmunds School with all the events held during evening hours. Engineer Wheelock stated school was using a section for parking that is out of ordinance.

Commissioner Hogan commented that wayfinding has come up several times.

Robert Leidy stated that St. Paul is a thriving street and used it all the time. Would like to see the scramble intersection at Main Street like the ones on Pearl and Winooski, which work really well for pedestrians and bicyclists.

Evan Gould is in support of the Great Streets.
Gordon Dragoon is in support of Great Streets
Ali Hamedani is in support of removing parking.
Carlos Edquil (hard to understand spoke low)
Josephine Brunelle is encouraging the changes with Great Streets
Jak Tiano is in support of parking changes on Main Street

Kelly Divine of the BBA not opposing projects and we appreciate working with the team and we have made good headway with the parking but there is more work to be done. There was no meeting with the Parking Advisory Committees to address loss of parking and to make modification to replace parking.

Serrill Flash is in full support for parking, but would like to see bike parking, maybe add hitches to existing meters.

Dan Castrigana is in support of removing parking and would like to extend protected bike lane right up to the school.

Parking study – Munteanu makes a motion to accept communication of parking study.

Commissioner O'Neill-Vivanco seconds

Unanimous approval

Permanent parking changes – Commissioner Damiani make a motion to accept the changes

Commissioner Fox seconds

Commissioners Barr, Damiani, Fox, Hogan, Munteanu, and O'Neill-Vivanco all vote to approve.

Commissioner Overby declines approval

Temporary Parking – Commissioner O'Neill-Vivanco makes a motion to accept the suggested temporary parking. Commissioner Munteanu seconds.

Unanimous approval

5G Appendix Corrections – Commissioner Barr makes a motion to accept staff's recommendations.

Commissioner O'Neill-Vivanco seconds

Unanimous approval

ITEM 6 – TIME LIMITED PARKING VIOLATION CHANGES

Director Spencer spoke on behalf of AD Padgett who was in another meeting. Director Spencer stated they were looking for a policy recommendation – adding more time to limited parking. There was a question of equity see time limited and metered parking compared to downtown which is 15 minutes. Change violation for time limited to 15 minutes, need to change the language.

Commissioner Munteanu questioned shall be towed. St. Paul Street is time limit in parking ordinance what is used in practice. Director Spencer stated it was meter.

Commissioner Barr is in favor to make things for similar, make the communication as well.

Commissioner Barr made a motion to accept staff changes

Commissioner Damiani seconded

Unanimous approval

ITEM 7- DIRECTOR'S REPORT

Just a reminder of Executive for the Director and City Engineer Reviews

Toter deadline has been pushed back to July 1st as we have had more demand for the 35 gallon toters and we had to order more and when they come in the ordinance will start.

Budget update was presented to City Council tonight

Champlain Parkway judge rules in our favor.

Clean Sweep had complaints of dropping cars on streets in middle of night waking residents so the last two nights went and dropped at Perkins Pier – in future will drop in lots first.

City Engineer Baldwin stated he went around the city on Tuesday and got a sense of the ugly spots on the streets riddled with potholes. We are doing the best we can with what we have.

ITEM 8 – COMMISSIONER COMMUNICATIONS

Commissioner Damiani asked about budget conversation and if the commissioner has any further input. Norm Baldwin stated this is asking for addition money for coming year.

Director Spender stated budgets lie with the City Council

Commissioner Damiani stated we would utilize the private parking lots

Commissioner Fox stated her parents came to visit and parked in the Cherry Street Garage and were impressed with how easy it was to navigate.

Kudos on the great work on Main Street

Commissioner Barr stated fantastic work for past few years, apply for grants to fix streets in my neighborhood. Add bike parking into Great Streets

Commissioner O'Neill-Vivanco read the feedback on Main Streets. Asked if we were fully staffed in all departments. Director Spencer stated the Teach Team is fully staff but we do have vacancies in recycling, streets, water and crossing guards

I appreciate work on the pipe relined but are the streets going to be septs again when the projects are done lots of debris in road from being dug up.

Commissioner Overby was shocked to hear of the passing of Jared Wood, someone who had regularly communicated with her regarding Public Works issues.

Regarding the parking changes proposed for Main Street, Commissioner Overby said she is sensitive to young people being concerned about global warming, but there are other considerations to factor into making parking changes.

Elderly and New North End residents need downtown parking as do people who can't afford to live in Burlington. These folks must drive into downtown and park. Without comfortable parking options they are excluded from participating in downtown Burlington activities.

Commissioner Overby also recommended that if safer roundabouts are not installed at Main Street intersections, that the scramble method of pedestrian crossings be implemented at the intersections. This would be like at Pearl Street, where traffic is stopped in all four directions for pedestrians to cross together.

Commissioner Overby advocated that the scramble pedestrian crossing method be implemented at Main Street intersections despite the City traffic consultant's recommendation against them at a prior PWC meeting, where the consultant stated these would defeat the Main Street project goal of a 20 mile-per-hour traffic flow on the re-designed street.

Commissioner Overby asked about a College Street Congregational Church right-of-way egress issue on the driveway ramp between the church and Memorial Auditorium which the PWC had approved years ago but concerning which, the church was recently told the paperwork had not been properly filed.

Director Spence stated this is resolved and we are moving forward with the issued and have worked with our attorney.

Commissioner Munteanu stated the Cherry Street garage kiosk parking well how is structure work coming along

Director Spencer stated we are very close to completing, just small things left. This work will help extend life of garage but there will need to be money and decision made in the future bout this parking structure.

Commissioner Munteanu asked about Champlain Parkway and if there were delays and City Engineer Baldwin stated there was minimal impact with the schedule.

ITEM 9 – EXECUTIVE SESSION – DIRECTOR & CITY ENGINEER ANNUAL REVIEWS

Commissioner Barr made a motion to enter into executive session.

Seconded by Commissioner Fox.

Passed unanimously at 9:17PM

Commissioner Fox made a motion to exit executive session.

Seconded by Commissioner Barr.

Passed unanimously.
Executive Session was exited at 10:25PM.

ITEM 10 – ADJOURNMENT AND NEXT MEETING DATE – JUNE 21, 2023

Commissioner Barr made a motion to adjourn.
Seconded by Commissioner Fox.
Passed unanimously.

Meeting adjourned at 10:28PM.