



**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
February 15, 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 1-18-23
 - B Burlington Tech Center School Zone (Cherry St from St. Paul to Church St)
 - C Back-to-Back Parking Ban – Free Day Parking
 - D Fines For Food Report
 - E Holiday Parking Program Report
 - F Change of One Parking Space at 77 Pine Street to 30 Minutes
 - G Street Seats and Parklets 2023 Program Update
- 5 20 Min North Winooski Avenue Parking Regulatory Changes
 - A Communication, P. Peterson & C. Spencer
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested –Vote
- 6 10 Min Annual Downtown Garage Occupancy Analysis Report
 - A Communication, J. Padgett & J. Esperti
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – None
- 7 10 Min Update to Whoops! Program
 - A Communication, J. Padgett & J. Esperti
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – Vote

- 8 10 Min Director's Report
- 9 10 Min Commissioner Communications
- 10 **Adjournment & Next Meeting Date – March 15, 2023**



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**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING JANUARY 18, 2323
DRAFT MINUTES**

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

Commissioner Absent: Commissioner Munteanu

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:35 p.m.

Commissioner Hogan stated that there is an appeal item on the agenda tonight and do we deliberate in a private manner and we meet in executive session for that. My understanding is that we close the meeting and then after we meet in a separately

Director Spencer stated that was his understanding as well and Haley McClenahan. Haley McClenahan has raised her hand.

Haley McClenahan stated she believes she heard that the board would enter into a deliberative session once the evidence and testimony portion in the matter concludes and the answer to that would be yes. Therefore, the board will take the matter under advisement, deliberate and then issue a written decision.

Commissioner just to confirm we can do that separate and outside of our agenda is that correct?

Haley McClenahan stated yes that is separate from deliberative meetings. The decision itself would be made public after the parties were provided a copy.

Director Spencer I think the appropriate motion for the agenda would just to strike Item #9 in the executive session with the understanding of the board will deliberate outside this meeting.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda striking Item 9.

Commissioner Damiani seconded

Commissioner O'Neill-Vivanco stated there were changes to the minutes by...

Commissioner Overby stated she would like to request that the minutes be pulled so we can vote on it separately from the agenda.

Commissioner we have a motion and a second...

Commissioner Barr it is friendly to me to (technical issues with mike)

Commissioner Damiani stated it was also friendly to him.

Commissioner Hogan stated that the motion has been amended with the agenda as posted with the exception that we will pull the December minutes out of consent agenda and strike Item 9. All in favor say Aye.
Unanimous approval

ITEM 3 – PUBLIC FORUM

Sharon Bushor called and stated that the mikes were inconsistent, unable to hear Chair but could hear Commissioner Overby and Commissioner Barr. Mrs. Bushor stated that she was informed about a depression on East Avenue, which is not visible, but when some vehicles hit this, they are bottoming out and some are swerving into the other lane to avoid it. Last summer a man came by with spray paint and put an X on it and labelling things to alert to the problems in the roadway. I would ask if somebody could look his and what is going on. I appreciate all of you and your department.

Francine Cohen and Steven Bliss stated they live on Hoover Street and their driveway is not very long and when they park in it they are partially blocking the sidewalk but people are able to walk by, people with strollers also have no problems walking by. Recently we have started getting tickets for blocking the sidewalk while parked in our driveway. She stated she called Leonard Ducharme who informed her there was nothing he could do, as this was an ordinance issue. They stated that this was a steep street and it is a hardship to park on the other side of the street. Can the city do some kind of exception to this ordinance? Who has jurisdiction over this, what is the procedure to go about this?

Director Spencer stated we are enforcing the ordinance changes go through this Commissioner or the City Council.

Chris Hasley showed concerns about the parking in the downtown area. There was a loading zone in front of the Archives, used to be vehicle only zone for people living in the apartments could unload and load their vehicle. Years ago it was changed to a truck-loading zone, the signage is incorrect change to vehicle loading zone. Parking project will have an impact on parking. Center and College Streets when there are snowbanks the handicap spots people have to walk around to get into their vehicles.

Also a member of the NPA in the area and have a bit of feedback on the project coming there.

ITEM 4 – CONSENT AGENDA

- A Approval of Draft Minutes 12-21-22
- B Pine Street & Cherry Street all way stoop
- D King Street 30 Minute Parking

Commissioner made a motion to pass Consent Agenda with
Commissioner seconded

Unanimous approval

ITEM 4.1 – DECEMBER MINUTES

Commissioner Overby stated that she made a suggestion of her own comments to be edited but I did have some concerns of the other content represented by some other folks had potentially said or not. I am not comfortable with the other contents. I just wanted an opportunity to not be able to approve the minutes as they are even though I do appreciate the fact that my comments have been corrected. That is my reason for pulling that so I cannot support that version.

Commissioner Hogan with that said I would welcome a motion for the minutes.

Commissioner Barr made a motion to approve the minutes.

Commissioner Fix seconded

Chair Hogan a motion from Commissioner Barr and a second from Commissioner Fox.

Any discussion around the motion?

All in favor say aye. Fox, Barr, O'Neill-Vivanco, Hogan, Damiani

All opposed – Commissioner Overby

Chair Hogan the December minutes pass by a vote of 5 to 1.

ITEM 5 – 194 REDROCK DRIVE – APPEAL

Chair Hogan stated we will welcome communications from Permitting & Inspections, then we will welcome communication from the Appellant, and then we will have a chance to ask questions in our role as the appeals board.

Haley McClenahan stated she would recommend taking sworn testimony from both city staff and the appellant and if the Commissioner would prefer I would be happy to swear the people testifying.

Commissioner Overby I just wanted to note based on our conversation here earlier today that for the record I had a similar experience to the appellant's in the past with predecessor city departments involved here although I do feel that I could provide a fair and impartial hearing, to avoid even the appearance of partiality one way or the other I will not be participating in the deliberations or decisions during this hearing.

Attorney Haley McClenahan asked Director Ward to raise his right hand to be sworn in.

Director Ward has agreed and stated he had with him Building Official Kim Ianelli and also on zoom Senior Building Official Brad Biggie in the event that their testimony will be necessary it would be helpful to have them sworn in now.

Kim Ianelli is sworn in and agrees to speak the truth.

Senior Building Official Brad Biggie is sworn in as well. And also agrees to the truth.

Director Bill Ward went into an explanation of the permitting process in receiving permits in 2008 is a little different from present day. Zoning and Building Permits were in two different building.

The appeal is about a property at Redrocks Condominium Unit 194. There were building permits that were issued at this location in 2008 but those projects were not inspected and closed according to the instructions that were given to the property owners when they applied for the permit. The project was for skylights and exhaust vents. Both permits were signed by the owners/applicant. Both permits remain open as of today. There was also an electrical permit opened for this same project with the same guidelines of it being inspected and closed and this one was inspected and closed by the Electrician. The trail stops here for about 14 years.

The trail begins again when property owners call the department to get the permit closed out from 2008. Inspector Kim Ianelli from our department went to the property on December 14, 2022 and found that the project met the building code with the exception of the window requirements and the window requirement was a second floor area over the garage that was going to be habitable space. The inspector found that the window was too small to meet the egress requirements for the second means of egress. The second means of escape is if the primary means of egress is blocked from a hazard there's another way out from what would have been a sleeping area. In this case it does need to meet requirements so a firefighter can get into it and get you out in a safe manner. It's called an escape window.

I called Assistant Fire Marshall Chris Franzen and he stated he was aware of the open permits in addition to the deficiencies he listed. He affirmed that an escape window would be required at the time of sale for the area above the garage to be accepted as a sleeping area or living area. The open zoning and building permits for this property recognize the space above garage as a habitable space which would allow it too be a sleeping area or living space.

Property owners believe the city should have notified them there were open permits but permits themselves state "the applicant must contact the department to schedule inspections of the work and obtain final project approval. There are no signatures on the 2008 permits.

The NFPA the egress window is a requirement. Department of Permitting and Inspections considers this a life safety issue and not a negotiable item. If we make an exception we will be taking on the liability from that point forward if tragedy struck and if anyone were injured or an emergency or fire in this room about the garage, this would include the current and future owners, their guests and potential hazards to any emergency responders.

My request is for the DPW Commission to uphold the staff decision that the Vermont Building and Fire Safety Codes specific to the NFPA 101 – Life Safety Code was

interpreted correctly by Inspector Ianelli and that the escape window that was required for habitable space over the garage at 195 Redrock Drive.

Chair Hogan per legal advice get a statement from the Appellant at this point.

Director Ward I believe I heard from direction that we submit our documents now we have them but we would be happy to submit them now.

Chair Hogan if you have hard copies yeah.

Annette Urbschat stated that the main reason for appealing this decision is that the fire inspection report from December stated it does not require us to install a new window. We have an official report from the Assistant Fire Marshall Chris as well as his unprompted verbal statement that an egress window would not be required in our case due to the use. We also feel city was neglectful on numerous occasions, including when approving our building plans in 2008 without requiring we add an egress window. We feel we had reasonable expectation that the city would have notified us of any outstanding issues sometime between 2008 and 2022.

We are unable to afford the \$1500 it would be required for the egress window.

Hayley McClenahan stated she would recommend that if there were any questions to inquire of Director Ward if they have any questions regarding his testimony allow Director Ward to ask any questions within that scope to respond in kind and then open it up to Commission questions. The property owner is afforded an opportunity in inquire into the city _____.

Chair Hogan to the appellant is there any questions you would like to ask the staff.

Ms. Urbschat stated she had a statement that she would like to make in response to the opening segment and that is the e mail communications with Chris Franzen indicated that because he knew that there were outstanding permits this was the reason he did not _____ but I do doubt that and I believe that it is hearsay. As I said, he walked up the stairs into the room and out of his own free will offered that we would not need a window because it was not a bedroom. I believe this is an after the fact and we just do not have any evidence of that Mr. Franzen was thinking about this permit when he inspected it.

Chair Hogan were you advised to check with the Fire Marshall and did you do so?

Ms. Urbschat stated they did not and we did not feel the necessity because we did not have a question.

Commissioner Damiani just to confirm there are currently two forms of egress and one of them, which is the window, is just not of the proper size according to the NFPA.

Director Ward stated correct, there is a way out a door or stairway and the second would be the window which is described as the existing window and I would point out that if you look at that window that was submitted in 2008 there aren't any measurements on there so there was no way for any building official to say it was too big or too small it doesn't say anything about the window. It would require an inspection too make sure the window fits.

Ms. Urbschat would argue that the city should have asked us what kind of window is this whoever approved the zoning. I feel that was definitely an oversight on the part of the city.

Commissioner Fox during the appellant's testimony she had said that zoning had approved their design so I am wondering if staff can confirm that for us. Director Ward yes zoning did approve the design. Zoning is the architectural appearance, building is life safety code, and that is why it is actually two different officials who look at it for review.

Ms. Urbschat stated she that the zoning permit was closed last month.

Commissioner Barr was the zoning permit approved when the were separate or was it after?

Director Ward stated the zoning permit was issued as a separate issue. It was closed as a separate issue as well.

Commissioner Barr asked that happened after the two entities fall under you right now? Director Ward it did.

Commissioner Barr I do get the idea that things somethings when you are a regular public person you don't always see all these things but requirements, code but when it falls to safety I have to say it really does mean that something has to be done to change it.

Director ward the permit would have to be changed; the current zoning permit allows it to be habitable space. If Inspector lanelli had gone into that room and seen a storage area with shelves and things like that, I think that it would be clear that it is not a living space and not a bedroom.

Ms. Urbschat stated she believes that is the crux of the matter where the discrepancy comes from the Fire Inspector having a different interpretation of bedroom versus living area and the building code is under the same heading that is my interpretation.

Building Inspector brad Biggies asks did Assistant Fire Marshall Franzan inform you that you had some open permits.

Ms. Urbschat stated they did not talk about permits.

Inspector Biggies stated he has been working with Fire Marshall's for some time and knows that if there are open permits they let that go our office which is why you had Inspector lanelli out there to close our permits which is when the window was identified is that correct.

Ms. Urbchat yes I still do not understand why he would have volunteered why he would have volunteered that this is not a bedroom and therefore you do not need the window. Inspector Biggie stated it is not contingent on being a bedroom its contingent on being a livable space.

Ms. Urbchat stated that because of the statement of Fire Marshall Franzen that the Fire Department has a different standard.

Commissioner Barr it seems to me to make it as simple as possible the option here is to put in the proper window if it's going to be a habitable space or revert back to storage space and then have the permit adjusted those are the two things on the table based on what staff is recommending. Is that true?

Director Ward stated this is correct.

Commissioner O'Neill-Vivanco would like to ask the appellant do you have any documentation of your conversation with the fire marshal when he said you do not need an egress window in your space or is it just you are recounting what he said?

Ms. Urbchat yeah it was just a conversation we did not have a recording of the conversation.

A couple questions for city staff follow up to what Commissioner Barr. What does it mean for zoning to approve design? What does that mean for a resident?

Director Ward stated in the simplest terms they would tell you that it looks nice and the trades' team tells you that it is safe. The zoning team is looking at the architecture of the building to make it meets the designs specifications under the CDO, the zoning ordinance for the City of Burlington. Specific design elements zoning is looking for. Thee trades team follows on to confirm that the windows that were actually approved meet the life safety code.

Commissioner O'Neill-Vivanco is it the city's responsibility to inform the residents of code?

Director Ward not the specific code – the code to direct them to is to make sure that they comply with the code and the specific elements is the property owners or applicant agrees too when they sign the permit to meet the elements of the code.

Commissioner O'Neill-Vivanco it is not a city standard for egress it's a state standard and NFPA is the standard for fire egress among other thing.

Inspector Biggie that is correct. Inspector Ianelli picked up on this and she is one hundred percent spot on.

Commissioner Hogan can you clarify what you did learn if anything when you went to this city clerk's office in July of last year?

Ms. Urbchat stated he did show her the microfiche, which shows if there are any liens on the property and there was nothing of the sort. And specifically asked if there was anything else that we needed to do and he said no.

Commissioner Hogan I'll note in preparation for this hearing I looked up I can see the permits still be issued there.

Ms. Urbschat stated they were never informed that the documents were transferred digital. I believe the city should have some mechanism to let people know that they have open permits.

Commissioner Hogan who did the construction? Did you do that work yourself?

Ms. Urbschat we oversaw it, we hired a local carpenter.

Commissioner Hogan livable space, would be habitable is it the issue the zoning permit is speaking in terms of habitable space.

Director Ward yes in order to have the space comply it needs to have zoning approval to make what was unconditioned space prior to make it habitable space and then the building permits to make it safe.

Commissioner Hogan attorney do we need to take further actions at this point for closing this item?

IF there were no testimony, I would recommend board enter into a deliberative session. Issue a written decision and make it available.

ITEM 6 - NORTH WINOOSKI AVENUE PARKING REGULATORY CHANGES

Director Spencer gave an overview on what was going to be coming up on North Winooski Avenue as to the parking and bike lanes, which will be installed.

The State of Vermont will be repaving North Winooski Avenue this summer and most likely DPW staff is proposing to remove on the east side of the street between Union and Riverside and bike lanes will be added. DPW staff has been seeking input from local businesses and residents on how the future North Winooski Avenue on street parking and the adjacent spaces on side streets should be regulated. DPW staff will most likely bring regulation recommendations to February 223 Commission meeting.

Commissioner Fox asked how they came up with an 80/20 split and the 20 percent enough to cover the staff time it will take to manage and enforce the parking.

Director Spencer stated that we a hearing from Council and from this body to go the extra steps to try to mitigate the impacts from removing approximately 40 spaces on this two block section of North Winooski Avenue and we have delved out cost here. By not having to install meters and using Mobile Pay for these devices and having the property owners still maintain the lots, we believe we can cover our costs with this small percentage.

Commissioner Barr supports this. Where will parking be? It will be in a variety of places from where it is removed.

Director Spencer stated it would be wherever any property owner agrees to open up their lot for public parking at times from them that are off peak.

Commissioner O'Neill-Vivanco, TDM is this part of the engagement process with businesses?

Director Spencer yes they have had opportunities to apply for the grants.

Commissioner O'Neill-Vivanco CHC on Riverside and the parking there. I wonder you know how the Community Health Centers sits on the flat but in the back goes down into the Intervale is there any parking that can be utilized, car park on that bottom. Parking regulations, outreach know on that block before you get to Riverside some of those you can park all day long so it invites some people to park there. Streetscape is that part of corridor plan as well.

Director Spencer in the longer term.

Commissioner O'Neill-Vivanco the outreach plane we are going door to door and reach people? Deal with some vulnerable population and meeting them as much as possible.

Director Spencer going door to door and with some other partners to offer business support services.

Commissioner Damiani stated what is the count of number of spaces losing?

Director Spencer stated it was around 50 spaces. Burlington Housing has offered six paces to the Community Health Center.

Commissioner Overby asked about if people who needed to store vehicles or people who come to the area. Parking lot available of bigger businesses. Changed parking on east side to open season, any preference for using kiosk method or permit?

Director Spencer stated there are a few parking lots along the corridor open to nights and weekends. We can do is Mobile Pay but we cannot afford to install a kiosk.

ITEM 7 – DIRECTOR'S RERPORT

Director Spencer did a bike share update CATMA is leading the multi stakeholder effort to return bike share to our region for the 2023 season.

Went over the budget for GMT stating that fares will be reinstated, services will be cut by 3% to help balance the budget.

ITEM 8 – COMMISSIONER COMMUNICATIONS

Commissioner Overby asked Director Spencer if on the Bike Share program will that include scooters a well or just focus on bike.

Director Spencer stated right now it was just bikes.

Commissioner Overby inquired on the GMT budgets if statistics were available for ridership as it was free.

Director Spencer stated ridership is down since the pandemic.

Commissioner O'Neill-Vivanco stated that since the pandemic there was hybrid schooling so many people did not have to take the bus.

Commissioner O'Neill-Vivanco loves her new 95-gallon toter for recycling.

Commissioner Barr stated either the bollards located near Chase Street were taken out by the plow or someone else took them out.

Commissioner Fox stated that bike lanes need to be repainted

Commissioner Hogan stated he needed a new water meter and the Water Department did a great job. Also need more queries about King Street because there are so many different aspects on the street.

ITEM 9 – ADJOURNMENT & NEXT MEETING DATE - FEBRUARY 15, 2021

Commissioner Barr made a motion for adjournment

Commissioner O'Neill-Vivanco seconded

Unanimous approval

Meeting ended at 8:44 p.m.

WENT INTO EXECUTIVE SESSION FOR THE APPEAL AT 194 REDROCK DRIVE



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

Memo

Date: February 15th, 2023

To: Public Works Commission

From: Madeline Suender, Associate Transportation Public Works Engineer
Phillip Peterson P.E., Public Works Engineer

CC: Chapin Spencer, Director of Public Works
Norman Baldwin P.E., Assistant Director of Public Works/City Engineer

Subject: Expanded School Zone - Cherry Street

Recommendations:
Staff recommend the DPW Commission approve:

Section 15 Designated school zones.

The following streets are hereby designated as school zones. No person shall operate a vehicle at a rate of speed greater than twenty-five (25) miles per hour on the following streets:

- (26) Cherry Street beginning at Battery Street and extending east to Saint Paul Church Street.

Purpose & Need:

The purpose is to provide School Zone signage for Burlington Technical Center (BTC) at 29 Church Street on Cherry Street. The need is to align with Manual on Uniform Traffic Control Devices (MUTCD) School Zone signage and provide special pedestrian conditions in a school area.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		MUTCD Part 7. Traffic Control for School Areas
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:

After a request from BTC for School Zone signage to continue in front of their facility from the existing school zone adjacent to Downtown Burlington High School, at 67 Cherry Street, staff investigated. According to the MUTCD, this area qualifies as a School Zone and therefore qualifies for additional School Zone signage.

In preparation for the 2/15/23 DPW Commission Meeting, Staff sent emails to businesses in the vicinity of 29 Church Street. Staff received two emails in support of the proposal (Attachment 1).

This is an aerial map of downtown Burlington, Vermont. The map shows a grid of streets including Pine St, Battery St, and Cherry St. Various buildings and landmarks are labeled, such as the Burlington Technical Center, Vermont Assisted Technology Program, and the Burlington Public Library. A red line and a blue line are drawn across the map, and a red arrow points to the bottom right corner.

Existing School Zone

Attachment 1: Public Comment

Email Received 2/7/23:

I am 100% in favor of this - I brought it up when I realized that we had a lot of drug dealing going on within yards of the technical high school and suggested the signage be adjusted to extend the school zone

Thank you for considering this!

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—

Section 15 Designated school zones.

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 15, Designated school zones, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Section 15 Designated school zones.

The following streets are hereby designated as school zones. No person shall operate a vehicle at a rate of speed greater than twenty-five (25) miles per hour on the following streets:

(1)-(25) As written.

(26) Cherry Street beginning at Battery Street and extending east to ~~Saint Paul~~ Church Street.

(27)-(28) As written.

** Material stricken out deleted.

*** Material underlined added.

TD: BCO Appx.C, Section 15
2/15/23

Sponsor(s): Department of Public Works

Action: Approved

Date: 2/15/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____



City of Burlington
Department of Public Works
Division of Parking and Traffic
645 Pine Street, Suite A
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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Jeffrey A. Padgett, MBA
DIVISION DIRECTOR for PARKING & TRAFFIC

Date: February 15, 2022

To: Public Works Commission

From: Jeffrey A. Padgett
Division Director for Parking and Traffic

C.C. Chapin Spencer, Director of Public Works

Subject: Back-to-Back Parking Ban
Free Garage Parking

Request:

To authorize the update of Appendix C of the Burlington Code of Ordinance, Section 19 (d) to:

- Allow for free parking during the day at the city owned garages in the event of back-to-back parking ban events

Background:

During Parking Bans, parking overnight in the garages is free. The goal is to move as many cars off of the road as possible to allow for plowing; this dramatically improves cleanup activities and prevents towing.

Although rare, there are times when a citywide parking ban is called two nights in a row due to a particularly large snow event. During these back-to-back events moving cars in, out and back into the garages the next night is a burden for the public and moves cars back onto the streets during the day or exposes them to parking fees and/or tickets. By providing free parking during the day, between storms, more cars will be off the road for longer (aiding cleanup) and minimizes hassle for the public.

An Equal Opportunity Employer

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The proposed language provides the Director of Public Works with the authority to extend free parking to include the daytime between two back-to-back parking bans.

Also, because Ordinance allows for zone-based parking bans (as is used at Franklin Square), the proposed language now allows for free parking for both city-wide and zone-based parking bans.

Motion:

“To adopt the attached update to Appendix C of the Burlington Code of Ordinance Section 19(d) to:

- Clarify that there are citywide and zone-based parking bans
- Provide authority to the Director of Public Works to provide free parking in the garages during the day between multiple night citywide parking ban events.

As detailed in the attached proposed update and upon review and approval of the City Attorney.”

Attachments:

Requested Update: Appendix C 19(d)6 *Special Rates for City-owned or Managed Garages*

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the
Traffic Commission—
Section 19 Parking Rates.

Sponsor(s): Department of Public Works

Action: Approved

Date: 2/15/2023

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, Section of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Section 19 Parking rates.

(a)-(c) As Written

(d)

(1)-(5) As written.

(6) Citywide Parking Restrictions, Fees: Overnight parking in city garages during declared citywide or zone-based parking restrictions (such as parking bans for snow removal and "Operation Clean Sweep"), as declared by the director of the department of public works or their designee, will be free for each night of the event and at the discretion of the director of the department of public works, if a citywide event occurs over multiple nights, for each day between.

(e)-(f) As Written

** Material stricken out deleted.

*** Material underlined added.



BURLINGTON



Fines for Food

2022

Goal:

To fight food insecurity while incentivizing overdue parking ticket payment to avoid scoff towing exposure

Program Details and Revenue

- Year 1 of 5 year Council Approval
- November 24 – December 31
- 5 Weeks
- ½ of Revenue generated by overdue parking tickets contributed to Feeding Chittenden
- ~9,000 Direct Mailings to overdue accounts
- TV interviews
- Digital media advertising
- February 22nd : “Big Check” event

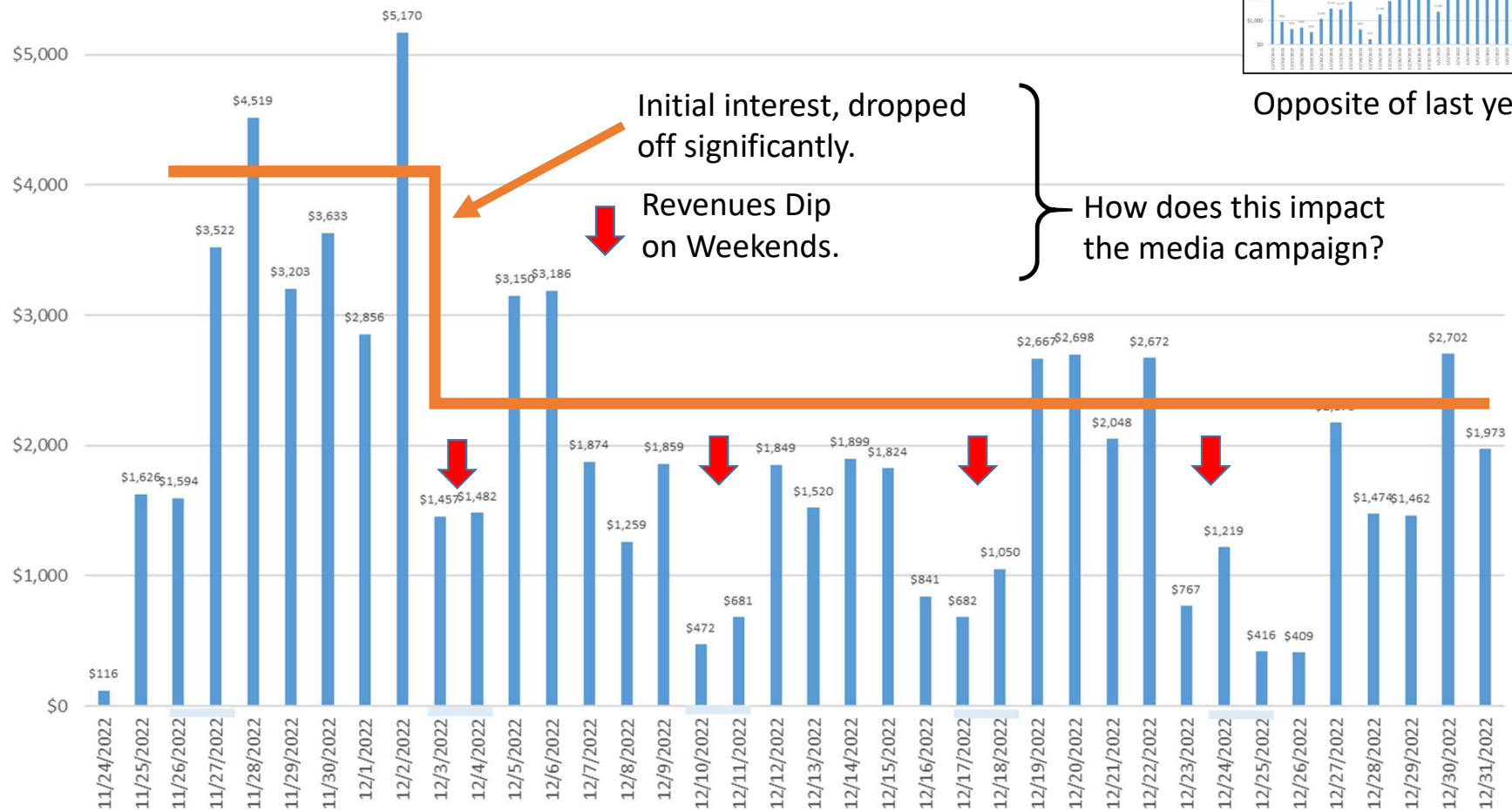
Program Revenue:
\$74,006.25



Donation:

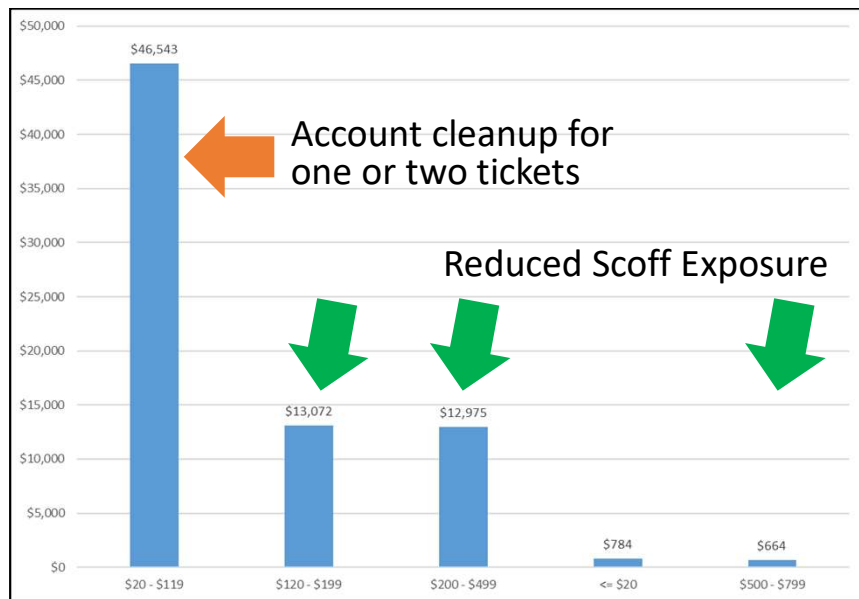
\$37,003.13

Revenue fell off after 1st Week

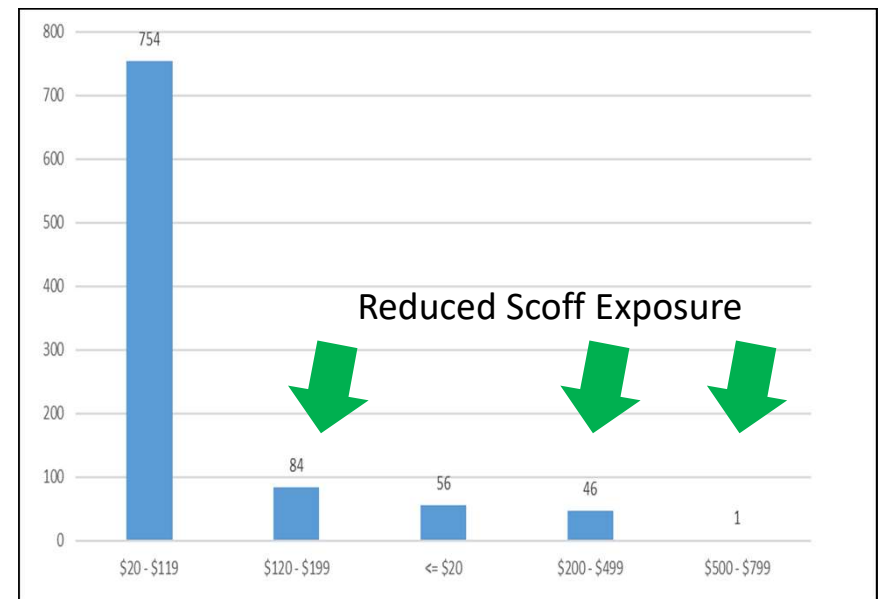


Scoff Exposure Reduced for Many

The vast majority of payments are to accounts cleaning up one or two overdue tickets.



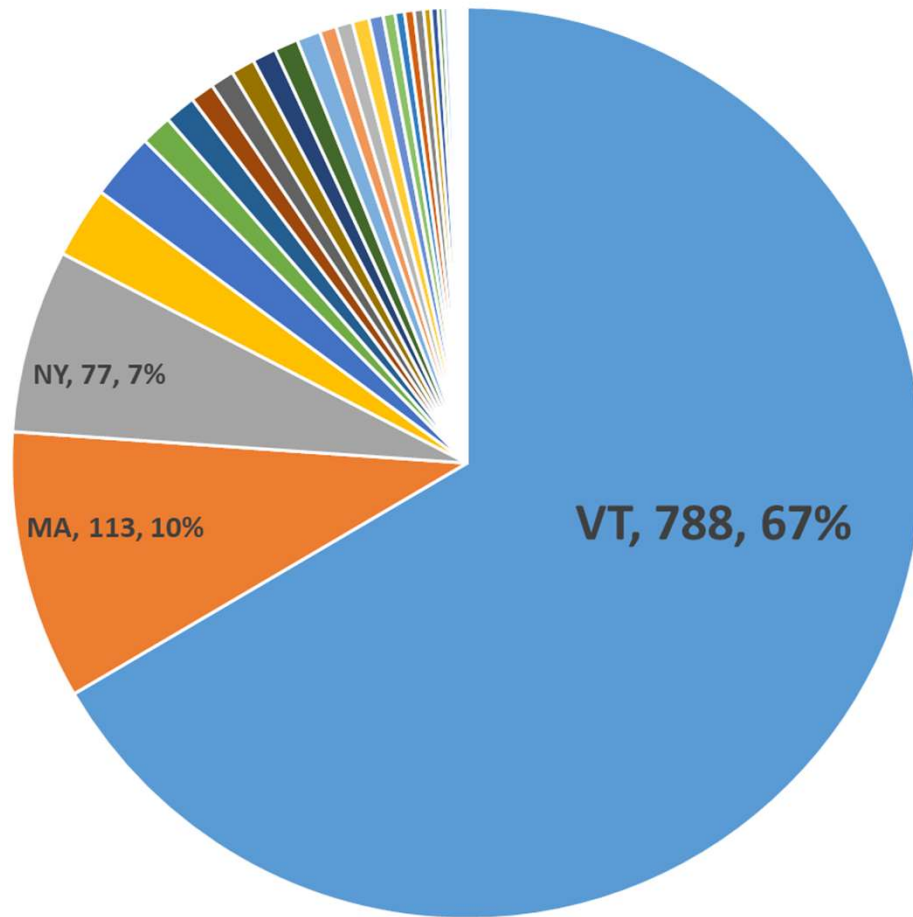
Scoff exposure was reduced or eliminated for ~130 accounts.



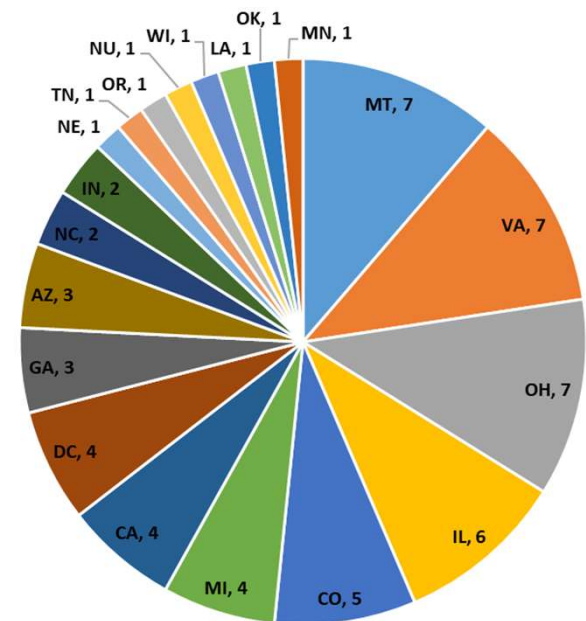
Range	Meaning
<= \$20	Housekeeping
\$20 - \$119	Account Clean up
\$120 - \$199	Minor Scoff Avoidance
\$200 - \$499	Major Scoff Avoidance
\$500 - \$799	Extreme Scoff Avoidance
\$800+	Resolution of Chronic Accounts

} Assumed reason for / result of payment.

Most Payments came from Vermonters

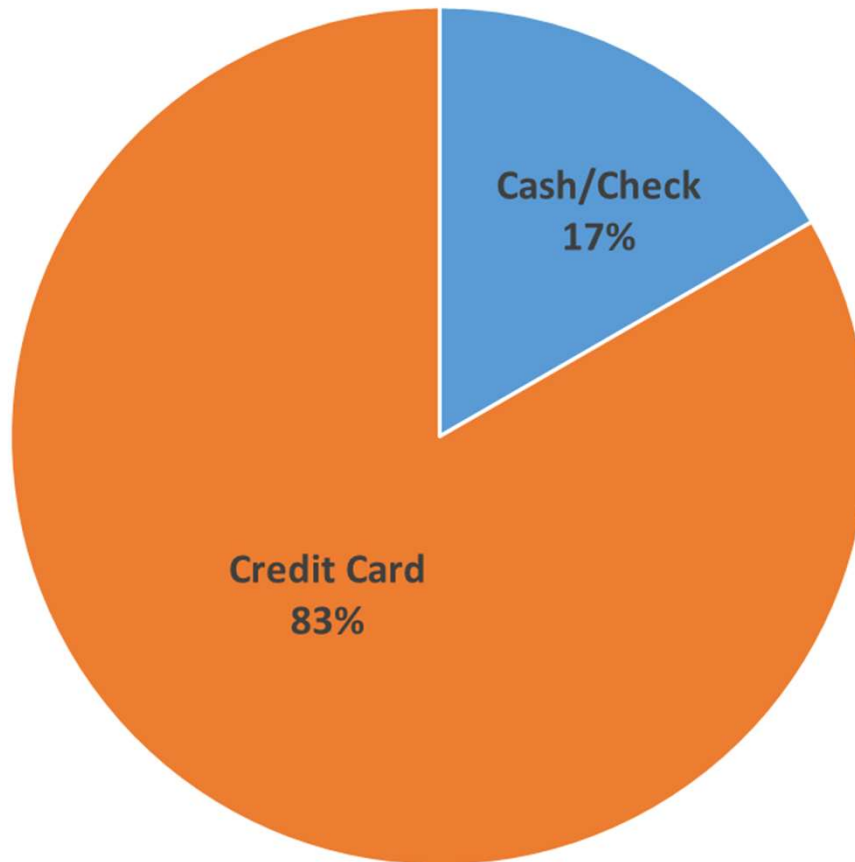


However, payments came in from all over the country.



Bottom 5% of Payments

Vast Majority of Payments made by Credit Card



Includes online payments, payments made at the counter and via the legacy T2 phone payment system.

The phone payment system is no longer active, but was accidentally left “live” by T2 even when the other T2 systems were shut down. Potentially, artificially driving traffic to the phone system. These transactions were manually entered into AIMS.

Recommendations for 2023

- Timeframe / Marketing
 - Shift back to “spanning” the New Year
 - December 11 through January 15.
 - 5 Weeks, same as this year
 - This increases outreach context opportunity
 - “Holiday” context AND
 - “Start Fresh in the New Year” context
- Outreach
 - Only mail to “valid” addresses in the system (now possible in AIMS)
 - Ensure the direct mailing is going to the accounts, not individual tickets
 - Consider second direct mailing at 1/1?
 - Only to valid addresses?
 - Only by email?

2022 Holiday Parking

FEBRUARY 15, 2023



Goal

“Support the vitality of Downtown during the Holiday Season.”

Program Overview

2 hour Free Parking using ParkMobile

Fridays and Saturdays; Thanksgiving to New Years

No Promo Code

All City-Owned Facilities

- Garages
- Lots
- On-street Meters
- BPRW Lots

1 Use per day



Outreach

Church Street Marketplace Holiday Marketing



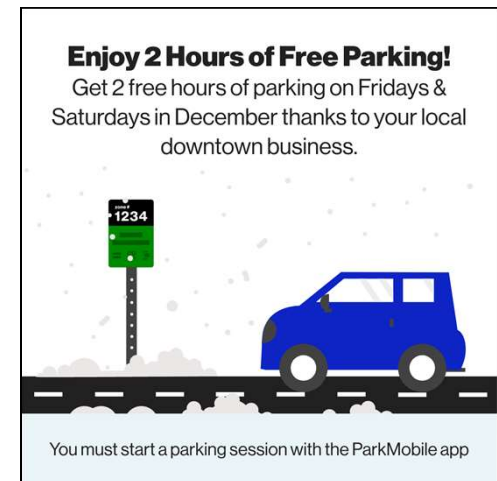
Email



Social



Social



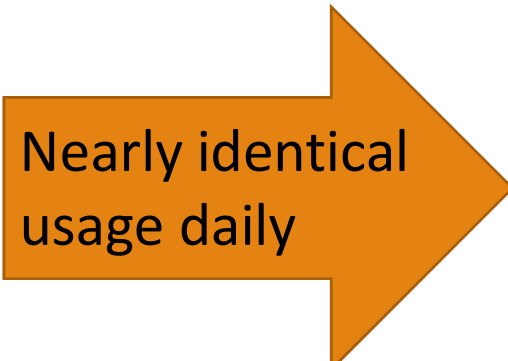
Splash Screen

Program had similar usage

2021

**License Plates = 30,500
/ 28 Days**

1,100
per day



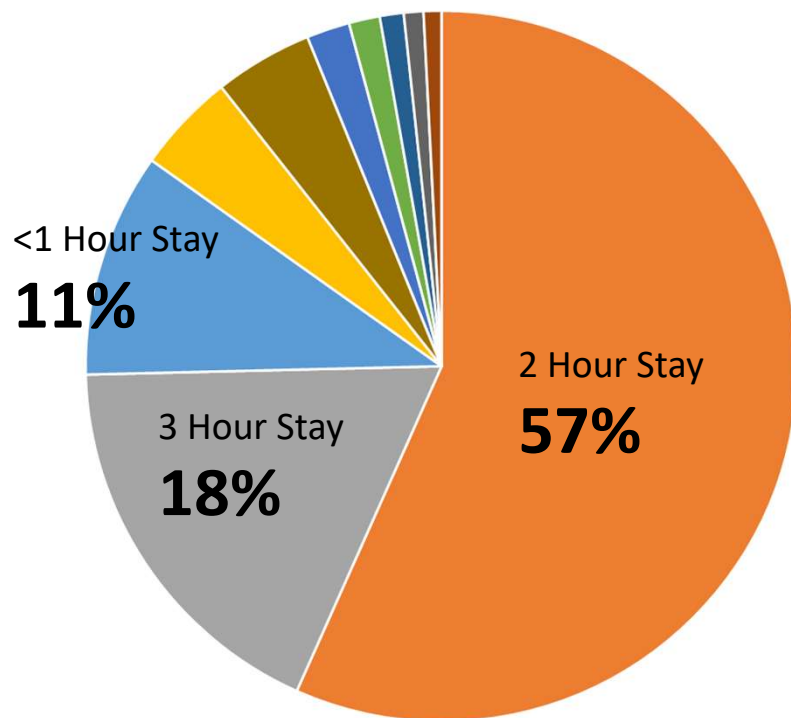
Nearly identical
usage daily

2022

**License Plates = 13,142
/ 12 Days**

1,100
per day

Program changes supported Downtown by Keeping parkers downtown *longer*



2 hour stays increased by 90%

2021: 30%; 2022: 57%

3 hour stays increased by 30%

2021: 14%; 2022: 18%

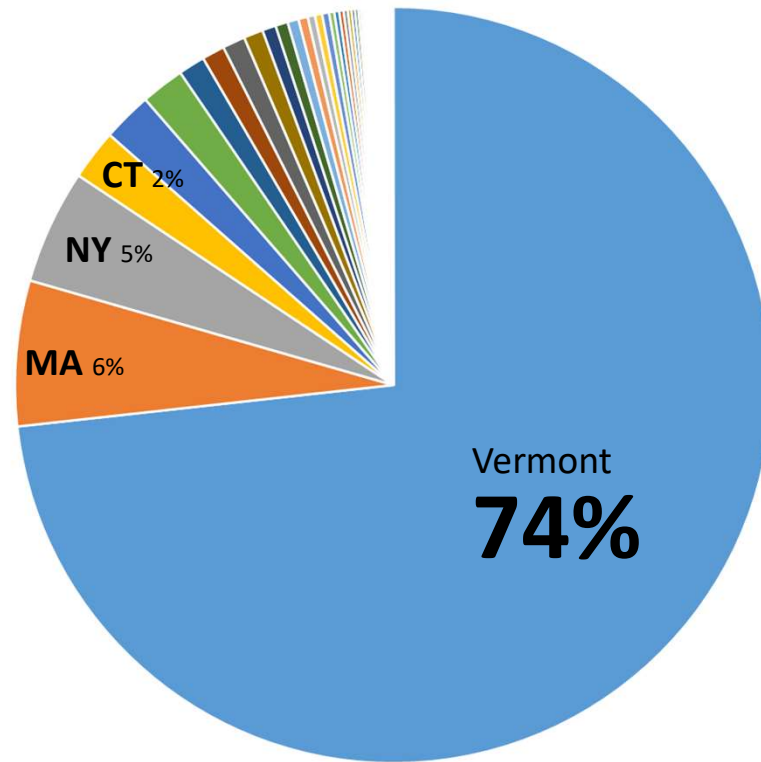
1 hour stays decreased by 75%

2021: 41%; 2022: 11%

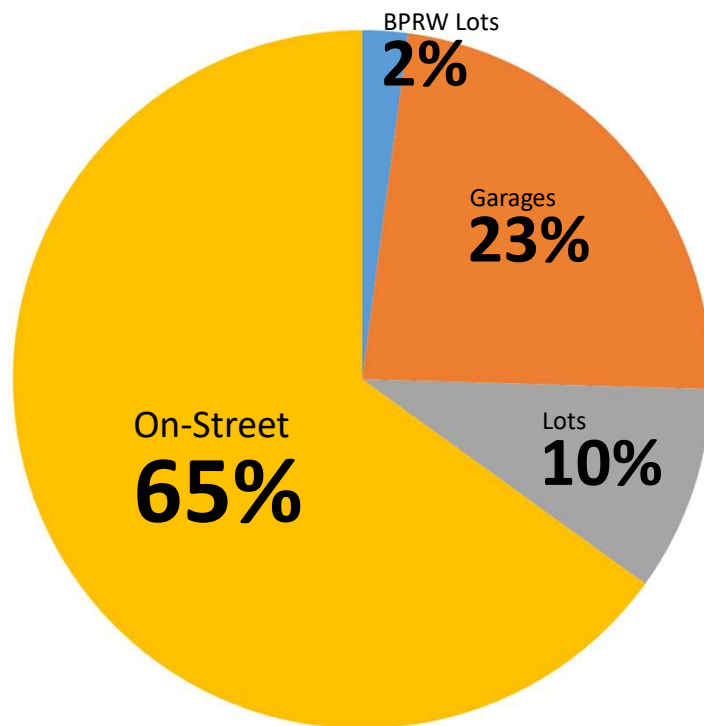
Changed from 1 hour free everyday in 2021 to 2 hours free Fridays and Saturdays in 2022.

Benefited Vermonters *and* Visitors

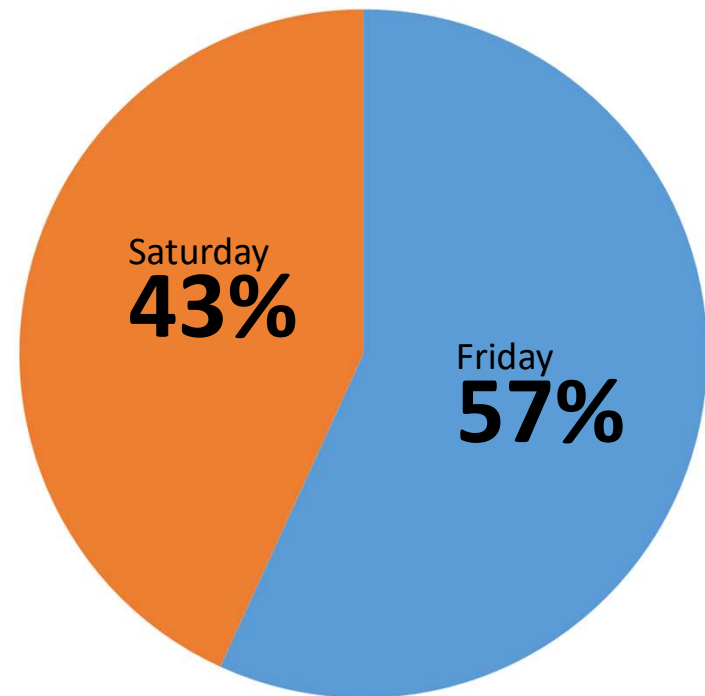
54
States and
Provinces



Mostly used On-Street & on Fridays



Similar to last year



Relatively even distribution, similar to last year

Financial: Cost Less, Greater Value

2021 Total

\$62K

over 28Days

\$2.2K/day

Reduced overall cost due to reduced
number of days and,

50% increase in
community value

2022 Total

\$39K

BPRW: \$2K
DPW: \$37K
over 12 Days

\$3.3K/day

No DID offset funding available as in the past.
Cost Fully born by DPW and BPRW

Misuse Summary

Average Misuse Rate: 14%

	Parkers	Sessions	Program Cost
Total Legitimate Use	11,612	16,112	\$34,256
Total Misues	1,832	2,782	\$4,874
	13,444	18,894	\$39,130
Misues Rate:	13.6%	14.7%	12.5%

Misuse occurred again with multiple uses, but we know who's doing it
Misuse with coupons is anonymous
Already coordinated with ParkMobile to solve issue for next year

Lessons Learned

Utility is stable

- Daily use remained similar to last year
- Lack of a “promo-code” ensures wide use

Customers continue to prioritize on-street parking

- 65% of use was on the street shows
- On-street parking in general remains low: 60% of historic; could be driving behavior

Changes measurably improved impact of Program

- Dramatically increased the number of 2hr stays and 3hr stays
 - Longer stays increased the value of the program to the public
 - Met goal: *“Support the vitality of Downtown during the Holiday Season.”*
- 



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

Memo

Date: February 15th, 2023

To: Public Works Commission

From: Dora Bean, Associate Public Works Engineer

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

Subject: Pine St. Thirty-Minute Parking

Staff recommends the DPW Commission approve (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 west side of Pine Street, in the first space south of Bank Street.

Purpose & Need:

The purpose of this request is to reallocate a metered parking space, near 77 Pine Street, to a thirty-minute parking spot. Several businesses at 77 Pine Street have expressed a need for a parking spot that customers can use for short visits to their establishments.

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).

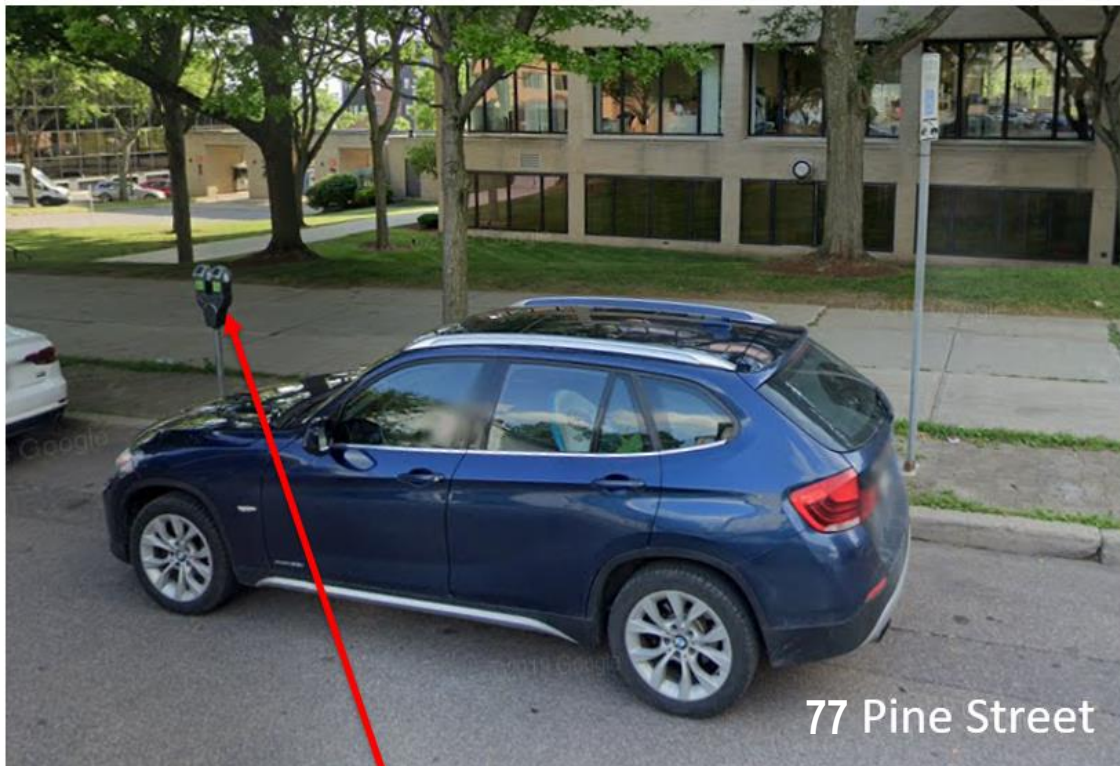
Summary and Conclusion:

The request aims to reallocate a metered parking space, near 77 Pine Street, to a thirty-minute parking spot. Reallocating the space to thirty-minute parking would increase turnover at the spot. Staff recommends the commission approve the reallocation of the space in order to enhance parking turnover for nearby businesses.

Public Engagement:

In preparation for the 2/15/23 DPW Commission Meeting, Staff distributed flyers to residents and businesses on Pine Street, near the parking spaces. Staff received three emails in support of the spot change.

Site Map:



Attachments:

1. Public Correspondence.
2. Traffic Regulation.

Attachment-2 Public Input Correspondence Emails

January 18th, 2023

Subject: Parking Request

Hi Jeff,

Hope you are doing well! Kelly Devine suggested I reach out to you.

I'm one of the owners of Kestrel Coffee Roasters; we opened our third cafe at 77 Pine Street last March. As you likely know, our neighbors in the building include M&T Bank and about 50 residential units. In a couple of months, the Nest will be open next door at 79 Pine with another 100 residential units.

I've had the opportunity to watch the activity on the street here over the last few weeks (we're hiring) and can see there is a great need for (ideally) 2 or 3 "15 minute loading/unloading" parking spaces. Not just for our customers, but also for the bank customers, and for residents who are receiving food deliveries and such.

Parking over here is understandably difficult right now with all the construction, and I see a need for these kinds of '15 minute' spaces going forward once construction slows down.

I know we have Nedde Real Estate's support in this, so I'd love to know how we can set this in motion. I've never requested this before (our Maple Street cafe already has such spots right in front!) so please tell me the right way to go about it.

Thanks very much for your time and consideration. Hope to hear back from you soon.

Charlotte

--

Charlotte & Johnny Stevenson
Kestrel Coffee Roasters

January 24th, 2023

Hi Charlotte,

Thanks so much for reaching out to us with your concerns! I was wondering if we could talk a bit more about your needs.

Loading zones are generally intended to be used for the rapid loading and unloading of merchandised goods, or for momentarily picking up or discharging passengers. This could be a good fit if your business has been struggling with receiving deliveries, etc.

On the other hand, if you are noticing a need for short-term parking for customers, the City of Burlington has designated 30-minute metered parking spots. These metered spots are intended for locations with rapid turnover (such as restaurants where customers often pick up takeout orders). Our staff could evaluate some of the metered spots which are already outside of 77 Pine to see if they would qualify to be converted to 30-minute spots.

I saw that Jeff already pointed you in the direction of the city's "Free Employee Parking". This is a great option if you are hoping to help your employees with parking.

I'm happy to find a time to talk on the phone if you would like to discuss this in more depth.

Thanks kindly,

Dora Bean
Associate Public Works Engineer

January 25th, 2023

Hi Dora,

Thanks so much for the informative reply. We're not having delivery (truck) issues nor employee parking issues. It's really more for customers or anyone who has a reason to "pop in" to any of the businesses here.

Sounds like 30 minute spaces would work well, and I also wonder if there's any opportunity to actually add more spaces? I've attached a photo to show you. See where the USPS truck is? I've gotten a ticket there before (not complaining, it was my own fault!) when I had to run in to drop things off at the cafe. MANY people use that space throughout the day to leave their car (or delivery vehicle) and run in.



In any event, I would greatly appreciate if your staff could do an evaluation. Thank you so much!

Charlotte

February 5th, 2023

Hi Charlotte,

I've looked more into your request. Unfortunately, we cannot add an official parking spot in the place you pointed out because it is so close to a pedestrian intersection. Parked cars could block the sightline of drivers and pose a safety risk to pedestrians. Instead, I am going to request that the DPW commission convert one of the parking spaces into a 30-minute parking space. This should improve parking turnover for your business and neighboring businesses. This afternoon, I will be putting the attached flyer out in the neighborhood to see if folks have any other input about the change.

I hope this helps a bit! Let me know if you have questions or concerns.

Best,
Dora Bean
Associate Public Works Engineer

February 6th, 2023

Hi Dora,

Thank you! This is a great start, and will be extremely helpful. I've sent this over to Nedde Real Estate so they can submit their own comments/support as well.

Enjoy this balmy 30 degree weather! :)

Charlotte

February 7th, 2023

Subject: 77 Pine 30 minute parking spot

Hi Dora,

My name is Jaeger and I help manage 77 Pine Street. Nedde Real Estate, 77 Residences, and M&T bank are in full support of a short-term parking spot (or two!). Delivery drivers, atm customers, ubers, etc would all benefit from a quick spot to park.

Best,
Jaeger Nedde
Brokerage & Development

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.

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

Sponsor(s): Department of Public Works

Action: Approved

Date: 2/15/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

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)-(27) As written.

(28) On the west side of Pine Street, in the first space south of Bank Street.

- (c) – (f) As written.

- (g) Designated streets with no time limit metered parking: The following streets or portions of streets are hereby designated as no time restriction metered parking zones:

(1)-(3) As written.

(4) Pine Street, from College Street to Bank Street-, except on the west side of Pine Street, in the first space south of Bank Street.

(5)-(12) As written.

** Material stricken out deleted.

*** Material underlined added.



MEMORANDUM

TO: Burlington Public Works Commission

FROM: Caleb Manna, Excavation Inspector, DPW

DATE: February 15, 2023

RE: Street Seat & Parklet Program: Updates to 2023 Guide

Recommendations

No action is requested at this time.

Street Seat & Parklet Program: 2019 Pilot, Guide Development, & 2020 Making Space

The Department of Public Works' (DPW) and the Community and Economic Development Office's (CEDO) Parklet Pilot Program was introduced to the Public Works Commission and the Transportation, Energy, and Utilities Commission (TEUC) at their February 2019 meetings. Three locations were successfully permitted and installed in the summer of 2019.

Based on the pilot's success and the generally positive responses from the surveys, staff created a Street Seats/Parklet Program Guide to continue the program. The pilot helped inform the policies and processes to have in place for a successful Street Seat/Parklet Program. In November 2019, staff returned to the Public Works Commission, TEUC, and License Committee and received their endorsement for the expansion of the pilot into a permanent program.

The purpose of the Street Seat and Parklet Program Guide is to streamline all of the information needed to apply for, permit, and construct a Parklet or Street Seat into one document. The technical requirements found in the Site Selection and Design sections were taken from Great Streets BTV Design Standards.

The Street Seat and Parklet Program Guide was paused in 2020 and 2021 to advance the Making Space program, a multi-department initiative to develop expedited, low-cost strategies for businesses and residents to enjoy getting outside and recover during the pandemic. The Making Space initiative was a streamlined version of the Streets Seats & Parklet program. Key changes included scaling back the public outreach requirements, waiving the fees, and allowing permitting directly through staff.

Street Seat & Parklet Program 2022: Next Steps, Program Guide, & Policy Direction

In 2022, the program returned to the more traditional format originally developed at the end of 2019. A summary of updates to the 2019 version, as well as changes from the Making Space initiative of 2020/2021, are listed below:

- Applicants received an Encumbrance Permit through approval by the License Committee, whose meetings are open to the public.
- All businesses applied for a new encumbrance permit for the 2022 season, regardless of whether they have participated in the past or not.
- The original limit of 1 parklet per block, or 10 metered spaces in the city has been updated to a new limit of no more than 30% of parking spaces per block to be occupied by street seats or parklets. This limit was in place during the Making Space initiative and has received wide interdepartmental support (DPW, CEDO, Fire, Church Street Marketplace).
- Outside of normal business hours, seating areas must be available for public use. A constructed deck platform is required, with fixed seating in the amenity.
- In 2022, as part of an ongoing effort from the City to promote economic recovery for Burlington business's, applicants were responsible for paying pro-rated meter fees, and charged the maximum daily meter rate only during hours when the establishment was open for business.

Street Seat & Parklet Program 2023:

For the upcoming 2023 Street Seating and Parklet Program, the 2023 version will remain largely the same. The only program change is made in regards to parking meter fees as economic impacts from the COVID-19 pandemic begin to fade.

To be compliant with city ordinance governing use of the public right of way, for locations where applicants are requesting use of metered on street parking, meter fee rates will be applicable as described in Burlington City Ordinance Chapter 27-32(e); *For obstructions longer than sixty (60) days, the permit fee shall be one dollar (\$1.00) per square foot in the public right-of-way, unless it is for obstructing a metered parking space, then the fee shall be the maximum daily meter rate. Any encumbrance that requires more than one (1) year shall require an annual permit renewal, paying the associated fee annually, unless otherwise determined by the city council; such renewal will be measured on an annual basis beginning from the date of permit issuance.*

Applicants are eligible to request a reduced meter fee rates from the Public Works Commission, in instances where participants choose to make seating areas available to the public a majority of the time. For example, if an establishment does not open until 4pm, an applicant could request a reduced meter fee rate in the interest of providing a public benefit during times the establishment is closed.

As the authoritative body having jurisdiction, only the PWC can adjust meter fee rates. Depending on location, maximum daily meter rates for one parking spot range from \$9-\$18/ per day, six days a week. Fees are collected during times of active parking enforcement hours only.

Applicants who have applied for and received permit approvals under the 2022 program will be automatically renewed in 2023 pending the submission of required insurance documents and payment of annual fees.

We welcome your comments and feedback. Please reach out to Caleb Manna (Excavation Inspector, cmanna@burlingtonvt.gov, 802-856-7562) if you have feedback in advance of the February 15, 2023 PWC meeting. Any comments/suggestions/edits from the PWC will be taken under consideration.

Attachments

- Attachment 1: Street Seat & Parklet Program Guide (2023 Version)

Street Seat & Parklet Program Guide



Introduction

What is a Street Seat or Parklet?

Parklets are created from a platform at sidewalk level that extends the pedestrian zone into the parking lane. Typically they cover one or two parking spaces and provide a space for people to sit, eat, gather, and socialize. The difference between a Parklet and a Street Seat is location, and when they can be used by the public. Parklets are always open to the public during non business hours and are located in the parking stall. Street Seats are used as additional seating for the sponsoring business during business hours and are located on the sidewalk and or greenbelt portion of the right of way.

Parklets and Street Seats offer many benefits to the neighborhoods where they are located. They support community engagement and enjoyment of public space, encourage walkability and active use of the street, and provide opportunities for local businesses to expand their space and aesthetic. Parklets and Street Seats can even increase business sales, with businesses from Burlington's 2019 Pilot Program reporting a 2-3% sales increase.

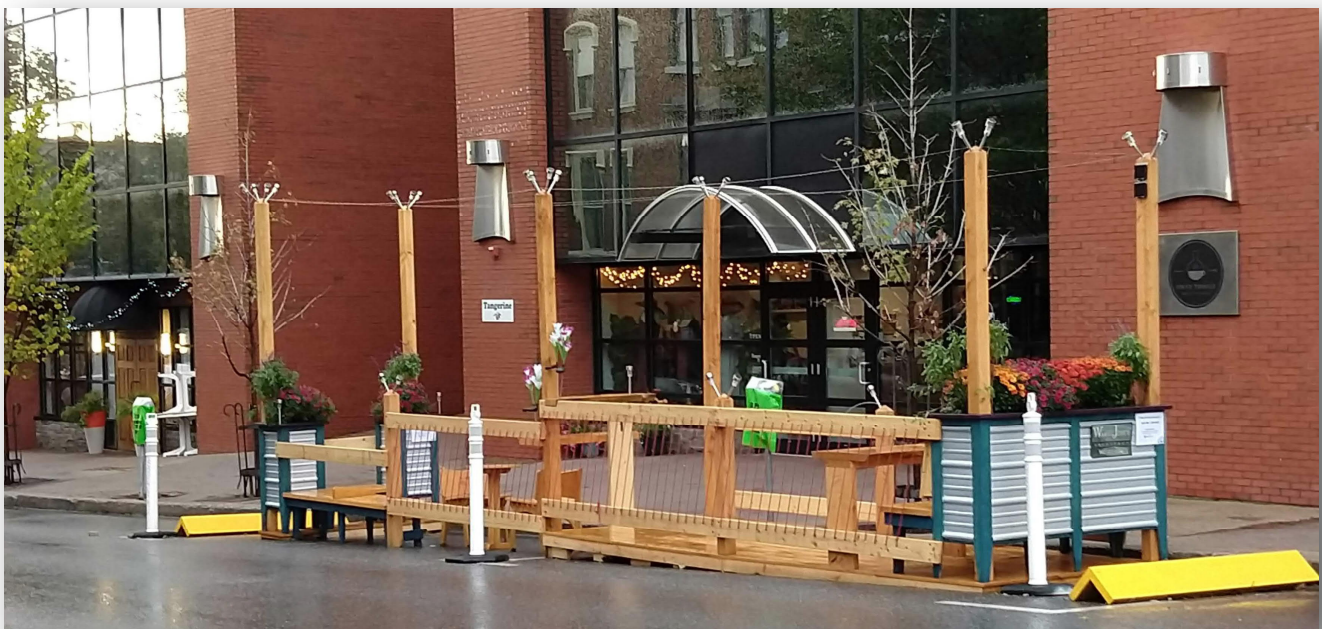
Table of Contents

Introduction	1
Site Selection	2
Design Req.	3
Applying	8
Post-Installation	14

What is the Street Seat & Parklet Program?

In 2018, the Burlington Business Association (BBA) and AARP Vermont launched a Parklet demonstration for one week in September (see reference image below). In 2019, the City of Burlington expanded this work by launching a Street Seat Pilot Program spearheaded by the Department of Public Works (DPW) and the Community and Economic Development Office (CEDO). Taking what was learned from the Pilot, the City is introducing a full-fledged Street Seat and Parklet Program to activate streets and provide public seating throughout Burlington .

Using design and safety standards from [Great Streets BTV](#), this guide will cover everything you need to know about the Street Seat and Parklet Program and how to get involved. We are excited that you are considering hosting a Parklet or Street Seat, and we look forward to working with you. If you have additional questions that aren't answered in this program guide, please contact Caleb Manna at Cmanna@burlingtonvt.gov/802-865-7572 or visit <https://www.burlingtonvt.gov/DPW/StreetSeats>.



Selecting Your Site

Before submitting your Parklet or Street Seat application, you must identify an appropriate location. Carefully consider the following [Great Streets BTV](#) requirements before selecting your site and submitting your application.

Context

Parklets and Street Seats are often located along active streets with retail, restaurants, civic and other mixed land uses with regular foot traffic.

Design Speed & Traffic Volumes

Parklets and Street Seats should be located on streets with low speeds, lower traffic volumes, and mostly passenger vehicle utilization. Streets with higher speed, higher volume, and larger vehicle classes may not be as appealing for patrons and may require more consideration for public safety.

Parking Spaces

Parklets and Street Seats must be located where parallel or angled on-street parking currently exists but should not replace accessible parking spaces or loading zones*.

In non-marked parking spaces, do not leave “orphaned” space that is too small to use as a full parking space and do not impact time restricted parking spaces*.

**If a case is made for relocating a time restricted space, an accessible space, or a loading zone, it cannot be approved by staff but can be considered by the Public Works Commission before the Encumbrance Permit application can be processed.*

Transit

Parklets and Streets are not allowed in a bus stop, but may be located adjacent to a bus stop.

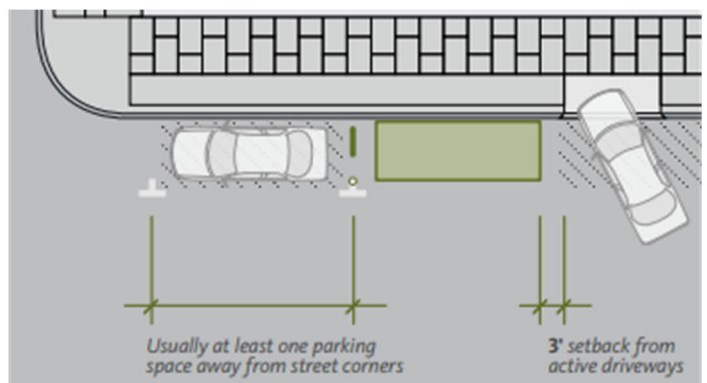
Utilities

Parklets and Street Seats should not be constructed over utility access panels, manhole covers, storm drains, fire hydrant shut-off valves or immediately next to bike parking. Your Parklet or Street Seat may need to be temporarily removed if utility providers need to do overhead work or excavate the site.

- All utility covers and boxes that might conflict with your location need to be noted.
- If bike parking will be impacted, the Parklet and Street Seat design must incorporate bike parking (see photo for example).

Corner Locations

Parklets and Street Seats should be located at least one parking space away from an intersection/street corner. The city may consider allowing some elements (less than 36" in height) between the Parklet / Street Seat and the street corner.



Street Slope

Parklets and Street Seats are recommended on streets with a running slope (grade) of 5% or less. Parklets may be permitted on streets with a running slope over 5% if it is designed to provide safe access for wheelchair users.

Number of Parklets & Street Seats

In an effort to balance the parking needs of the city with the desire to create more public spaces, all applicants will be limited to the use of no more than two parking spaces occupied by Parklets and Street Seats.

- There will be no more than one (1) Parklet or Street Seat per establishment
- No more than 30% of metered parking spaces per block will be encumbered for Parklets or Street Seats.
- The number of non-metered encumbered spaces is up to the discretion of the Department of Public Works.

Conflict with City Projects

Parklets and Street Seats should not be installed when roadway construction work or other significant construction is scheduled for that season. Check our [construction portal](#) to see if your site is on the list for upcoming projects. Please note, the construction portal is just a useful tool, and it may not be indicative of all projects that will be constructed during a season.

Costs

Parklets and Street Seats are funded completely by the site's host. Due to the nature of the permitting process, there are fees associated with Parklets and Street Seats. Here is a breakdown of costs associated with Parklets and Street Seats:

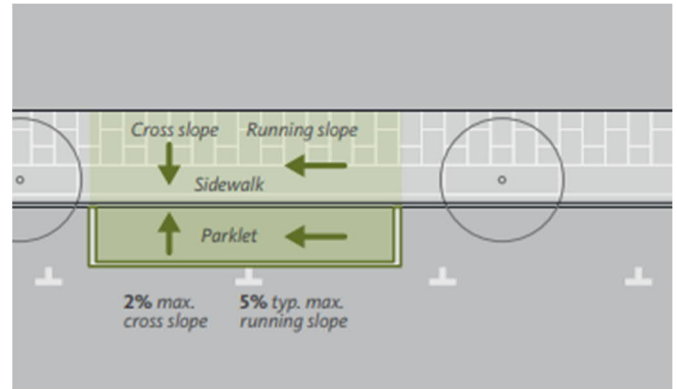
- Construction: variable cost ranging from ~\$5,000 to \$10,000
- Permits

Permit Type	Fee
Long-Term Encumbrance Permit for Metered spaces	\$25 + Meter Encumbrance Rate*
Long-Term Encumbrance Permit for Non-metered spaces	\$25 + \$1 per square foot being encumbered
Outside Consumption Permit	\$20

*See Appendix E for Meter Encumbrance Rate structure

There are also opportunities for creating Parklets and Street Seats with more affordable materials and with less technical design:

- Jacob Mushlin — Yestermorrow Design/Build School: <https://yestermorrow.org/>
- Andrew Jope (ajope@resourcevt.org; (802) 343-3450 - ReSOURCE YouthBuild Program
- Pre-built parklet companies (e.g. DERO, Streetlife, Bison, SolarFi)
- Elliot Kats—The Generator—operations@generatorvt.com



Design Requirements

Great Streets BTV provides detailed guidance on the design requirements for Parklets and Street Seats:

Placement

Parking

Must be set back 48" from adjacent parking spaces and 24" from travel lane (18" minimum); or 36" from the adjacent parking space on both sides and 24" from travel lanes (18" minimum) if diagonal spaces.

When replacing diagonal parking spaces, Parklets and Street Seats should be the size of three combined parking spaces to maximize habitable space.

Driveways

Set back a minimum 3' from the outside edge of adjacent driveways.

Required Safety Elements

Before placing any of your Parklet or Street Seat elements in the right-of-way, you must install wheel stops and reflective delineator posts at the edges of your Parklet. The elements must be placed four feet in both directions of the Parklet edge, where the parking spaces are delineated.

Platform

Threshold

The Deck Surface must be flush with the sidewalk without a horizontal or vertical separation greater than $\frac{1}{2}$ ". Changes in level up to $\frac{1}{2}$ " high maximum shall be beveled with a slope not steeper than 1:4 (25%).

Bolting

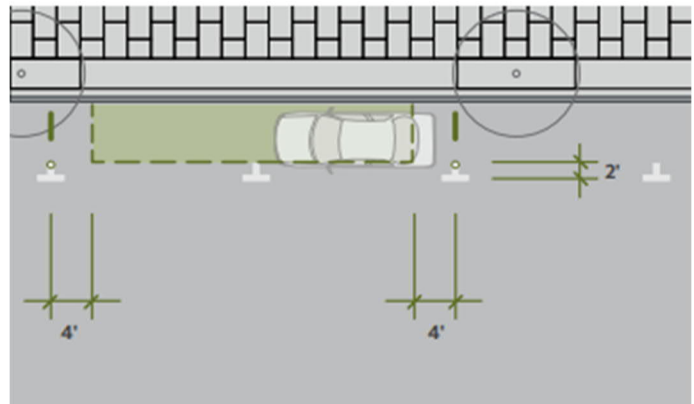
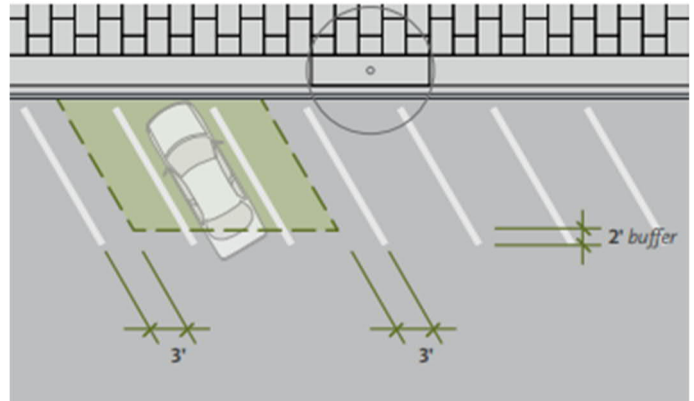
Bolting into the street or penetrating the surface of the road is strongly discouraged. A Parklet or Street Seat may be bolted in the existing curb, but only with a restoration plan.

Surface

The top of the Parklet platform must be flush with the sidewalk with a maximum gap of $\frac{1}{2}$ ". (If the street is sloped see accessible guidelines.)

Surface Materials

Parklet and Street materials are highly recommended to be slip-resistant. Loose particles, such as sand or



loose stone, are not permitted on the Parklet.

Substructure

At a minimum, design for 50 lbs./sq. ft.

Sub-platform Access

If the platform is not a solid mass, the clear space underneath the platform surface must be accessible for maintenance through access panels, removable pavers, etc.

Drainage

The Parklet or Street Seat cannot impede the flow of curbside drainage. Designers are strongly encouraged to cover and clean openings at either end of the structure with screens to prevent debris buildup beneath the deck and the curb.

Enclosure

Buffer/Edges

There should be an edge serving as a buffer between the Parklet / Street Seat and the street. This can take the form of planters, railing, cabling, or some other appropriate enclosure that is at least 6" in depth. The height and scale of the buffer will vary depending on context. If cable railing is used, Building Code requirements must be followed, which indicates spacing between cables and cannot exceed the diameter of a tennis ball.

Visual Connection to the Street

Designs should allow pedestrians on either side of the street to see into the Parklet or Street Seat. Continuous opaque walls above 42" that block views from surrounding streetscapes are highly discouraged.

Overhead Elements

Overhead elements that span the sidewalk and connect the Parklet or Street Seat to the adjacent building façade are not permitted.

Extend the Sidewalk

Parklets and Street Seats should be designed as an extension of the sidewalk, with multiple points of entry along the curbside.

Parklet and Street Seat Walls

While not visible from the sidewalk, the outside of the enclosure is highly visible from across the street. Large blank walls can be an invitation for tagging. This can be mitigated by adding visual interest like pattern, color, modulation or planting.

Elements

Integrated Elements

Parklets and Street Seats must include fixed seating to encourage public access and use.

Moveable Elements

Great Streets' Materials and Furnishing Palette (page 292) identifies options for moveable tables and chairs that can be utilized in public Parklets. Other options can be utilized

Planting

Integrated planting is strongly encouraged. Native

plants, plants that provide habitat, and drought tolerant plants are encouraged.

Lighting

Lighting elements are strongly encouraged, but electrical connections to buildings will require separate electrical approvals. Designs should consider solar-powered lighting over the option of running electricity from an adjacent building.

Bicycle Parking

Integrated bicycle parking is strongly encouraged. The Great Streets' Materials and Furnishings Palette identifies options for temporary and high capacity bicycle parking (page 296) which are preferred for bike corrals, although custom racks may be installed as well. Bicycle parking can be incorporated into the Parklet proposal in the following ways:

- Custom bicycle racks integral to the structure
- On the Parklet or Street Seat platform
- On-street bicycle corral

Art

Parklets and Street Seats are encouraged to include a diversity of art including conventional elements, interactive pieces, performance and others.

Locally Sourced Materials

Sourcing locally produced materials for Parklets and Street Seats supports the local economy and reduces the embedded carbon footprint of the final structure by reducing transportation costs.

Recycled and Reclaimed Materials

Choosing recycled and reclaimed materials for Parklets and Street Seats is highly recommended and has the additional benefit of reducing construction costs and keeping materials out of landfills.

Low Emission Materials

Choosing paints, stains, glues, and other materials that emit zero or low levels of volatile organic compounds (VOCs) helps improve air quality as well as the health of the people who are constructing and using Parklets and Street Seats.

Avoid Plastic

Plastic of any kind, including Plexiglas, is strongly discouraged.

Materials That Are Easy to Maintain

Having a strategy for removing graffiti and replacing or repairing damaged features such as plants, railings, or other elements is highly encouraged. Whereas some materials may cost more initially, they may ultimately save money in maintenance costs. For example, aluminum costs roughly three times as much as steel but when tagged, it simply can be cleaned with acetone. Project sponsors are ultimately responsible for making sure that their Parklet or Street Seat is kept clean and in good repair.

Sustainable Timber Products

Parklet designs may not use tropical hardwood or virgin redwood. This includes FSC certified wood products.

No Pressure Treated Wood or Plywood

Pressure treated lumber or plywood are not allowed in places where they will be visible.

Accessibility

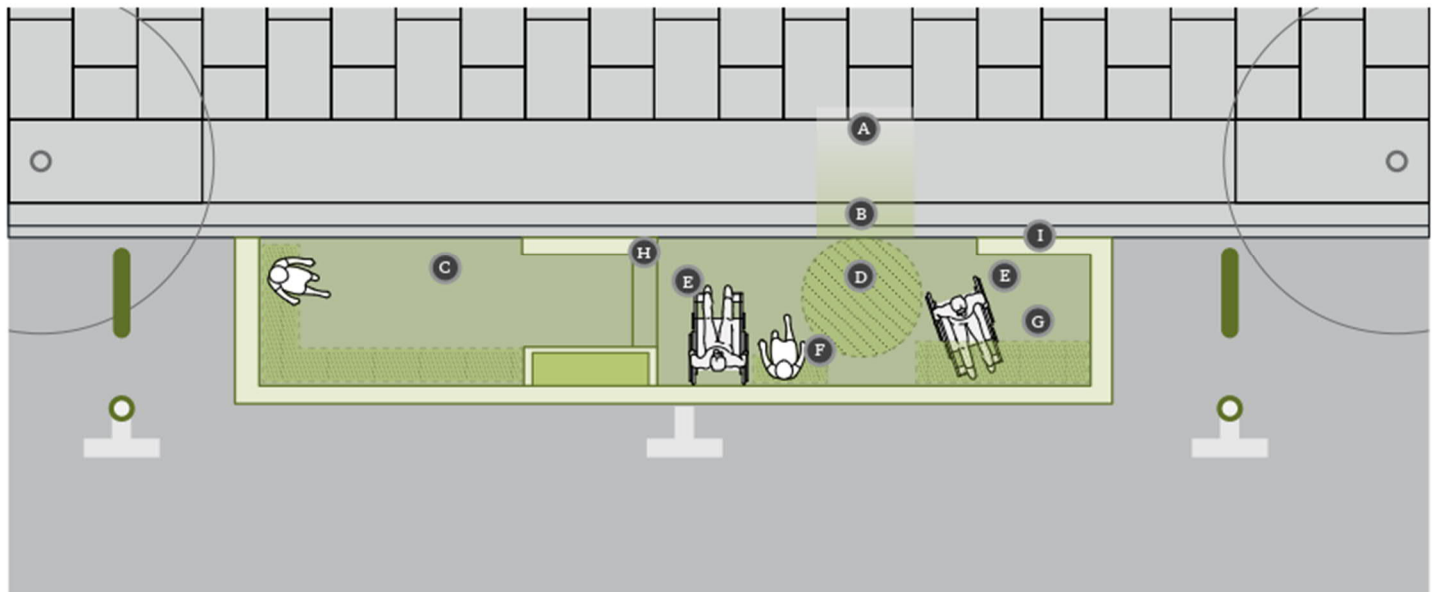
Accessible Path of Travel

The Accessible Path must accommodate wheelchairs, be a minimum of 48" wide on the sidewalk and not pass over tree wells. Once on the Deck Surface, the Accessible Path must be a minimum of 36" wide. An accessible route must connect the sidewalk to the:

- Parklet or Street Seat Entry
- Desk Surface
- Wheelchair Turning Space
- Wheelchair Resting Space

Accessible Entry

The Accessible Entry is where the Accessible Path crosses the threshold from the sidewalk to the Deck Surface. An ideal Parklet or Street Sat should be located in an unobstructed area where there is the least amount of running slope along the sidewalk and curb.



- | | | |
|-----------------------------|--------------------------------|---------------------------------------|
| Ⓐ Accessible path of travel | Ⓓ Wheelchair turning space | Ⓖ Equivalent facilities |
| Ⓑ Accessible entry | Ⓔ Wheelchair resting space | Ⓗ Step between terraces |
| Ⓒ Accessible deck surface | Ⓕ Wheelchair companion seating | Ⓘ Buffered edge where curb drops away |

Accessible Deck Surface

The portion of the Parklet or Street Seat deck connected by the Accessible Path of Travel to the Wheelchair Turning Space and Wheelchair Resting Space must be level. The Accessible Deck Surface maximum cross slope (perpendicular to the sidewalk or curb) cannot exceed 1:48 (2%). For other Deck Surfaces, the running slope may not exceed 1:20 (5%). The Deck Surface shall all be one level unless the change in level is served by a ramp, additional Parklet Entries, or otherwise permitted on a case by case basis.

When stairs or ramps are permitted, they must meet all building code requirements for rise, run, width, handrails, and contrasting stair striping for the visually impaired.

Wheelchair Turning Space

A Wheelchair Turning Space is a circular area 60" minimum in diameter for use by a person with mobility aid to make a 360-degree turn. This space shall be 12" over the curb and sidewalk unless otherwise permitted on a case by case basis. Within this space there shall be no cross slope in any direction that is greater than 1:48 (2%). Alternatively a "T" shaped Turning Space is permitted.

Wheelchair Resting Space

Wheelchair Resting Space has a 30" X 48" clear floor area. The Wheelchair Resting Space is permitted to overlap the Wheelchair Turning Space by a 24" maximum in any orientation.

Wheelchair User Companion Seating

If fixed seating is part of a Parklet or Street Seat design, it should be configured to accommodate companion seating for a wheelchair user. The Wheelchair Resting Space should permit shoulder-to-shoulder alignment adjacent to one side of the fixed seat.

Equivalent Facilities

Where tables, counters, or drink rails are provided, at least one feature should be wheelchair accessible. The top surface height of wheelchair accessible tables, counters, and or drink rails should be 28"-34" above the Deck Surface. Wheelchair accessible tables, counters, and drink rails shall be approachable from the front and provide an unobstructed knee clearance that is at least 27" high, 30" wide, and 19"

deep. When moveable tables must be also accessible. Where drink rails are provided a 60" long portion of a drink shall have 36" wide and level space adjacent to it for a side-approach by a wheelchair user.

Terraced or Multi-Level Parklets

For Parklets or Street Seats proposed on streets with grades that exceed 5%, a terrace with two or more habitable decks is acceptable. At least one of these terraces must be wheelchair accessible and provide equivalent seating, tables, and countertop facilities to those found in other habitable terraces.

Wheelchair Accessible Entry

The accessible terrace will require a wheelchair accessible entry from the sidewalk. The wheelchair accessible entry may be achieved with a structure on the sidewalk within the sidewalk furnishing zone that provides transition between sidewalk and Parklet / Street Seat deck.

Ramps, Step & Stairs

Communication between terrace levels may be achieved with a ramp with a running slope not to exceed 1:20 (5%); steps or stairs. Any step or stair will require a warning strip at the nose of the step and handrails per building code.

Construction

Off-Site Construction

To reduce time spent constructing within the right-of-way, we suggest you build as much of your Parklet or Street Seat off-site as possible. Many contractors find there are materials, such as the frame, that can be assembled off-site and delivered to the site later. The less time spent constructing in the right-of-way, the safer your on-site installation will be.

Appendix E– Meter Costs

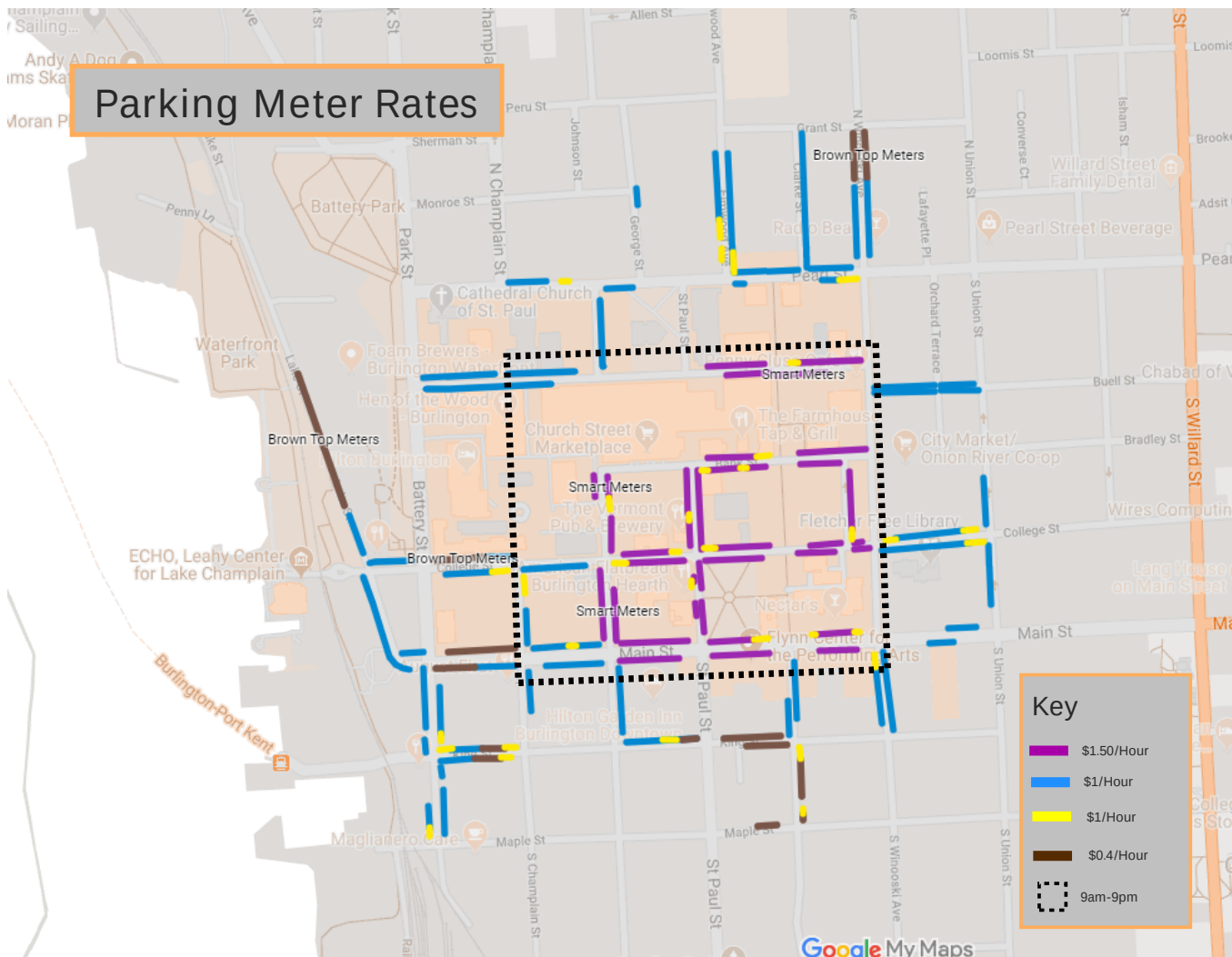
Meter Encumbrance Rate

Parklets and Street Seats, structures encumbering metered parking spaces will be paying the max-daily rate for metered spaces. Parking fees will be charged during the hours of parking enforcement, Monday-Saturday. Parking enforcement occurs between 9 am—9 pm in the downtown core (encompassing Cherry Street to Main Street and Pine Street to Winooski Avenue) and 9 am—6 pm outside of the downtown core.

If you have a question about what your fee will look like, please contact Caleb Manna at cmanna@burlingtonvt.gov/802-865-7562.

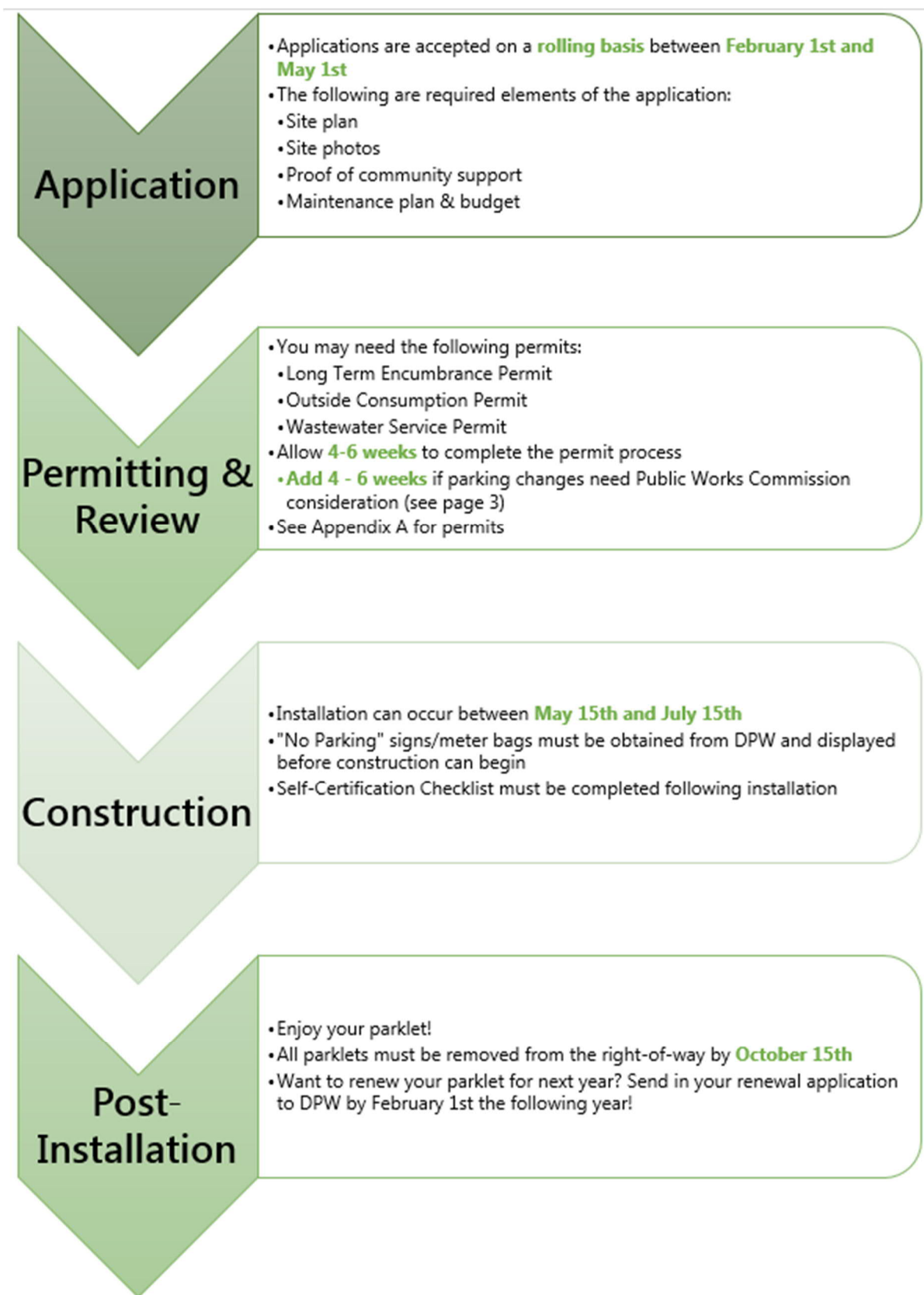
The chart below shows examples of what this fee might look like depending on the hours of public access and the location of the Parklet/Street Seat.

Parking Meter Rates for 1 Spot Per Day	Enforcement Hours	# of Parking Spaces	Smart Meter (\$1.50/Hr.)	\$1/Hr. Meter
Downtown Core	9 AM—9 PM	1	\$18.00/day	\$12.00/day
Downtown	9 AM—6 PM	1	N/A	\$9.00/day



The Permit Process Snapshot

Are you thinking about hosting a Parklet or Street Seat? Review this guide to make sure your idea aligns with the program's requirements and standards.



How to Apply

Parklet and Street Seat applications will be accepted as Encumbrance Permit Applications via the City permitting website OpenGov, on a rolling basis between February 1 and May 1. When submitting your application, keep in mind your Parklet or Street Seat can only be in the street between May 15th and October 15th and you should allow 4-6 weeks for application review and permitting. The Parklet/Street Seat application form can be found online at <https://burlingtonvt.viewpointcloud.com/>

Vision

Help us understand what you're planning by describing why you want to host a Parklet or Street Seat, what you hope it will do for the neighborhood, what you foresee people doing in the Parklet or Street Seat, and what type of activities it will support. If you are a business, list the days and hours you plan to use or program the Street Seat for your business.

Site Plan

To evaluate how your proposed Parklet or Street Seat will fit with the existing street, a site plan must be included with your application materials. Site plans need to clearly communicate the following information:

- Location of existing street fixtures (utility poles, parking meters, trees, sign posts, bike racks, etc.) and their distance from the nearest edge of the proposed Parklet or Street Seat
- Width of the adjacent sidewalk and greenbelt (if present)
- Distance from the Parklet or Street Seat site to the nearest crosswalk or intersection
- Name of adjoining streets or alleys
- Dimensions of the proposed Parklet or Street Seat
- Proposed features (seating, plantings, lighting, materials, bike racks, etc.)

Site Photos

Please include photos of the proposed Parklet or Street Seat location. The photos should show the entire length of the site and should be taken from both the side of the street where the Parklet or Street Seat will be placed and from across the street.

Proof of Community Outreach/Support

Community support is vital to the success of a Parklet or Street Seat. To ensure success, we ask that you provide proof of community support with your application. Letters from local businesses, residents, community groups, or property owners show that the neighborhood is excited for and willing to support your Parklet or Street Seat. A petition with support is another way to show excitement from neighbors.

What You'll Need for Permits

Encumbrance Permit Attachments

- ☐ Certificate of Liability with the holder as the "CITY OF BURLINGTON PUBLIC WORKS, ENCUMBRANCE APPLICATION DEPT., 645 PINE ST, BURLINGTON, VT 05401".
- ☐ Endorsement to Insurance Policy listing the Cancellation Policy as 15 notice for non-payment or 45 days for any other reason.
- ☐ Endorsement to Insurance Policy specifically listing the City as Additional Insured
- ☐ Sketch, photo, or blueprint of what you are proposing.
- ☐ Check for Total Amount Due.

All hosts are required to have insurance policy with \$1,000,000 general aggregate coverage in order to complete the Encumbrance Permit. For local residents/community groups interested in creating a Parklet, insurance may be a difficult requirement. We suggest reaching out to a local business (e.g., AARP, Local Motion, etc.) and seeing if they would agree to cover the insurance requirement by adding the resident/community group as additional insureds on the policy.

Outside Consumption Permit

If alcohol service is desired in the Street Seat, submit your Outside Consumption Permit application at the same time you submit your Encumbrance Permit application.

No Parking Signs/Meter Bags

Because Parklets and Street Seats will replace existing on-street parking, you must obtain No Parking Signs by 6:00 PM the day before beginning on-street construction. If your Parklet or Street Seat is replacing metered parking spaces, you must obtain a meter obstruction permit ("meter bags") from the Department of Public Works. Parking meter fees will be applicable.

Construction Self-Certification Checklist

Upon completion of construction and installation of the Parklet or Street Seat, the contractor must complete and submit to DPW the Parklet / Street Seat Self-Certification Checklist (Appendix C), certifying that the work that was completed is in conformance with the Great Streets Design Requirements (pages 8-11 of this Guide), as well as the life-safety requirements listed in the checklist.



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

EXPANDED SIDEWALKS PROGRAM: SELF-CERTIFICATION CONSTRUCTION CHECKLIST

This document shall serve as certification by the undersigned that the platform or ramp permitted by DPW is in compliance with (by meeting or exceeding) the Design Requirements (pages 5-7 of the Street Seating and Parklet Guide), as well as the life-safety requirements listed in the checklist below.

This form is only required if constructing a platform or ramp. Upon completing the construction and installation of the platform or ramp, complete the checklist and information below and return to: Caleb Manna, Excavation Inspector, DPW, cmanna@burlingtonvt.gov, 802-865-7562.

CONSTRUCTION CHECKLIST

I, _____, creator of the platform or ramp listed below, certify that the platform or ramp has been installed in conformance with the following requirements:

- ☐ Meets ADA accessibility standards, as described by the U.S. Dept. of Justice,
- ☐ There are no steps with a rise greater than 7",
- ☐ No fire hydrants or nearby building Fire Department Connections are obstructed. These pathways must remain unobstructed and readily accessible in the event of an emergency,
- ☐ Complies with the Design Requirements (pages 5-7 of the Expanded Sidewalks Guide).

Signature _____ Date _____

PLATFORM / RAMP INFORMATION

Platform / Ramp Location (Street # and Street Name):

Point of Contact (Name / Organization / Business):

Appendix F– Outside Consumption Permit



OUTSIDE CONSUMPTION PERMIT

Application Fee \$20.00

Name of Licensed Premise (Corporation/Partnership/Individual, d/b/a)

d/b/a

Address _____ Town/City _____

License Number _____ Email or Fax # _____

Outside consumption would be in the area described below: (describe fully, including size, physical barriers, etc.)

Please remember that this outside consumption permit is an extension of your license to serve alcohol beverages, and that the same rules apply in this area as do in the regularly licensed premise area.

Outside Consumption time period (hours) from _____ to _____

Permanent Use ☐ (Permanent use will be considered year round use)

Occasional Use ☐ Day(s) Requested _____

Hours Requested _____

Signature of Licensee _____

**OUTSIDE CONSUMPTION PERMITS MUST FIRST BE APPROVED BY YOUR
TOWN/CITY CLERK**

Please check one: _____ Approved _____ Disapproved

Town/City Clerk Signature _____

Date
Rev. 10/06/2017

Post-Installation / Renewal / Removal

Maintenance

As the host of a Parklet or Street Seat it is your responsibility to keep it in good condition, kept clean, and well-maintained, including any drainage channels. All moveable furniture must be brought in every night if it is not locked or affixed to the structure. If your Parklet or Street Seat sustains damage, it is your responsibility to fix it.

Programming

If you are hosting a Parklet, having a plan to activate it is crucial for its success. It may be helpful to connect with organizations such as a [Project for Public Spaces](#) for creative programming ideas and guidelines.

Renewal

Parklets and Street Seats that successfully complete the permitting process will enter a three-year permit, with an annual renewal process. If a host plans to renew their Parklet or Street Seat, the host must inform DPW by February 1st in fairness to new applicants.

City Staff will send the Street Seat / Parklet renewal application to applicants who wish to renew their space. **If any design, safety, or maintenance changes are required by the City to proceed to the following year, those changes will be described in the application. Applicants are required to address the feedback in the renewal application in order to proceed.**

Parklets / Street Seats will be automatically considered for renewal by the Selection Committee and License Committee if the two following conditions are met: 1) there is no conflicting construction project in the upcoming season and 2) there were no major concerns with the operation of the Street Seat /

Parklet during the previous season, or the applicant has demonstrated how they will address any such concerns.

Applicants will still need to obtain necessary permits each year, as these do not auto-renew (encumbrance, outside consumption).

Changes to Design During Renewal

If you would like to change the design of your Parklet or Street Seat when renewing, you must submit updated plans with your renewal application.

Changes to Ownership

If your Parklet or Street Seat is changing ownership when renewing, contact Caleb Manna at cmanna@burlingtonvt.gov/802-865-7562 to discuss this process.

Parklet or Street Seat Removal

All Parklets and Street Seats must be removed from the right-of-way (ROW) by October 15th. During the off-season, it is the responsibility of the host to obtain storage for the structure.

There may be emergencies that require your Parklet or Street Seat be removed from the ROW earlier. Structures must be created so that they can easily be removed in these instances. We ask that you include an emergency contact number in your application that would be responsible for removing the Parklet or Street Seat if contacted by the city. In certain emergencies, the City may have to remove your structure at the sponsor's cost.





Memo

Date: February 15th, 2023

To: Public Works Commission

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

CC: Chapin Spencer, DPW, Director
Norm Baldwin, 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: North Winooski Avenue Parking Regulatory Changes

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

7 No parking areas.

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

- In front of the handicap walkway at 358 North Winooski Avenue for a distance of eight (8) feet.
- In the space in front of 343 North Winooski Avenue.
- On the east side of North Winooski Avenue for a distance of 90 feet from North Union Street.
- On the east side of North Winooski Avenue for a distance of fifteen (15) feet immediately south of the driveway to 274 North Winooski Avenue.
- On the east side of North Winooski Avenue for a distance of fifty (50) feet in front of #246.
- For twenty (20) feet south of the southernmost driveway entrance at 242 North Winooski Avenue.

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:

- On the east side of North Winooski Avenue, in the space immediately north of the driveway to 264 North Winooski Avenue.
-

Section 9 Fifteen-minute parking.

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:

- In the parking space in front of 366 North Winooski Avenue.
- In the parking space in front of 294 North Winooski Avenue.

- In the parking space in front of 236 North Winooski Avenue. Reserved

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

- In the 2 spaces between the driveways at 294 North Winooski Avenue.

Section 10 Two-hour parking.

No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following areas:

- On the east side of North Winooski Avenue beginning sixty (60) feet south of Riverside Avenue and continuing for sixty (60) feet south.

Section 11 One-hour parking.

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:

- On the north side of North Winooski Avenue in the first three (3) spaces south of Riverside Avenue.

Section 11-1 Thirty-minute parking.

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

- On the west side of North Winooski Avenue in the second and third space south of the driveway at 241 North Winooski Avenue. The restriction is in effect Monday through Friday, 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., holidays excepted.

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

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

- On the east side of North Winooski Avenue in front of 258 North Winooski Avenue starting immediately south of the 258 North Winooski Avenue parking lot entrance and extending sixty (60) feet southward between the hours of 8:00 a.m. and 10:00 a.m. and between the hours of 2:00 p.m. and 4:00 p.m. Monday through Friday.

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

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:

- On the west side of North Winooski Avenue in the first space south of the driveway at 321 North Winooski Avenue.

Section 9 Fifteen-minute parking.

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

- On the west side of North Winooski Avenue in the sixth and seventh space north of the driveway at 321 North Winooski Avenue from Noon to 9 p.m.

Section 10 Two-hour parking.

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:

- On the west side of North Winooski Avenue in the first three (3) spaces south of Riverside Avenue.

Section 10-1 Time limits two-hour parking.

No person shall park a vehicle for a period longer than two (2) hours in the following locations:

- On the west side of North Winooski Avenue in the first four (4) spaces north of the driveway at 321 North Winooski Avenue from Noon – 9 p.m.
- On the south side of Archibald Street in the first three spaces west of North Winooski Avenue from 3 p.m. – 9 p.m.
- On the west side of North Winooski Avenue in the first four (4) spaces north of the driveway at 241 North Winooski Avenue from 3 p.m. – 9 p.m.
- On the west side of North Winooski Avenue in the first two (2) spaces north of Decatur Street from 5 p.m. – 9 p.m.
- On the north side of Decatur Street in the first two (2) spaces west of North Winooski Avenue from 5 p.m. – 9 p.m.

Section 11-1 Thirty-minute parking.

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

- On the south side of Riverside Avenue in the first three spaces west of North Winooski Avenue. The restriction is in effect Monday through Friday, 9:00 a.m. to 4:00 p.m., holidays excepted.

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

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

- On the west side of North Winooski Avenue in the fifth, sixth, and seventh space north of the driveway at 321 North Winooski Avenue from 7 a.m. – Noon.
- On the west side of North Winooski Avenue in the first two (2) spaces south of the driveway at 237 North Winooski Avenue from 7 a.m. – 2 p.m.

Purpose & Need:

The purpose of this request is to make the correct changes to traffic regulations to facilitate the first phase implementation of the Winooski Avenue Transportation Study (<https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/winooski-avenue-corridor-study/>). By consolidating on-street parking to the west side of North Winooski Avenue between Union Street and Riverside Avenue, it will allow for the installation of bike lanes while retaining the majority of on-street parking resources for several demands and needs along this section of North Winooski Avenue.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		planBTV Walk Bike
Aligns with City plans?		X		planBTV Walk Bike

Followed Engagement Plan?	Public		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).
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Summary and Conclusion:

The State of Vermont (VTrans) and the City will be repaving North Winooski Avenue in the summer of 2023. Following the recommendations of the Winooski Avenue Transportation Study, DPW Staff are proposing to remove on-street parking on the east side of the street between Union and Riverside so bike lanes can be added. Based on public input, DPW Staff are proposing several other traffic regulation changes as well, see Attachment-2. The approved changes will not become effective until after paving is complete. Parking on the west side of the street will remain. VTrans cannot move forward with the proposed bike line striping plan without this final DPW Commission approval.

PlanBTV Walk Bike has identified North Winooski Avenue as a major desire line for people biking. It is a critical north-south connector route and features many important commercial and civic/service destinations north of North Street. Currently, the northbound bike lane ends at Union Street. Sharrows have been striped along North Winooski from Union to Riverside; as the sharrows do not provide designated space for bicyclists they do not enhance the overall bicycle network and are only a stop gap solution to a bike lane. This bike lane project is an important measure to move planBTV forward, and assist in creating a complete bicycle network for Burlington. Installing bike lanes on this proposed section will complete a continuous 2.75 mile north/south bicycle facility from the City's South End to the Winooski Bridge at the entrance of the City of Winooski. Protected bike/pedestrian facilities are planned for the future rehabilitation of the Winooski Bridge which will achieve continuous bicycle facilities from downtown Winooski to downtown Burlington.

The physical design of an urban street like North Winooski Avenue poses a number of challenges for accommodating a broad range of transportation modes and a diversity of street users. Many of these challenges are a consequence of competing demands and desires within the street and a need to balance the needs of diverse uses. The time limited parking will accommodate turnover needs for local restaurants, businesses, and non-profits. The vehicle loading zones will be used to accommodate the deliveries of businesses as well as customers and residents who need to do quick loading and unloading. The accessible (ADA) parking will accommodate ADA needs in the area. Given all of this, Staff recommend the Commission approve the attached traffic regulation amendments.

Public Engagement:

DPW and City Staff have been involved in a continuous and robust public engagement effort. As it relates to the attached traffic regulation amendments; DPW and Business & Workforce Development Staff engaged local businesses directly on proposed traffic regulation amendments. DPW sought input from local businesses and residents on how the future North Winooski on-street parking, and the adjacent spaces on side streets, should be regulated. DPW Staff mailed flyers to residents and businesses on North Winooski between Union and Riverside. DPW also emailed local businesses, residents, and other interested parties in the City the proposed traffic regulation changes. Based on public input, Staff made some minor adjustments to the proposed traffic regulation amendments. Staff received several emails and phone calls as it relates to this project. The majority of communications support Staff recommendations.

North Winooski Project Next Steps:

1. Ongoing – Continued work with private property owners on off-street shared parking opportunities. The City has provided a proposal to property owners to have the City manage off-street parking and share 80% of the revenues with the owner.
2. April 2023: Next City Council project update
3. Summer 2023: VTrans Class-1 Paving and Striping of North Winooski Ave.

Attachments:

1. Traffic regulation amendments.
2. Site map.
3. Public input correspondence.
4. City shared parking proposal for North Winooski Ave property owners

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
Section 7 No-parking Areas.
Section 7A Accessible spaces designated.
Section 9 Fifteen-minute parking.
Section 10 Two-hour parking.
Section 10-1 Time limits two-hour parking.
Section 11 One-hour parking.
Section 11-1 Thirty-minute parking
Section 12-1 No parking except vehicles
loading or unloading.

Sponsor(s): Department of Public Works

Action: Approved

Date: 2/15/2023

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,
Section of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Section 7 No parking areas.

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

(1)-(114) As written.

(114) ~~In front of the handicap walkway at 358 North Winooski Avenue for a distance of eight (8) feet.~~ On the east side of North Winooski Avenue beginning at North Union Street and extending north to Riverside Avenue.

(115)-(286) As written.

(287) ~~In the space in front of 343 North Winooski Avenue.~~ Reserved.

(288)-(365) As written.

(366) ~~On the east side of North Winooski Avenue for a distance of 90 feet from North Union Street.~~ Reserved.

(367)-(450) As written.

(451) ~~On the east side of North Winooski Avenue for a distance of fifteen (15) feet immediately south of the driveway to 274 North Winooski Avenue.~~ Reserved.

(452)-(500) As written.

(501) ~~On the east side of North Winooski Avenue for a distance of fifty (50) feet in front of # 246.~~ Reserved.

(502)-(556) As written.

(557) ~~For twenty (20) feet south of the southernmost driveway entrance at 242 North Winooski Avenue.~~ Reserved.

(558)-(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)-(147) As written.

(148) ~~On the east side of North Winooski Avenue, in the space immediately north of the driveway to 264 North Winooski Avenue.~~ On the west side of North Winooski Avenue in the first space south of the driveway at 321 North Winooski Avenue.

(149)-(173) As written.

Section 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)-(42) As written.

(43) ~~In the parking space in front of 366 North Winooski Avenue.~~ Reserved.

(44)-(60) As written.

(61) ~~In the parking space in front of 294 North Winooski Avenue.~~ Reserved.

(62)-(75) As written.

(76) ~~In the parking space in front of 236 North Winooski Avenue.~~ Reserved.

(77)-(126) As written.

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

(1)-(19) As written.

(20) ~~In the 2 spaces between the driveways at 294 North Winooski Avenue.~~ On the west side of North Winooski Avenue in the sixth and seventh space north of the driveway at 321 North Winooski Avenue from Noon to 9 p.m.

(21)-(34) As written.

(c)-(d) As written.

Section 10 Two-hour parking.

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)-(18) As written.

(19) ~~On the east side of North Winooski Avenue beginning sixty (60) feet south of Riverside Avenue and continuing for sixty (60) feet south.~~ On the west side of North Winooski Avenue in the first three (3) spaces south of Riverside Avenue.

(20) As written.

Section 10-1 Time limits two-hour parking.

No person shall park a vehicle for a period longer than two (2) hours in the following locations:

(1) On the west side of North Winooski Avenue in the first four (4) spaces north of the driveway at 321 North Winooski Avenue from Noon – 9 p.m.

(2) On the south side of Archibald Street in the first three spaces west of North Winooski Avenue from 3 p.m. – 9 p.m.

(3) On the west side of North Winooski Avenue in the first four (4) spaces north of the driveway at 241 North Winooski Avenue from 3 p.m. – 9 p.m.

(4) On the west side of North Winooski Avenue in the first two (2) spaces north of Decatur Street from 5 p.m. – 9 p.m.

(5) On the north side of Decatur Street in the first two (2) spaces west of North Winooski Avenue from 5 p.m. – 9 p.m.

Section 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)-(11) As written.

(12) ~~On the north side of North Winooski Avenue in the first three (3) spaces south of Riverside Avenue.~~

(13) As written.

(b)-(c) As written.

Section 11-1 Thirty-minute parking.

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

(1)-(15) As written.

(16) ~~On the west side of North Winooski Avenue in the second and third space south of the driveway at 241 North Winooski Avenue. The restriction is in effect Monday through Friday, 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., holidays excepted.~~ On the south side of Riverside Avenue in the first three spaces west of North Winooski Avenue. The restriction is in effect Monday through Friday, 9:00 a.m. to 4:00 p.m., holidays excepted.

(17) As written.

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

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

(1)-(28) As written.

(29) ~~On the east side of North Winooski Avenue in front of 258 North Winooski Avenue starting immediately south of the 258 North Winooski Avenue parking lot entrance and extending sixty (60) feet southward between the hours of 8:00 a.m. and 10:00 a.m. and between the hours of 2:00 p.m. and 4:00 p.m. Monday through Friday.~~ On the west side of North Winooski Avenue in the fifth, sixth, and seventh space north of the driveway at 321 North Winooski Avenue from 7 a.m. – Noon.

(30) ~~Reserved.~~ On the west side of North Winooski Avenue in the first two (2) spaces south of the driveway at 237 North Winooski Avenue from 7 a.m. – 2 p.m.

** Material stricken out deleted.

*** Material underlined added.



SCALE: 1" = 80'



NORTH WINOOSKI AVENUE
PARKING REGULATORY
CHANGES



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED PMP	
DRAWN PMP	SCALE 1"=80'
CHECKED CS	DRAWING NO.
DATE 02/15/2023	SHEET 1 OF 2



SCALE: 1" = 80'



NORTH WINOOSKI AVENUE
PARKING REGULATORY
CHANGES



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED PMP	
DRAWN PMP	SCALE 1"=80'
CHECKED CS	DRAWING NO.
DATE 02/15/2023	SHEET 2 OF 2

Attachment 3

Public input correspondence emails

Wed 2/8/2023

Hi Solveig,
Feel free to call now; I am free until 11.

-

Phillip Peterson P.E.
Public Works Engineer

Wed 2/8/2023

Phillip,

I stopped by Dolan's Auto on N. Winooski Ave on Monday to get some details about their needs for vehicle parking during business hours while they work on customer vehicles. I spoke with Howard and Sean Dolan. As the PWC will be voting next week on the removal of the east side parking on North Winooski to implement the bike lane, I'd like to know what options you have come up with for their unique parking needs.

They said they need temporary parking for three to four vehicles off-site during normal business hours in order to service their regular volume of repairs scheduled in a day.

Howard told me the business has been operating there for over 40 years and is the longest-lived business operating on N. Winooski. Sean said with the loss of street parking they will need to reduce the number of customers served, most of whom live in the neighborhood.

Can you tell me a time when we can talk by phone so I can understand the details of the options you came up with in the Transportation Management Plan to meet their needs?

Solveig

Mon 2/6/2023

Dear Phillip,

I'd like to communicate my official support of the proposed bike lane on N. Winooski between Union and Riverside. I commute by bicycle all 4 seasons and use N. Winooski during every commute. This is a highly trafficked bike corridor, and probably the most dangerous part of my ride. Sharrows, as I suspect you're aware, have been shown to be more dangerous than no bike infrastructure at all. It also seems that there is ample lot parking for the major businesses along this stretch (Jake's, Pho Hong, etc).

A dedicated bike lane would increase cyclist safety. It would also encourage Vermonters to bike instead of drive when doing errands around town, which is better for their personal health and the health of our environment.

I will try to attend the meeting on 2/15, but in my absence I hope that this message will serve as evidence of my strong support of the parking removal proposal and construction of a dedicated bike lane.

Best regards,

Brian Borah

Fri 2/3/2023

Thanks Phillip,

That is a great relief!!

No, I have no other comments, preferring to leave them to the public & experts who are more familiar with the dynamics of the housing, traffic & economic demands of the street.

My interest was merely one of someone who crosses that junction four times a day, to and from a Seasonal School Crossing Guard station at North/Elmwood & Intervale, an intersection that could certainly use a roundabout, but one which would require significant infrastructural changes and a design genius who could realistically make that happen. (Having said which, I love the Shelburne Rd/Willard St roundabout.)

Thanks again,

Richard

Fri 2/3/2023

Hi Richard,

There are no roundabouts included in the reconstruction of Winooski Avenue. I am seeking input on the bike lane portion of the project. Do you have any thoughts to share on what I sent to you? Happy to chat on the phone should you need to.

Regards,

Phillip Peterson P.E.
Public Works Engineer

Fri 2/3/2023

Good morning Mr Peterson,

Thanks for cc'ing me on this paving project.

It was suggested to me recently that this may include a mini-roundabout at the junction of North Winooski with North Street. Is that a part of the plan?

Please advise,

Thanks,

Richard Hillyard

Thu 2/2/2023

Figured it was just an omission, and no....we don't need to give more input.

Alan

Thu 2/2/2023

Hi Alan,

It was an omission in the drawing. The 30-minute spaces will be just normal unrestricted parking spaces. Happy to chat on the phone about this should you prefer.

Thanks,

Phillip Peterson P.E.
Public Works Engineer

Wed 2/1/2023

Phillip,

We received the documents related to the North Winooski parking/bike lane changes that are being proposed.

I think I spoke with you recently about this and you talked about the changes to the parking spots in front of 241 N. Winooski. You had said that these were likely to change from 30 minute spots to something different (2 hour spaces?). I don't see those spaces referenced at all on the map or in the document. I see spaces referenced on either side of us....but not the spaces directly in front of 241. Is this correct, and our spots are not changing use? Or is this just an omission? Or something not needing to be referenced?

We had said that we had no issue changing these from 'Loading Zone' style spaces, so I wanted to mention this.

Alan

Thu 2/2/2023

Good Morning,

This is an easy fix. I will incorporate the weekend exception to the proposed 2-hour spaces directly across from the Kemp Center.

-

Phillip Peterson P.E.
Public Works Engineer

Wed 2/1/2023

Hi Councilor Bergman and Phillip,

I just got off the phone with Isaac from the Kemp Center; Sunday's church service runs from 10am-12:30pm. Luckily Pho Hong is closed on Sunday's, so there should be more street parking on Sunday's than usual.

Thanks,

Will Clavelle (he/him)

Assistant Director – Business Development, Business & Workforce Development

Wed 2/1/2023

All I can say Phil, this street is completely bursting with parked cars the moment College students come into town. My driveway gets blocked and encroached on a daily basis, I have hundreds of pictures of them ...Line for parking NEED to be painted and enforced.

Our property really needs permit parking for out front.

Jeff

Wed 2/1/2023

Councilor Bergman,

I don't know the start date for the pharmacy but there is none there now (we're patients). Can you find that out and get confirmation on the practicality of those spaces from the get go, please? It is my experience that medical appointments take more than 30 minutes so the service will be different than most; vaccines may be an example. As I mentioned in my previous email DPW Staff have attempted to engage with CHCB Staff. The flyers have been sent, and this proposal was reviewed and approved by City Staff in multiple departments. We needed a starting point to get the conversation going. Additionally, what is being presented in the flyer is a proposal; we can make any adjustments to what we propose to the Public Works Commission now or in the future.

I'm glad about the vehicle loading answer. To be clear, we are encouraging crossing mid-block so even if we don't put in cross walks due to the added loss of parking, do the standards allow for pedestrian crossing signs that alert folks to people crossing the road? I am aware of these signs on Rte 17 at the top of the App Gap and the approach to Mad River Glen. There are parking lots on one side of the road and places for people to walk to on the other. The signs are about 400' before the areas that people walk across the road. This is certainly something we can look at. What you are referring to are unmarked crossing signs. Pedestrian warning signs may be installed to alert road users to locations where unexpected entries into the roadway by pedestrians might occur. There does not have to be a specific volume of pedestrians, merely crossing activity. These signs do not give the pedestrian the right of way over vehicular traffic but serve to warn vehicle drivers that pedestrian activity may take place over a given area. Although it is something we can do, I do not know how effective these signs will be. The corridor will be highly signed, and more signs may become signage clutter.

What of the arrangements for the other parking lots in the area besides Phinn's? I'm not sure, Chapin is working on this.

The Kemp Center would probably like the exception for the Sun. morning services and that should be confirmed. I don't think Pho Hong would be impacted at all by such an exception but Will could confirm that I bet. Waiting on communication from the Kemp Center. Will?

Happy to answer any other questions you may have.

Regards,
Phillip Peterson P.E.

Public Works Engineer

Wed 2/1/2023

Thanks Phillip.

I don't know the start date for the pharmacy but there is none there now (we're patients). Can you find that out and get confirmation on the practicality of those space from the get go, please? It is my experience that medical appointments take more than 30 minutes so the service will be different than most; vaccines may be an example.

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What of the arrangements for the other parking lots in the area besides Phinn's?

The Kemp Center would probably like the exception for the Sun. morning services and that should be confirmed. I don't think Pho Hong would be impacted at all by such an exception but Will could confirm that I bet.

Thanks again.

Gene

Wed 2/1/2023

Councilor Bergman,

On the 30 min Riverside spaces, did you get input from the CHCB on them? What is the purpose/who is trying to be served with them? The purpose of the thirty minute spaces is to serve the pharmacy and other CHCB quick turnover needs, e.g. dropping off or picking up materials etc. Staff at CHCB have been directly engaged on several occasions, hopefully they will give us input should this not meet their needs.

On the vehicle loading spaces in front of Pho Hong, what are the vehicle limitations there? Can a shopper at the African Market across the street park there and get things at the market and leave if it is within 30 minutes? Vehicle loading zones work for any vehicle, so someone going to the African Market would be fine doing what you described.

What arrangements, if any, have been made with lot owners or Fin in the case of the transmission lot on the corner of Archibald? We met with Phinn, and he is interested in entering into a parking agreement with the City. As it turns out he has a list of items he needs to take care of in order to occupy the building; I'm not sure what the list is. We cannot move forward with any agreement until he is allowed to occupy the space. Due to zoning constraints, parking cannot be the primary use of a lot in this area of town. So, we are in a holding pattern.

Are there any exceptions on the time limited spaces for Sundays or Saturdays and if not, did you discuss this with the Kemp Center where Sunday church services are held, I believe? We have engaged with the Kemp Center few times, in-person and over email; I have not received any input from them. To answer your question, there can be Saturday and Sunday exceptions to the time limited spaces; I do not think the restaurants in the area want that to occur, as a large amount of their business occurs on the weekends.

Happy to answer any other questions you may have.

Regards,

Phillip Peterson P.E.

Public Works Engineer

Wed 2/1/2023

Thank you Phillip.

On the 30 min Riverside spaces, did you get input from the CHCB on them? What is the purpose/who is trying to be served with them?

On the vehicle loading spaces in front of Pho Hong, what are the vehicle limitations there? Can a shopper at the African Market across the street park there and get things at the market and leave if it is within 30 minutes?

What arrangements, if any, have been made with lot owners or Fin in the case of the transmission lot on the corner of Archibald?

Are there any exceptions on the time limited spaces for Sundays or Saturdays and if not, did you discuss this with the Kemp Center where Sunday church services are held, I believe?

Gene Bergman

Wed 2/1/2023

Hi Phil, Happy Feb. 1! Thanks for the update. We're looking forward to working with the N. Winooski Ave. project and already have had a couple of meetings around distributing the trolleys, and doing workshops

Best,

Phil

Phil Hammerslough

Wed 2/1/2023

Ok, thanks for the update.

Bryan

Wed 2/1/2023

Hi Bryan,

The current line striping on Winooski Ave going south of Union is what will be put back during paving. Happy to chat on the phone about this should you need to.

Regards,
Phillip Peterson P.E.
Public Works Engineer

Wed 2/1/2023

Hi Phillip and thanks for sharing this update. For the segment between North St and Decatur/Union (not shown in the memo): Since the Winooski Ave study showed that bike lanes in both directions could fit in that segment by narrowing the SB travel lane and without removing any parking, will the repaving project include bike lanes in that segment?

Thanks,
Bryan
Bryan Davis, AICP

Wed 2/1/2023

Thank you!!! Very much in support of this proposal and appreciate all of your and the City's effort to work through this complex project! Please incorporate these comments. As a resident of the ONE with kids at IAA, this proposal will greatly improve our family's transportation safety and options. We frequently need to bicycle this corridor as a family to reach the businesses here and the CarShare and will feel much safer doing so with this critical complete streets improvement. I urge the PWC to approve these changes now so these needed enhancements that have been in the City's long range planning for over 10 years can finally become a reality—while my kids are still in school even and really need the extra protection! Thank you for moving it forward. ~Drew

Drew Pollak-Bruce, CPRP

Public input correspondence phone calls

Thu 2/2/2023

Public Works Engineer Phillip Peterson received a phone call from Kirsten Merriman-Shapiro, Proj. Development Specialist with Champlain Housing Trust (CHT); Ms. Merriman-Shapiro has several concerns over the loss of parking for CHT tenants; and it is likely she will come to the meeting to discuss these

things. In addition to speaking at the meeting, Mr. Peterson suggested Ms. Merriman-Shapiro email something in writing, which would give Commissioners more time to digest her concerns prior to the meeting.



City of Burlington Parking Services

645 Pine Street Burlington VT 05401 :: www.burlingtonvt.gov/DPW/parking



North Winooski Stakeholders – Support Your Neighbors & Your Business!

In recognition of the upcoming 2023 paving project that will consolidate on-street parking to the west side of North Winooski Avenue between Union and Riverside, the City's Parking Services team is ready to offer North Winooski Avenue property owners simple, income-producing management services for your parking lots to maximize off-street parking.

In talking with many entities along the corridor in 2022, the concept of opening parking lots to public use seemed daunting and complex. We've listened. **The City's Parking Services can manage parking for property owners or businesses and provide 80% of the net parking revenue to the host entity.**

You're in control. Property owners / businesses set the parameters of what public parking you'd allow, when you'd allow it and under what terms. Specifically, you:

- ✓ Decide the times when your lot has extra capacity and you'd welcome public parking and/or permit parking – maybe nights and weekends
- ✓ Tell us when you want us to enforce to ensure proper use and payment of lot and whether you want us to tow
- ✓ Tell us whether you want to allow general public parking or just a certain number of pre-paid monthly permits
- ✓ Receive 80% of all net parking revenues from your lot through our parking payment platform
- ✓ End the public parking arrangement, when desired, with two weeks' notice

For all options, the City is ready to:

- Provide lot signage (related to the public parking rates and terms)
- Provide the payment system (mobile pay through ParkMobile only)
- Provide enforcement and towing services
- Provide the host entity a check quarterly for 80% of the net revenue collected from your lot

Owners will need to:

- Sign an agreement with the City of Burlington Parking Services
- Continue maintenance of the parking facility
- Continue insurance coverage on the property
- Designate a point person to work with Parking Services

Revenue generated by enforcement will be kept by Parking Services to cover enforcement activities.

Want to discuss this opportunity more? Reach out any time!

Jeff Padgett, Division Director for Parking and Traffic, jpadgett@burlingtonvt.gov, 802-863-0460



BURLINGTON

Annual Occupancy Analysis Report

Downtown Garage

Public Works Commission – 2/15/2023

Why this report?

Delegated Authority and Occupancy Performance

Delegated Authority

In October, 2019 the Public Works Commission delegated authority to the Director of Public Works to enter into monthly parking agreements.

This was done to:

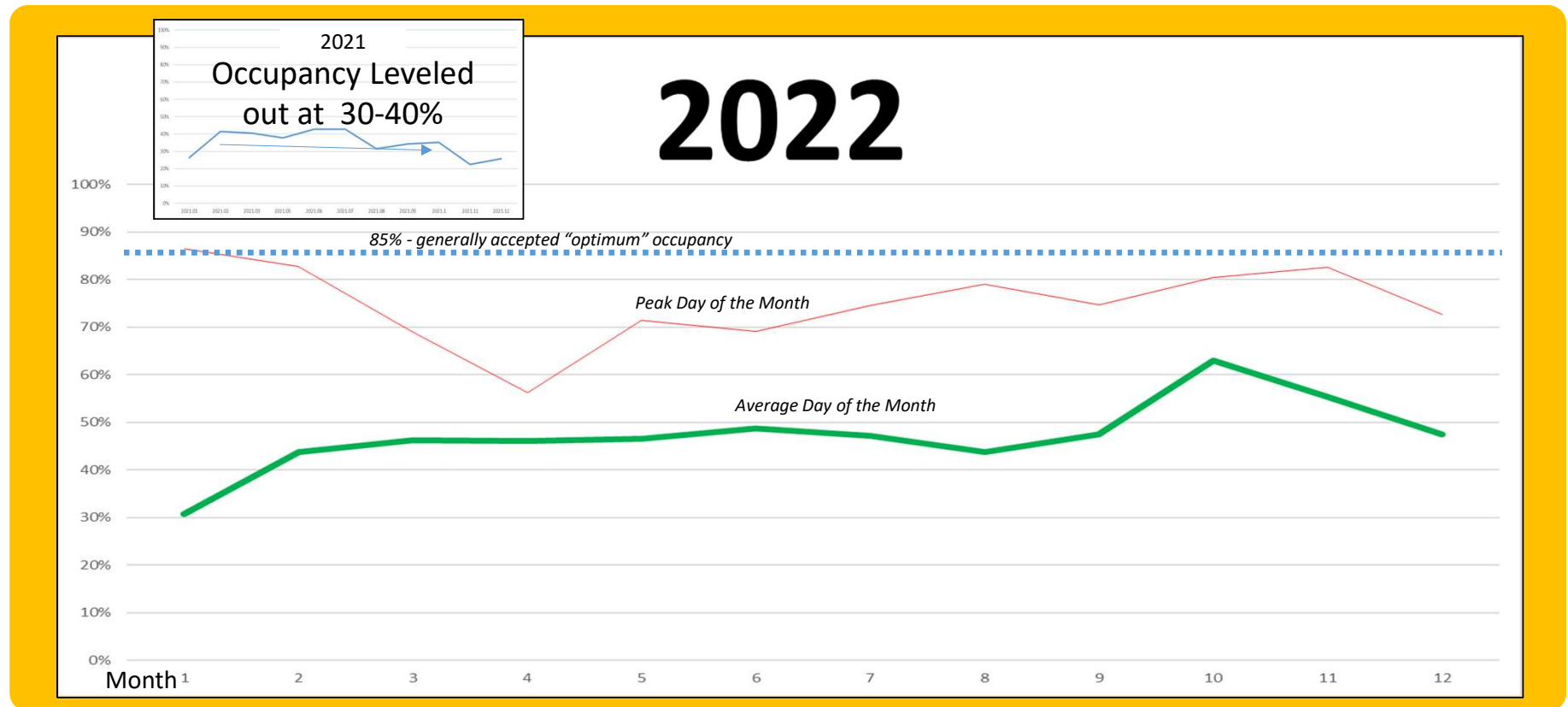
- 1) Expedite processing for parkers
- 2) Minimize work effort for DPW staff
- 2) Allow DPW greater flexibility optimizing occupancy

Occupancy Performance

As a condition of this delegation, the PWC required an annual report to ensure that occupancy of the garage is managed and optimized. This is the fourth required Annual Report.

Occupancy remains low, improves to 40-50%

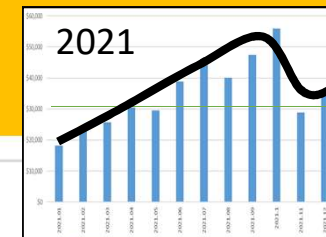
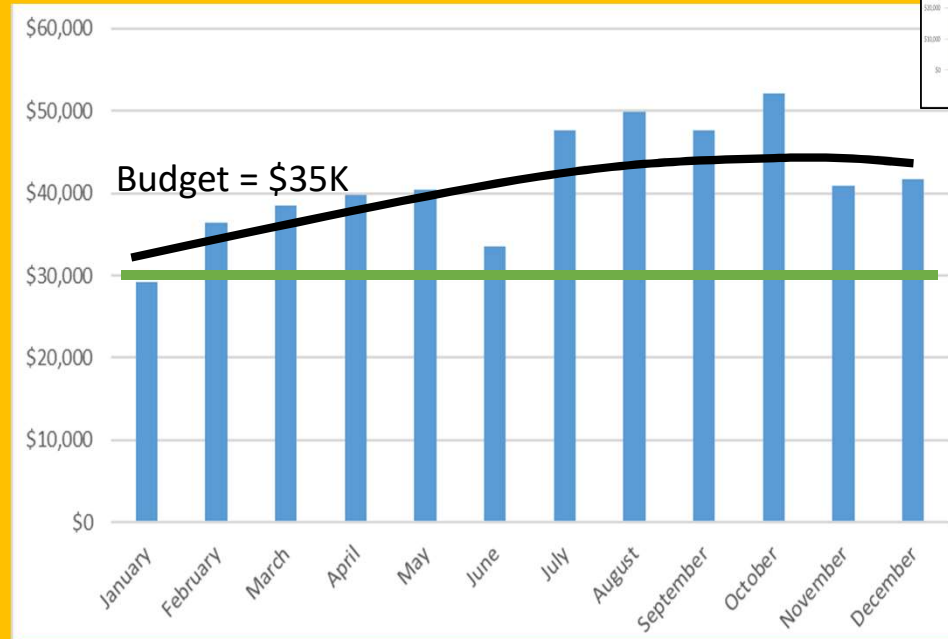
Well below capacity and historic volumes.



Revenue Trend *stabilizing* over the year

Use by the public is recovering

Transient and Hotels



Free Employee Program is an ongoing Success

Business and Employee participation is enthusiastic.

**Companies
Participating
30**

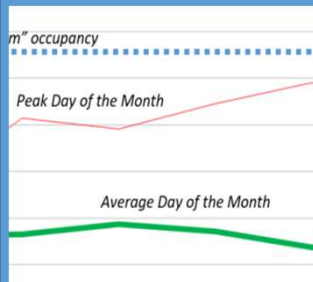
**Versus 70 last year, lower
due to tighter controls**

**Employees
Participating
650**

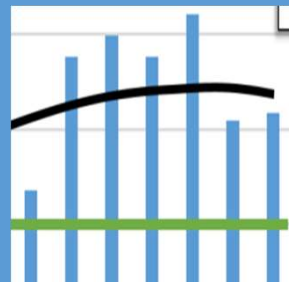
Similar to 700 last year

Conclusion: Use is Recovering yet Occupancy Low

Occupancy Remains Low



Public Use Recovering



Next Steps

1. **Improve occupancy resolution**
 - Time of day
 - Parking Services Agents and/or LPR
2. **Improve Permit Sales / Accounting**
 - Migrate Waiting List
 - Exploit AIMS metrics/reporting
3. **Understand Oversell Threshold**

100 Bank Street Occupancy Status

Status of usage by 100 Bank tenants per Development Agreement executed in September, 2021

Calendar Year Starting	Allocation	Current Permits	Committed Usage
10/1/2022	200	59	n/a
10/1/2023	200		n/a
10/1/2024	200		n/a
10/1/2025	200		n/a
10/1/2026	n/a	n/a	TBD

A. Use of Facilities. The City shall provide Permittee with parking permits to be used by Permittee and its authorized permit users at the Parking Structures for the term of this Agreement as set forth in §4. During the Initial Term, the City will provide an allocation of 200 parking permits upon ninety (90) days' prior notice from Permittee. Permittee will administer such parking permits for Permittee's employees and tenants. The Parties acknowledge that number of permits may fluctuate up and down (upon ninety (90) days' prior notice from Permittee) based on Permittee's needs during the Initial Term.

For each year after the Initial Term, Permittee will provide written notice to the City by October 1 of the number of parking space permits Permittee will commit to assume for the upcoming year (up to 200 permits for Year 6). For ensuing years, the maximum number of permits for which Permittee may commit to assume will be limited to the number of permits actually assumed by Permittee in the previous year. The City will cooperate with Permittee to provide additional permits if requested by Permittee at least 90 days in advance, subject to availability and as approved by the Public Works Commission if the City determines such approval is required.

Thank you!



BURLINGTON

Annual Occupancy Analysis Report

Downtown Garage

Public Works Commission – 2/15/2023



City of Burlington
Department of Public Works
Division of Parking and Traffic
645 Pine Street, Suite A
Burlington, VT 05402
802.863.9094 P
802.863.0466 F
802.863.0450 TTY
www.burlingtonvt.gov

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Jeffrey A. Padgett, MBA
DIVISION DIRECTOR for PARKING & TRAFFIC

Date: February 15, 2022

To: Public Works Commission

From: Jeffrey A. Padgett
Division Director for Parking and Traffic

C.C. Chapin Spencer, Director of Public Works

Subject: Parking Services Ordinance Update
Limited Violation Forgiveness (*Whoops!* Program)

Request:

To authorize the update of Burlington Code of Ordinance Chapter 20, Article III, Section 20-80 *Limited Violation Forgiveness* to:

- Remove the requirement that appellant has received no tickets in the previous 12 months
- Clarify language to ensure that the void must be requested by the appellant and
- Update gender references

Background:

In October of 2021 the Public Works Commission approved comprehensive changes to Ordinance that included scoff reform for unpaid tickets and a created a ticket forgiveness program (*Whoops!* Program). Although there isn't enough data yet to assess the impact of the scoff reform, anecdotally, it appears to have reduce the amount of towing. However, with respect to the *Whoops!* Program, some important shortcomings have been discovered.

As the ordinance was operationalized, it became clear that the current language requiring "no tickets for 12 months" to be eligible for *Whoops!* was an unnecessary condition for voiding a ticket once a year and administratively cumbersome. Our first limited violation forgiveness initiative around 2018 (blue chips) was available only violations in Residential Permit Parking and it worked well without the "no tickets for 12 months" criteria. As now written, the ordinance allows people who don't get tickets frequently to benefit, whereas people to do get frequent tickets *don't*

An Equal Opportunity Employer

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get the benefit. From staff's perspective, this one void per year gives an important educational opportunity and it should be applied equitably across the community.

Equally as important, applying a *Whoops!* need's to be easy to navigate for both customers and staff. The language requiring no previous tickets for 12 months sets up layers of complexity for the customer and staff, not limited to:

1. It makes automating the voiding process difficult and expensive for the City; requiring multiple condition programming to assess eligibility that generate additional programming fees.
2. It requires a more complex interaction with customers that threatens the efficiency of the ticket paying process; and potential impacts the equitable use of the program.
3. It creates a challenging/complicated message to get out to the public, for something that should be simple.

For these reasons, the proposed language removes the "no tickets for 12 months" requirement.

Also, on an administrative level, the current language is not clear about who decides to apply the *Whoops!* benefit; staff or the appellant. The proposed language makes it clear that the appellant must request the *Whoops!* void. This empowers the appellant to decide for themselves what ticket they want to void.

Additionally, the ordinance has been modified to remove unnecessary gender related pronouns.

Motion:

"To adopt the attached update to the Burlington Code of Ordinance Chapter 20, Article III, Section 20-80 *Limited Violation Forgiveness* to:

- Remove the requirement that the person have received not tickets for a year, and
- Clarify language to ensure that the void must be requested by the appellant, and
- Update gender references

As detailed in the attached proposed update and upon review and approval of the City Attorney.

Attachments:

Requested Update: Chapter 20, Article III, Section 20-80 *Limited Violation Forgiveness*

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 20-74, UPDATING
CHARGES

Sponsor(s): Department of Public Works

Action: Approved

Date: 2/15/2023

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 – 20-79 As written.

20-80. Charges.

(a) Within thirty (30) days of a ~~first violation in a twelve (12) month period~~, any person whose vehicle has been ticketed pursuant to Section 20-66(a) or 20-66(b)(2) may appeal and request violation forgiveness for such violation by providing a written attestation to the parking services manager that such violation request is their first within the preceding twelve (12) month period.

(b) Upon confirming that the ~~violation on appeal request for forgiveness~~ is for a violation of Section 20-66(a) or 20-66(b)(2) and the first request by the for the appellant within the preceding twelve (12) months, the parking services manager or ~~his or her~~ her representative shall administratively void the violation.

(c) If upon review as outlined in subsection (b) of this section, the parking services manager or ~~his or her~~ representative determines the violation is not eligible for administrative voiding, the appeal shall be ~~forwarded to the city grand juror and shall be~~ processed in accordance with the procedure outlined in Section 20-67(c).

20-81—20-82. As written.

Articles IV—VI. As written.

* Material stricken out deleted.

** Material underlined added.

(Reg. of 10-20-21(a), eff. 12-22-21)

2/15/2023



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: February 15, 2023

WINTER MAINTENANCE:

This time of year staff is focused on maintaining our systems through the winter season. Our Water Distribution team has been responding to several water main breaks – including one during the arctic cold snap. Our plowing fleet is in good shape. We will be adding another asphalt “hot box” trailer to supplement our pothole response during the upcoming freeze / thaw cycles. Resident requests for service can be routed through SeeClickFix or through Customer Service. More information: Rob Goulding, rgoulding@burlingtonvt.gov.

CHAMPLAIN PARKWAY:

The contractor will be shutting down the worksite for the winter as of this Friday, February 10. They were able to get significant work done in 2022. We will have more detail on the 2023 construction season schedule next month and will share that information when we have it. More information: Corey Mims, cmims@burlingtonvt.gov.

RECYCLING TOTES CAMPAIGN:

We are soon launching a broad educational campaign to get all recycling customers to be using covered, wheeled totes by May 1, 2023. It will include postcard mailers, BED bill inserts, social media ads, Front Porch Forum posts and more. As you may recall, this is an effort to improve the safety of our recycling workers and cut down on windblown recycling litter in the City. More information: Rob Goulding, rgoulding@burlingtonvt.gov.

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

Additional Public Input-2

Public input correspondence emails

Tue 2/14/2023

Hello,

My name is Helena Clark and I am a resident on N Winooski Ave. I was alerted about the possible removal of street parking on this street starting in the summer of 2023, and I want to state my opinion about this. I am strongly against the removal of parking on this street, as it would create too many obstacles for the residents who rely on parking outside their homes/rentals. I already believe that there is not enough parking on this street, as many residents have to park elsewhere once the spots on the street fill up. I have been, on multiple occasions, one of the residents who have to find parking on surrounding streets when N Winooski Ave has filled parking, and it is EXTREMELY DIFFICULT. It can sometimes take up to 30 minutes driving around the blocks to find an available parking space. North Winooski Ave usually gets crowded between 5-6pm due to residents of this street coming home from work at this time. It would be extremely frustrating to come home from a long day of work and have no parking available to us on our street. I think it would be an injustice. This obstacle can easily be avoided if access to parking on N Winooski Ave is preserved by the city. I am writing to stress how parking on this street is already limited, and if you remove the spots that exist, it would be immensely difficult for the residents on this street to continue to live here. Furthermore, the rent costs on this street are high, and that is because landlords have used the street parking access as a characteristic of their rental properties to make renters pay more for this feature. If you take away parking on this street, that is something to keep in mind.

I appreciate you all providing your emails on the notice you sent out so that residents can contact you about how they feel. I am hoping that my email makes a difference.

Thank you!

Helena Clark

Mon 2/13/2023

Hi there,

I wanted to express my concerns about what will be happening starting this Spring for vacancy of parking spots.

I've been living on N. Winooski Ave for the last 13 years. I think by the city taking away the spots is ridiculous! The fact that city council voted it down originally, then right after private meeting take place behind closed doors to pass the no parking on our street, they decided passed it anyways. People aren't heard or nor do they have a voice. It affects people who live in the community and surrounding businesses.

It shows that what people say in meetings and peoples concerns don't really matter. Not to negative but this seems to happen a lot in Burlington. I understand that you can't please everyone who lives here but I think people lose hope when they aren't heard or when consumers open businesses here they aren't aware of what is happening. If there isn't any parking for businesses it makes it harder for owners to sustain to stay open. We want people to come to Burlington but if it's makes it challenging for folks when parking is an Issue period! They aren't going to go there.

As a resident, I find it extremely frustrating just to look for a parking spot my street. Almost every day when I come home from work, it feel like parking wars. It's like you never want to move your car, you'll lose the spot as soon as you move your car out of the spot. The last thing I really want to deal with after working a full time job is driving around the block a million times to find a spot on the street, it's frustrating as it is. We aren't New York City!

I get that the city council wants to make it safer for bicyclists in the city but we have winter 5 months of the year. I don't think by taking away parking spots is the solution and N. Winooski is a highly traffic street. The other piece of this is that if they are going to remove spots, they don't have a solution for folks to park their cars someone else. Not every resident renter or owner has a yard or spaces to park a car. What are people supposed to do?

I really wish we were heard and they would reconsider this project.

Sincerely,
Dawn O'Connell

Mon 2/13/2023

Hi, Phillip
Please find CHT's formal comments to the DPW Commission attached for their consideration at the 2.15.23 meeting.
Thank you.

Kirsten Merriman Shapiro

Mon 2/13/2023

Hi all,
For comments to me at a Public works commissioner, please use this email (instead of my uvm account. Wearing too many hats here):
Poneill-vivanco@burlingtonvt.gov
Thanks.
Peggy

From Jonathon Weber

Hi Phil, I totally agree that a mid-block crossing is needed on this block around where you're suggesting. I'm including Phillip Peterson on this email, who is collecting comments in advance of the Public Works Commission meeting.

On Sun, Feb 12, 2023 at 10:51 AM Phil Hammerslough

Hi Johnathan. We've been working along with Gene Bergman on the N. Winooski parking issue. It's a bit more than just eliminating the parking spaces on the east side of the street. On the west side there are 4 10 hr. parking spaces but there is no space, directly across from the African Store & Junk Teaks to easily cross the street. In other words, from the corner of Archibald to Riverside, there is no pedestrian crossing. As usual it seems the first issue that gets considered is parking spaces for cars, rather than considering the pedestrian who visits and makes purchases from the restaurants, laundromat Old Spokes, and the previously mentioned, and other stores along the thoroughfare...

We would hope DPW will allow a little wiggle room to allow a pedestrian crossing between these 4 parking spaces for a pedestrian crossing without the need for the usual width required between either side of the crossing area.

Please see attached

Phil Hammerslough

Mon 2/13/2023

February 13, 2023

Re: No. Winooski Ave. bike lane segment No. Union to Riverside

Dear DPW Commissioners,

I own two bikes, a garage to store them, a tire pump, bike maintenance tools and the money to maintain and repair my bikes on an as-needed basis. I would never dispute the need for broad public policy that provides safe and well-maintained bike infrastructure as one of many ways to reduce carbon emissions in Burlington. I would contend that Burlington's bike/ped plan policy was developed without engaging - and at the expense of the majority of brown, black, first-generation American, and low-income households that live, work, and use the services in the North Winooski Ave. corridor between No. Union St. and Riverside Ave.

This segment of the Winooski Ave. corridor was planned through the exclusion of the brown, black, first-generation American, and low-income households that form the dominant demographics of this neighborhood. As an example, sign-in sheets and minutes from DPW's November 6, 2019 meeting with neighborhood representatives reflect that 100% of meeting participants were white business owners, social service staff, and elected officials. Only one low-income renter was present at one of the two meetings, and he voiced his opposition to the bike lane because he and his wife have a single parking space on the property they rent, but own two cars because they both work out of the neighborhood and one drops their daughter at school each week day.

At these two November 2019 meetings, multiple participants asked DPW staff multiple times how the negative impacts of vehicle car parking removal would be mitigated. Multiple times, the DPW response was that additional studies and a "complete parking management plan" would be forthcoming. Many other promises were made by DPW staff at these meetings to allay fears and concerns that vehicle parking removal would hurt the neighborhood that never materialized.

Perhaps DPW would say that the 2019 comments and commitments made were not binding because the City Council passed another resolution in March 2020 that created a City Councilor-Stakeholder Committee to “approve the project scope of work, methodology, and public engagement plan for developing the Parking Management Plan.” At the end of the day, this Stakeholder Committee approved a motion stating that there was not an adequate parking management plan to mitigate the inequitable impacts of the bike lane on neighborhood residents, social service users, and business owners and customers. Nonetheless, the dominant white middle class constituency that was in power on the City Council railroaded a new, 2022 resolution through, which ignored the Stakeholder Committee’s majority motion and only delayed vehicle parking infrastructure removal until summer of 2023, with the hope that reasonable alternatives could be found.

As we know, reasonable alternatives were not found and there is still no parking management plan for the neighborhood. As we also know, this particular segment of the Winooski Ave. corridor bike path allocates the benefits of City resources to a subset of people who belong, like me, to the dominant economic class and race at the expense of the majority of those using the segment’s on-street parking infrastructure. Along this segment of No. Winooski Ave. between the Food Shelf and the Community Health Center, relative to the rest of the City, there is a concentration of business owners of color from immigrant backgrounds, health care patients of color from immigrant backgrounds, African Americans and LGBTQ residents using nonprofit organization’s services, and low-income renters who will all lose the common benefit that the City’s on-street parking infrastructure currently delivers to them.

In dozens of public meetings with the North Winooski Ave. Stakeholder Committee that took place throughout 2021-2022, it became clear to DPW staff that the majority of those who rely heavily on on-street parking infrastructure are patrons of immigrant-owned business, nonprofit social services, and renters living in multifamily buildings that were constructed before the auto industry corrupted US transportation policy. On this point, there are several Habitat for Humanity homes adjacent to the Richard T Kemp Center that were built on grandfathered lots that never had driveways. These very low-income homeowners will no longer be able to secure parking in front of their homes.

Under the Vermont Constitution Article 7, there is a constitutional imperative known as the Common Benefits Clause which affords all Vermonters the common benefit, protection, and security of the law when it comes to the allocation of resources. In two significant VT Supreme Court cases that underpin Act 60 and the marriage equality act, Article 7 is interpreted by VT courts as it relates to - and rejects the allocation of resources that confer advantages or emoluments upon the privileged. Known as the Common Benefits Clause, former ACLU director Allan Gilbert reminded us in a June 2022 Op Ed in VT Digger that, “the common benefits clause is a reminder to Vermonters of a responsibility to consider the importance of equal access to society’s benefits. Thus, equity is not a partisan ideology in Vermont, it is a foundational value, embedded in our constitution.”

Interestingly, the Op Ed identifies Vermont’s biggest and most persistent inequity today as access for everyone to affordable health care. In the case of No. Union-to-Riverside segment of the North Winooski Ave. bike lane, access to affordable health care for members of protected classes will be reduced by the loss of public parking within the block between Archibald St. and Riverside Ave. 20% of the Community Health Center’s patients utilizing the Riverside location are people of color - which is twice the rate of people of color in Burlington population’s racial composition, and over 15% higher than the Winooski population’s proportion of people of color.

Similarly, access to free legal services will be diminished for anyone who relies on the ADA parking space in front of Vermont Legal Aid. By eliminating the ADA space in front of that building, the bike lane will

force wheelchair users to compete for the single space across the street, and will also create a hardship for a wheelchair user traveling to Legal Aid by forcing them to wheel to one corner or the other where there is street-crossing infrastructure. In the winter, this is a daunting physical challenge that increases their barrier to free legal services.

And, as expressed by Outright Vermont's director in his Feb.10, 2023 comments to the DPW Commission and to the City Council, the bike lane threatens LGBTQ individuals' safe access to Outright's services.

We have all heard over and over the policy justification used for bike lanes as a carbon reducing climate crisis solution. On the surface, this policy justification pits bikes and cars against each other. But this debate is not about bikes and cars. This debate - and the tension it creates - is about people. When it comes to discussing and designing carbon-reducing climate crisis solutions, there is a widespread tendency among the white environmental elite to identify the problem and the solution without ever even talking to - much less collaborating with - the black, brown, and low-income households who are most affected by the climate crisis.

An effective model of climate justice in action would be one employed by Groundwork USA, whose Climate Safe Neighborhoods project forms collaborative partnerships with traditionally low-income, brown and black neighborhoods and works with them over a three-year period to identify the climate crisis problems they perceive as a priority, and the solutions they want to employ. As a result of Groundwork's approach, resource allocation benefits the self-identified needs of the community, and the neighborhood bears the benefits and burdens of community-designed solutions equitably.

In a neighborhood with a concentration of residents, business owners, business customers, and social service patrons with black or brown skin, who are first-generation Americans, and/or have low-incomes, how is it possible that the City could define the problem and design a solution that deprives these demographic groups of the common benefits of resource allocation, as protected by the Common Benefits Clause?

Quoting from the Supreme Court decision in Baker v. State of Vermont 1999, "The affirmative right to the "common benefits and protections" of government and the corollary proscription of favoritism in the distribution of public "emoluments and advantages" reflect the framers' overarching objective "not only that everyone enjoy equality before the law or have an equal voice in government but also that everyone have an equal share in the fruits of the common enterprise." In this neighborhood, because of the concentration of immigrant-owned businesses, customers of the community health center, and low-income renters, the bike lane will tip the balance of the public resources that these protected classes rely on away from the common enterprise and allocate them to the privileged few.

I look forward to expanding on these comments at your Feb. 15, 2023 meeting.

With sincere regards,
Liz Curry

Mon 2/13/2023

Hello Phillip,

I am attaching multiple documents for the DPW Commission packet with comments and other information regarding the bike lane segment from No Union to Riverside:

1. Petition signed by neighbors

2. Letters from businesses

3. My personal comment

The petition and letters were signed before the City removed the Pearl to North St segment, but there are plenty of people who signed with addresses between No Union & Riverside. Likewise, all of the businesses between No Union & Riverside wrote a letter.

Thank you very much for facilitating the transfer of these documents to the Commission.

Best,

Liz

Liz Curry, she/her

Mon 2/13/2023

Hello,

I am writing to voice my encouragement to the Department of Public Works regarding the removal of East side street parking on North Winooski Avenue and the building of a bike lane. Unfortunately I will not be able to attend the meeting; please accept this written feedback instead.

North Winooski Avenue is a crucial route for bicyclists commuting to Burlington from Winooski and vice versa. Currently, there is no bike infrastructure on the section between Union Street and Riverside Avenue, only "sharrows". As someone who bikes, walks, and rides public transit to get around the city, I greatly value bike lanes. I regularly use Winooski Ave to go North - South in Burlington, and the part between Union Street and Riverside Avenue often makes me nervous, especially at night.

I am encouraged that the city has developed a Walk/Bike Master Plan but disappointed at how little progress has been made. It is now 2023 and we are facing a climate emergency and a housing crisis. We need to cut down on energy use by encouraging sustainable modes of transportation, such as biking. But to do that, people need to feel safe enough to bike around the city. We need more bicycle infrastructure, and removing street parking from the East side of N. Winooski Ave between Riverside Ave and Union Street is one step in the right direction for these goals.

I also want to draw attention to the mission statement found on the DPW site: "Our Mission is to steward Burlington's infrastructure and environment by delivering efficient, effective, and equitable public services." As you vote on this agenda item on Wednesday, I hope you think about who we are welcoming, who we are simply accommodating for, and who we are excluding as a city from the streets. Right now, the section of N. Winooski Avenue under question welcomes cars, somewhat accommodates only very abled and experienced bicyclists, and excludes everyone else. I urge you to keep your mission statement in mind and help make this city welcoming of other modes of travel besides car traffic.

Thank you,
Josie Bunnell

Mon 2/13/2023

Hello Philip,

I'm Carlos resident of ward 2, I live on North Winooski Ave. I wanted to go to the public hearing on Wednesday, but I don't think I will have the time, but I wanted to let you know my opinion in case I can't make it to the public hearing.

I fully support what the city is doing, I think this project is going to help Burlington become a friendlier city for bicyclists and non-drivers. Whenever I ride my bike in that area I feel like cars are going to hit me in the back and that bike lane is going to help me a lot, I also wanted to say that I always see people using mobility scooters to get to and from N Winooski, and I know some people are going to use the parking spots for disabled people as an example, and of course we always think of them as people who can drive and need cars, when obviously that is not the case.

I also wanted to add that it would be great if Burlington had protected bike lanes, I know a lot of people who want to try to bike to work, but they are afraid of cars. I also know they are going to use things like: few people ride bikes and yes, obviously people are not going to do it if they feel unsafe or don't have the infrastructure to do it, it's like asking why no one walks in a city where there are no sidewalks.

Best Regards
Carlos E.

Mon 2/13/2023

DPW Commissioners and Staff-

I am writing in regards to the proposed changes to on-street public parking infrastructure along North Winooski Avenue between Riverside and Union. These changes have been discussed over several years and unfortunately, the City has never adequately addressed the concerns of the Old North End neighborhood that will be most impacted by these changes.

While we are in favor of improving the bike/ped infrastructure throughout the city, we have to consider the impacts on all modes of transportation. This section of the City is densely developed with a historic settlement pattern that pre-dates the automobile. Over time, parking infrastructure has been added where possible, including the on-street parking inventory along North Winooski Ave. As someone who lived on Crombie Street for 17 years, half a block from North Winooski Ave, I can tell you that many residents, businesses, and organizations rely on the public parking infrastructure along North Winooski Avenue. Many of the smaller streets near North Winooski such as Crombie and Decatur do not have adequate parking to serve the needs of the residents, resulting in spillover parking onto North Winooski Ave. Residents throughout the neighborhood use North Winooski as overflow parking since many private residences do not have adequate parking off-street. Organizations such as the Feeding Chittenden (the food shelf) and the Community Health Center rely on the parking on North Winooski Avenue to serve vulnerable populations. Businesses that have no off-street parking such as Barrio Bakery and May Day rely on this parking for the very survival of their small businesses.

We attended many public hearings on this topic. The tone of discussion from City representatives was always that the decision to remove half of the parking along this corridor has been made and that the City was simply going through the motions with public hearings. The voices of opposition were strong and were not heard.

No parking management plan exists that has adequately identified off-street parking that will make up for the loss of parking in this corridor. There are no publicly controlled lots or garages within a reasonable distance of this area to absorb the parking demand. Private parking lot owners have been uninterested in participating in any type of public parking initiatives citing that their private lots are already maxed out. Better bike lane infrastructure is certainly a shared goal for the North Winooski Ave corridor, but not this way, not by simply taking away a public parking resource without an adequate contingency plan in place. This action needs to slow down. A viable plan needs to be created that will serve ALL interests in the City. These parking changes will have negative impacts on the people accessing essential social services and our tenants along with other small businesses on N. Winooski Avenue, many who are or serving disabled people, low-income people, and people of color. The City has not ameliorated the disparate impacts caused by the removal of parking for this bike lane.

Thanks for your consideration and for your work on behalf of all Burlingtonians.

Erik J. Hoekstra (he/him)

Mon 2/13/2023

Hi Andy,

Thanks for the phone call and your input. Here is a link on the City website to the page with the latest on this project, <https://www.burlingtonvt.gov/dpw/WinAveImprovements>. As to what you asked for, here is a link to the North Winooski Parking Management Plan <https://www.ccrpcvt.org/our-work/transportation/current-projects/technical-assistance/north-winooski-avenue-parking-management-plan/>. You had mentioned some concerns you have over the execution of the plan. The Commission will be discussing this at the Wednesday meeting at 6:30 pm. Here is a link which should provide details for this Wednesday's meeting, <https://www.burlingtonvt.gov/DPW/Commission/Agendas>. In addition to speaking at the meeting, I would suggest you email me something in writing, which would give Commissioners more time to digest your concerns prior to the meeting. Please try to get me written comments by the end of the day. Happy to chat on the phone should you need to.

Regards,

Phillip Peterson P.E.
Public Works Engineer

Mon 2/13/2023

I'm very proud of all the efforts to make Burlington a liveable city, practicing sustainability whenever possible. The proposal to remove parking to install bike lanes on North Winooski Avenue between Riverside Avenue and Decatur Street is a really important incremental steps we can take. I strongly support this and hope the PWC will put their support behind it.

Thanks.
Jeanne Keller

Mon 2/13/2023

Hi, Chapin

I hope you are well. I am emailing you and Phillip with this request since Nicole no longer works at DPW. I requesting the racial equity benefit analysis that informed and shows how the PMP strategies chosen by the city maximize equity and minimize harm. It was important that the toolkit not just be used in relation to the initial survey but for determining which parking management strategies maximize equity and minimize harm.

I am concerned that enacting the new parking regulations which are a strategy coming out of the PMP may actually maximize harm.

This is something that the Commission should be aware of and also consider as they take action.

Please let me know if you can provide this before the 2/15/23 meeting.

Thank you.

Kirsten Merriman Shapiro

Sun 2/12/2023

Hello,

My name is Brooke Brown. I am a citizen of Burlington and I would ask that you support the Winooks Avenue bike lane project.

This project would enable me to access the businesses along North Winooski Ave and more easily travel in to downtown Burlington to shop, recreate, and work.

At present, the amount of parked cars and motor vehicle traffic on this road make it incredibly unpleasant and unsafe for me to ride a bike on. The removal of space dedicated to parking and converting it to bike lanes will drastically improve how often I frequent these areas.

Studies have repeatedly shown that replacing parking with bike lanes has a positive or no significant impact on adjacent businesses -

<https://www.tandfonline.com/doi/full/10.1080/01441647.2021.1912849> Furthermore, as we move into a future where we must address the realities of climate change, we must accept that personal automobiles can no longer be the dominant form of local transporation. Providing more space for people outside of cars is critical to enabling people to use alternate modes of transportation. The lack of safe spaces to bike/walk is time and again cited as the primary reason why people don't bike to destinations they otherwise would.

The Old North End of Burlington has incredible potential to be much more bike/walk friendly, please support this project and help fulfill that vision of a safe and sustainable Burlington.

Thank you for your time,

Brooke

Sat 2/11/2023

Hello,

My name is Bradley Wiltfong. I am a citizen of Burlington and I would ask that you support the Winooksi Avenue bike lane project.

This project would enable me to access the businesses along North Winooski Ave and more easily travel in to downtown Burlington to shop, recreate, and work.

At present, the amount of parked cars and motor vehicle traffic on this road make it incredibly unpleasant and unsafe to ride a bike on. The removal space dedicated for parking and its conversion to bike lanes will drastically improve how often I frequent these areas.

Studies have repeatedly shown that replacing parking with bike lanes has a positive or no significant impact on adjacent businesses –

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The Old North End of Burlington has incredible potential to be a bikeable and walkable part of town, please support this project and help fulfill that vision of a safe and sustainable Burlington.

Thank you for your time,

Brad

Sat 2/11/2023

Hi,

So much opposition we all duly note, the so many concerns from the O.N.E neighbors, business and Bipoc community. I can't see pushing parking removal plan on NWA for many reasons, on so many levels and not like this! And that has been brought up at past meetings by hundreds of folks.

We still need to look into solutions. Could use more trees!

Peace, - Steph

Sat 2/11/2023

Hello,

My name is Bradley Wiltfong. I am a citizen of Burlington and I would ask that you support the Winooksi Avenue bike lane project.

This project would enable me to access the businesses along North Winooski Ave and more easily travel in to downtown Burlington to shop, recreate, and work.

At present, the amount of parked cars and motor vehicle traffic on this road make it incredibly unpleasant and unsafe to ride a bike on. The removal of space dedicated for parking and its conversion to bike lanes will drastically improve how often I frequent these areas.

Studies have repeatedly shown that replacing parking with bike lanes has a positive or no significant impact on adjacent businesses –

<https://www.tandfonline.com/doi/full/10.1080/01441647.2021.1912849>

Furthermore, as we move into a future where we must address the realities of climate change, we must accept that personal automobiles can no longer be the dominant form of local transportation. Providing more space for people outside of cars is critical to enabling people to use alternate modes of transportation. The lack of safe spaces to bike/walk is time and again cited as the primary reason why people don't bike to destinations they otherwise would.

The Old North End of Burlington has incredible potential to be a bikeable and walkable part of town, please support this project and help fulfill that vision of a safe and sustainable Burlington.

Thank you for your time,
Brad

Fri 2/10/2023

I used the wrong streets - I know the zone of where parking is being removed, and you are correct, my remarks remain.

Dana

Fri 2/10/2023

Hi Dana,

Thanks for your email and input. Your comments will be shared with the Commission. Just to clarify, the proposal is not removing parking from Riverside to North Street, please see attached. We are removing parking on the east side of N Winooski from Union to Riverside. I doubt this changes your thoughts, however, Riverside to North Street would represent a much more significant loss in parking. Happy to chat on the phone should you need to.

Regards,
Phillip Peterson P.E.
Public Works Engineer

Fri 2/10/2023

Hi Phillip,
Dana Kaplan, Executive Director of Outright Vermont here.

I am writing to once again express grave concern for the city's plan to remove parking from Riverside to North street. My concern is one equity and access, given these blocks are highly populated by social service organizations and Burlington's most diverse, low-income communities. In other words, this project

is valuing biking access over our communities basic needs, which social service organizations provide. They do not compare. If we aren't centering an equity lens, full-stop, we aren't living our cities values. From my perspective, Public works has failed to unlock private off street parking solutions to meet the needs of those impacted by removal of these spaces. Until this has been resolved, no paving action should be taken.

Thank you,
Dana

Fri 2/10/2023

Hello! I am writing in support of the bike lane project on North Winooski. I am in support of more bike lanes and less cars throughout the city overall! Thank you very much.
Becca Brown

Thu 2/9/2023

Dear Mr. Peterson:
Count me among those who favor your design on Winooski Avenue.
I think that city streets should not be used for free parking by landlords or their tenants.
On paper, your rendering looks great. I wish the bike lanes on North Avenue were painted green.
Thanks,
Jim Carrier

Public input correspondence phone calls

Mon 2/13/2023

Public Works Engineer Phillip Peterson received a phone call from Zandy Wheeler, owner Skirack; Mr. Wheeler has several concerns over the loss of parking for bike lanes; and it is likely he will come to the meeting to discuss these things. In addition to speaking at the meeting, Mr. Peterson suggested Mr. Wheeler email something in writing, which would give Commissioners more time to digest their concerns prior to the meeting.



February 13, 2023

RE: North Winooski Avenue Parking Regulations and Bike Lane Installation

Dear Public Works Commissioners

For over 25 years, Champlain Housing Trust (CHT) has engaged with and invested in the neighborhood on and around N. Winooski Avenue to ensure that, some housing in this area remains perpetually affordable. CHT's investments include the redevelopment of the former Vermont Transit Bus Barns into apartments, a pocket park and vital commercial spaces. CHT works to provide long-term stable tenancy or ownership for several non-profits along this corridor, such as Outright, Feeding Chittenden and Legal Aid.

CHT has consistently raised concerns throughout this process regarding the impact of parking removal on the most vulnerable and entities that serve them. During the *2019/2020 Winooski Avenue Transportation Study* many small businesses, social service providers, the ONE Arts & Business Network, a religious leader, Champlain Housing Trust, and N. Winooski Ave residents raised serious concerns about the removal of parking and its harmful impacts. These concerns continued to be raised throughout the subsequent *N. Winooski Avenue Parking Management Plan* causing the Stakeholder Committee determined that the *Plan* failed to meet essential parking needs. Now we are here at the DPW Commission, where you are considering enacting these new regulations. Our concerns about the ill effects this will have on the neighborhood have been ignored and not addressed thus far.

CHT does not support the current effort by DPW to regulate parking on the west side of N. Winooski Ave and the adjacent side streets or the removal of parking on the west side for a bike lane. The proposed changes are predicated on the *North Winooski Avenue Parking Management Plan* and that *Plan* failed to reach its goal of meeting essential parking needs while freeing up space for dedicated bike lanes. In fact, that plan and these parking changes will have negative impacts on the people accessing essential social services and our tenants along with small businesses on N. Winooski Avenue, many who are or serving disabled people, low-income people, and people of color. The City has not ameliorated the potential disparate impacts on most if not all these classes of people. Pathways, Outright Vermont, Feeding Chittenden, The Richard T. Kemp Center, and the Community Health Centers of Burlington and those they serve will all be impacted negatively.

HEADQUARTERS 88 King Street, Burlington, Vermont 05401 | P: 802.862.6244 | F: 802.862.5054

FRANKLIN/GRAND ISLE 13 Lake Street, St. Albans, Vermont 05478 | P: 802.527.2361 | F: 802.527.2373

WWW.GETAHOME.ORG

WWW.CHAMPLAINHOUSINGTRUST.ORG

THIS ORGANIZATION IS AN EQUAL OPPORTUNITY
EMPLOYER AND PROVIDER



The removal of parking on N. Winooski Avenue will certainly increase the parking pressures on nearby streets. It will increase barriers for people who need health care, food and in person support. It will also damage the affordability, vitality and diversity of the mixed-use corridor that has been carefully cultivated for decades.

For the commission to enact the proposed parking regulations without addressing the harms caused by the removal public street parking is premature. It will ensure negative impacts and hardships for residents, social services, small businesses, disabled people, low-income people, and people of color on N. Winooski Avenue. I would encourage the Commission to wait to enact any new parking regulations until the Department of Public Works (DPW) has successfully engaged and assisted residents, businesses, and non-profit service providers in reducing parking demand and has mitigated the negative impacts.

Sincerely,

A handwritten signature in dark ink, appearing to read 'MM' or 'Monte', written in a cursive style.

Michael Monte (he, him)
Chief Executive Officer
Champlain Housing Trust

CC: Kirsten Merriman Shapiro, CHT

Dear Mayor Weinberger and Members of the City Council,

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

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

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

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

Thank you for considering our comments.

Shalima of INDIA

GURDIAL RATTU'
16 N. WINOOSKI AVE

BURLINGTON VT 05401
802. 864. 5693

Gurdial Rathe
11/28/22

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Nathan Morse

Nathan Morse, Manager OP

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Thank you for considering our comments.

Shinjuku Station
Mao Hartnell

A stylized, handwritten signature in black ink, likely belonging to Mao Hartnell, positioned to the right of the typed name.

Dear Mayor Weinberger and Members of the City Council,

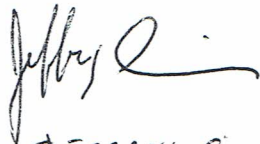
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JEFFREY SONIN

Junktique

324 N. WINOOSKI AVE

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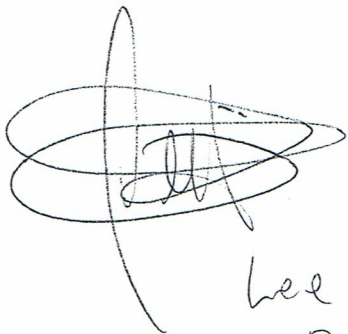
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Thank you for considering our comments.

A handwritten signature in black ink, appearing to read 'Lee Anderson', enclosed within a large, loopy, oval-shaped scribble.

Lee Anderson
Radio Bean

Dear Mayor Weinberger and Members of the City Council,

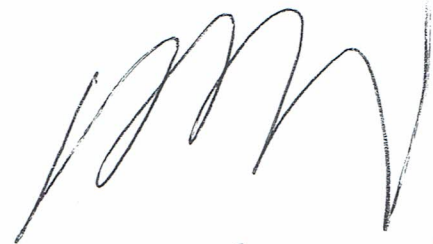
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Vitalie Vulpe
owner of
A ONE AUTOMOTIVE

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Ryan Bruner
Barbara Bailey



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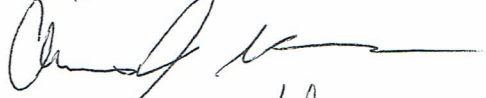
Shawn Dolan

Dolan's Auto Inc.



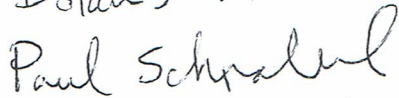
Howard Dolan

Dolan's Auto Inc



Christopher Adams

Dolan's Auto Inc



Dolan's Auto INC

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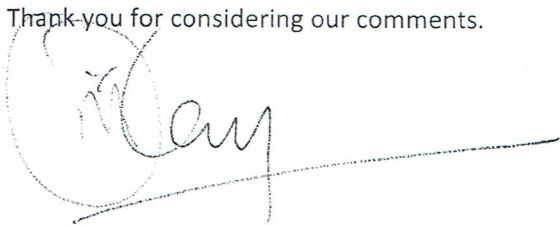
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Thank-you for considering our comments.



Steve Admont CC
200 N Winooski Ave
Burlington, VT 05401

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Kristin Anderson, Community Health Centers of Burlington

Jack Le Pao Hong of Burlington

Lauren-Glenn Davitian CCTV 802-877-7542

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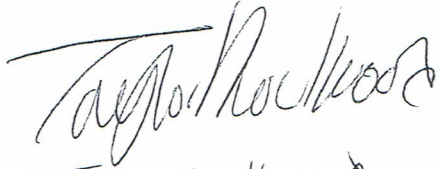
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Taylor Rockwood &
Old North End

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Laura Selin
Sangha Studio - North
Manager

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*Buneri
Mawuli African mkf*

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Thank you for considering our comments.

Grawaan Sornboon of
CNX Thai cooking



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

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

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

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

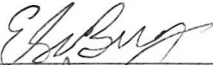
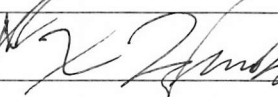
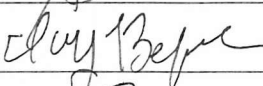
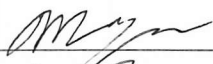
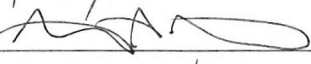
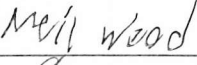
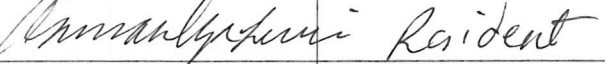
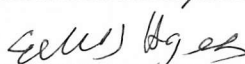
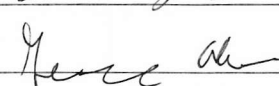
NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
William Sichter	123 N. Winooski Ave	[Signature]	Resident
Patricia Brady	123 N. Winooski #2	[Signature]	Resident
Jamie Goldberg	115 N. Winooski Ave	[Signature]	Resident
Silas Farrar	115 N. Winooski Ave	[Signature]	Resident
Mia Harris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

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

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

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

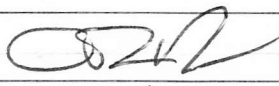
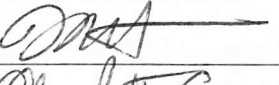
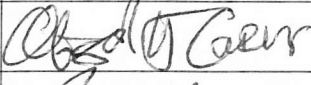
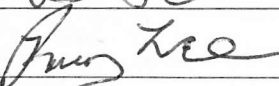
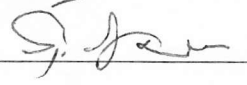
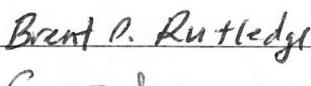
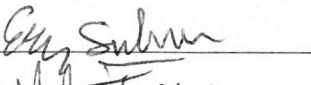
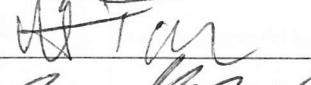
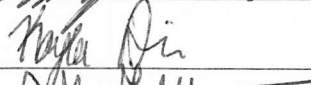
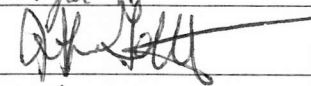
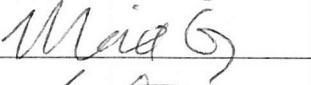
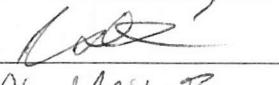
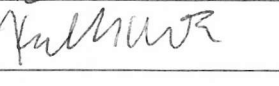
Our message is this: Taking away the parking spaces on the east side of No.

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

We support improvement of travel conditions for pedestrians, bicyclists, people with disabilities, and drivers of buses, trucks, and automobiles, but we believe that the decision-making process used faulty data and incorrect assumptions, and the

outcome did not meet the goals established by the City Council.

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

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

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

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

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

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

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

16
4/5/21

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

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

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

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

NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
Willy Martinez	115 N Winoski #3	Willy Martinez	Resident
Kate Martinez	115 N Winoski #3	Kate Martinez	Resident
XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Bryce Carleton	115 N. Winoski (freq guest)	Bryce Carleton	visitor (guest)
Lindsay VanFossen	18 East Ave	Lindsay VanFossen	visitor
ABIGAIL REC	27 N. Winoski	Abigail Rec	RESIDENT
Will Sutor	27 N. Winoski	Will Sutor	Resident
Maria Alfaro	194 N. St. N. St.	Maria Alfaro	resident
Niall Hodges	"	Niall Hodges	concerned visitor

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

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

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

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

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

NAME	ADDRESS	SIGNATURE	Resident / Employer or Owner / Visitor / Employee
THEODORA	256 NW AVE	TV	# 3
SIMON	SY		# 3
Alexa Eakin	3 Bright St		Resident
William Ryan	5 Bright		Owner
Gertrude Mary	299 N Winoski		resident
Shirley Edwards	299 N. Winoski Ave		resident.
CATHLEEN DORR	328 North Winoski		Owner
JOSE SILVA	328 N. WINOSKI		Resident
JEFFREY SONIN	328 N. Winoski		owner
Howard Dolan	250 N Winoski, ALG		owner
Chris Pepin	250 Winoski Ave		Visitor
Chris Adams	97 Elmwood Ave		Work @ Dolans N. Winoski's
Dawn O'Connell	250 N. Winoski		Resident
Nancy Dolan	250 N. Winoski Ave	Nancy Dolan	owner
Shelly Pepin	250 N Winoski Ave	Shelly Pepin	Visitor

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

[illegible]

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

Additional Public Input-3

Public input correspondence emails

Wed 2/15/2023

Hello,

I am a resident of upper Hyde and would like to voice my concerns about the loss of parking spacing on N. Winooski ave. Already, many days when I arrive home from work, there is no parking on my street due to the Community Health Center parking issues. I believe that losing more spaces will negatively impact our neighborhood. I am a bikier and understand that there is a need for better biking in Burlington, but I don't believe this is the answer.

Thank you for your consideration,

Trés C

Wed 2/15/2023

Hello Folks,

As a resident of the Old North End since 1990, the last 27 of them on Decatur Street, I have seen many proposals for making streets safer for come and go. I have been involved in several projects, notably helping to get stop signs at N. Winooski and Decatur - a busy intersection for children walking to and from schools and daycares, folks getting a hot meal at the food shelf and more recently accessing Jake's grocery store, Gordo Taco and Sanga Yoga studio.

North Winooski is a busy street, and I feel the proposal at hand will make the street safer for all who use it.

I recognize the hardship eliminating parking causes for folks who live and work in the neighborhood but feel that we have been discussing this issue for the last thirty years and in that time we have seen the consequences of global warming reach into the cool corners of Vermont.

Thank you for your time and work.

Christine Staats, MD

Tue 2/14/2023

Hey there,

My name is Jason. I work over in Burlington and I support the N. Winooski Ave bike lane project. Adding these lanes is a critical step in improving the city's biking infrastructure, and this road would benefit greatly as a result. Please vote in support of this project. Thank you!

Tue 2/14/2023

Good Evening, DPW Commissioners:

I won't be able to make your meeting tomorrow night, but please accept these comments regarding your potential vote on the new North Winooski Ave parking plan and bike facilities.

I am a longtime Burlington resident, Community Health Center (CHCB) board member, and a frequent runner and biker along this corridor.

My message to you is a contradictory one: On the one hand, I am very supportive of the City's efforts to improve bike and pedestrian routes, including this one. But on the other hand, I feel the City has failed to address health equity prior to adopting these proposed parking/biking changes because the City has not provided a parking solution for CHCB's patients and staff before adoption of the new plan.

Put simply, I am very concerned that the City's current plan will cost CHCB as much as \$500,000 at a challenging time, erect real hurdles for CHCB's diverse patient mix, and negatively impact our staff's ability to provide efficient services to them. While Public Works Commissioners may rightly say that it's City Hall's failure not to provide an alternative solution for CHCB, not DPW's or the Commission's, the Commission is in a position to make the new North Winooski Ave plan contingent on meeting CHCB patient and staff need.

My concerns are:

1. The reduced on-street parking, without a meaningful plan to replace it, will make it harder for CHCB patients to receive care. A substantial number of CHCB patients do not have the luxury of driving around seeking available parking farther from the facility. Adding 15 or more minutes on either end of a visit to CHCB (between finding parking and making much longer walks) is a problem for people who have strict working hours and are paid on an hourly basis.
2. The removal of these spaces, without a meaningful plan to replace them, erects a barrier for families. Parents bringing sick kids to CHCB will now frequently be required to walk longish distances to see their primary care providers. I am not aware of any other primary care providers in Vermont at which patients and their families, let alone some who already face extraordinary challenges to accessing care, are required to hoof it for a number of blocks to get to the doctor. From a health equity standpoint, this is troubling as only the most diverse group of patients in Vermont will newly be so inconvenienced.
3. CHCB staff parking, in the absence of a meaningful alternative, will merely encroach deeper into neighborhoods, exacerbating parking pressure in the Old North End.
4. CHCB is now being forced to contemplate spending as much as \$500K it doesn't have to create a new surface parking facility - an option which is dependent upon a willing property owner, and which is more costly due to the importance of preventing negative impacts of stormwater runoff.

I fully appreciate that the City has competing goals in this case - it wants its policies to reduce carbon emissions and make the City more bike-friendly, and it wants health equity. The current plan, as it relates specifically to the area near CHCB, subordinates the latter in favor of the former. It seems in direct conflict with the most recent City Equity Report. Health equity is easy to talk about - furthering health equity is harder.

Health equity work requires a full consideration of potential adverse impacts on historically marginalized and vulnerable communities prior to taking an action. Health equity does not impose new barriers to

accessing care, especially primary care including mental health services and addiction services, and only then try to patch together after-the-fact solutions to undo the damage.

I have a tremendous amount of respect for the work you all do. I am confident that no one involved wishes to impose new barriers to care for CHCB's patients. If a solution does not exist from the onset, though, that accommodates CHCB and its patients, this is not an equitable action to take.

CHCB values its frequent collaborations with the City. Nonetheless, I think the information the Commission has received could inadvertently mislead you into thinking CHCB is not extremely concerned with how this plan will affect our patients, staff, and ability to fulfill our mission at the highest level.

It is my strong hope that the City can develop a solution that works for CHCB's needs, and pay for it, prior to implementing the new plan.

Respectfully,
Tim Ashe

Tue 2/14/2023

The Vermont Racial Justice Alliance and the Richard Kemp Center strongly oppose the current effort by DPW to regulate parking on the west side of N. Winooski Ave and the adjacent side streets or the removal of parking on the west side for a bike lane.

Programming and services at the Richard Kemp Center include (but are not limited to) cultural empowerment activities and programs (presentations, commemorations and celebrations, and arts activities), people support (personal wellness and development, small business support and wealth management), youth programming (including mentoring, homework assistance and STEAM cultivation, and sports), community empowerment (events and activities, spiritual and emotional support, group discussions), and workforce development (client and employer services). The city of Burlington should be providing economic and other resource support in response to this unprecedented grassroots work to address systemic racism in the Black Community - Not taking away the much needed parking resources that make it possible.

--

Rev. Mark Hughes

Tue 2/14/2023

Hi Phillip,

On behalf of Feeding Chittenden, I wanted to provide feedback on the proposed changes to N. Winooski Avenue:

Feeding Chittenden is committed to ensuring everyone in our community has access to healthy, nutritious food. We support efforts to expand biking infrastructure in Burlington, which in turn helps the environment, but we also understand the potential impact this could have on our friends and neighbors who have limited mobility and depend on using a vehicle to get food from Feeding Chittenden. Less parking spaces increases the barriers to accessing charitable food organizations, and we want to lift up marginalized voices and make sure their needs are also being considered in this proposal.

Best,
Anna

Anna McMahon (she/her)

<https://www.ccrpcvt.org/our-work/transportation/current-projects/technical-assistance/north-winooski-avenue-parking-management-plan/>

Riverside Avenue to Archibald Street

- On-street parking supply: 59 spaces; 37 spaces on the west side and 22 on the east side.
- Off-street parking supply: 174 spaces.
- Employment: 160 jobs²¹ with an estimated 141 off-street parking spaces.
- Residential: 46 residential units with 33 off-street spaces.

The analysis accounted for 46 residential units in the parking study. An estimated 33 off-street spaces are associated with the residential units for a ratio of 0.72 spaces per unit on average.

The segment is characterized by a few large nonresidential uses, specifically the Community Health Center at the northern end of the corridor, and the large multitenant building at 325-331 North Winooski housing Pho Hong, Old Spokes Home, Good News Garage, as well as several residential properties.

The Community Health Center is an important community resource. With over 17,000 unique patients generating over 70,000 total visits per year and an expectation to grow in the future, the site requires a more detailed investigation on how best to manage the transportation implications. The site currently has 76 off-street spaces with half of those available to staff at any point, with the other half of the spaces available to visitors. The staff (estimated at around 100 on-site per day) rotate monthly as to whether they have access to the parking spaces. With the facility's planned expansion, demand for parking by staff and visitors will add stress to the existing supply of both on- and off-street parking.

²¹ The team is working under the impression that approximately 100 staff are at the Health Center on any given day, although the total employment is higher.

FIGURE 17: EXISTING PARKING CONDITIONS: RIVERSIDE TO ARCHIBALD



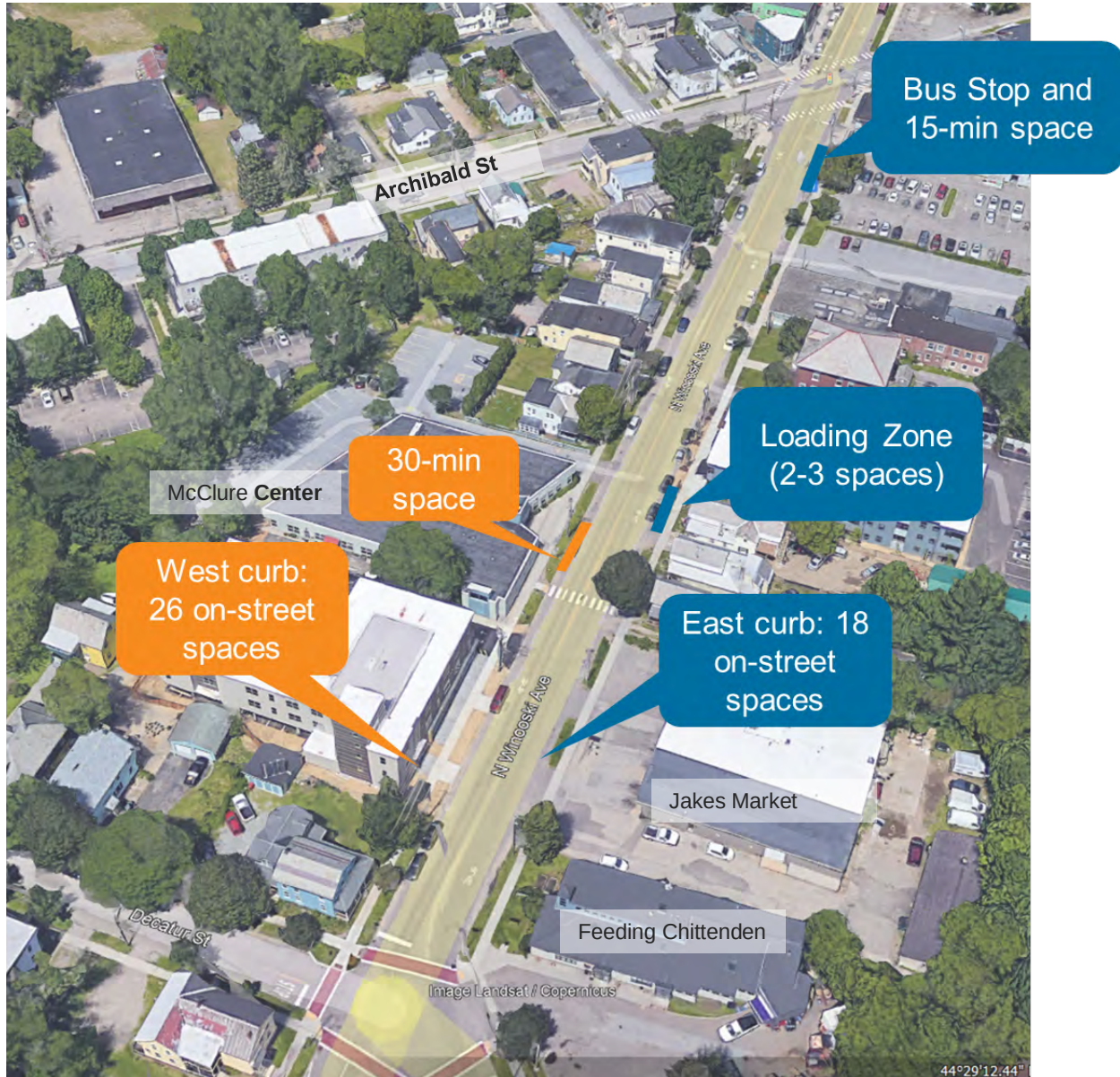
Archibald Street to Union Street/Decatur Street

- On-street parking supply: 44 spaces; 26 spaces on the west side and 18 on the east side.
- Off-street supply: 249 spaces.
- Employment: 200 jobs with an estimated 159 off-street parking spaces.
- Residential: 72 residential units with 90 off-street spaces.

The analysis accounted for 72 residential units in the parking study. An estimated 90 off-street spaces are associated with the residential units for a ratio of 1.25 spaces per unit on average. It is assumed that the two large multifamily apartment buildings include unbundled parking for residents. Therefore, the space is not reserved, but rather paid for separately, unbundled from the residential rent.

The segment includes a wide mix and variety of land uses, from nighttime activities at 294 North Winooski, office use, yoga and family activities, auto shops, markets, etc. The variety of uses does provide shared use opportunities given that each of the land uses may have different peaks in demand across the week.

FIGURE 18: EXISTING PARKING CONDITIONS: ARCHIBALD TO UNION



Source: RSG over Google Map background

Additional Public Input-4

Public input correspondence emails

Wed 2/15/2023

Good afternoon Public Works Commissioners,

I'm sure that you are hearing lots about North Winooski Ave right now, and preparing to hear even more tonight.

I want to share some data that will likely be referenced tonight, and that I think can help ground us around questions of equity and who the removal of parking will inconvenience. This all from the Parking Management Plan, pg. 19:

Vehicle ownership rates and the need for resident vehicle parking are critical datapoints to analyze and assess the impact that the preferred corridor option would have on residents in the study area. The equity implications are that traditionally underserved populations in the study area are shown to travel more often by transit, carpooling, biking, and walking than by private car. A review of the publicly available census data supports the following conclusions for residents in the study area:

- The number of vehicles owned and available to the household tends to increase with income.
- The study area has some of the highest percentages of households without access to a vehicle in the city and county.
- Residents who live in the study area own fewer vehicles on average compared to other parts of the city, the city overall, Chittenden County, and Vermont.
- Employed residents in the study area who are Black, Asian, or identify as multiracial, are more likely to get to work using carpooling, transit, walking, and biking rather than a single-occupancy vehicle (SOV). White employed residents are overrepresented in the percent of SOV commute trips and underrepresented in all other travel means to get to work.
- Individuals who make under \$50,000 per year are overrepresented in the share of transit for their commute trip. Those who make over \$50,000 are significantly less likely to use transit and instead use carpooling or driving alone to get to work.

I can't say that I'm looking forward to tonight's discussion. Hearing from important community organizations that they oppose a project I support is not easy. But this data paints a pretty clear picture that the people who will be inconvenienced by this are not low-income folks or people of color who live in the neighborhood. If anyone is inconvenienced, the data indicates that it will be white, middle- and upper-income households which tend to own more than one car and can afford to make the kind of shifts in transportation habits that we are working to achieve and encourage with this kind of project.

I hope you enjoy some sunshine today.

Jonathon

--

Jonathon Weber

Wed 2/15/2023

Greetings, Phillip

I will participate in the public comment on this item tonight and thank you for the heads-up.

On a separate (but somewhat related) note: Last summer the State repaved Willard Street. Two points/questions:

1. Lots of signs were posted that say "End of Road Work." They are big, they are ugly, and they are still there (with words covered with black material). Can they please be removed? They do not contribute in a positive way to our visual experience in our neighborhood.

2. On-street parking spaces were removed as part of this project, generally spaces near intersections. In some cases, it is hard to see any public safety purpose for removal of the space (improving sight lines for vehicles). As you know, parking is tight in our neighborhood.

Was it the City's decision to remove these spaces? I assume so. Can there be some further discussion? I have two spots in mind, around the Willard-Charles intersection.

Please let me know. Thank you,
Jane

Wed 2/15/2023

Hello,

I would just like to voice my support for the removal of car parking spots on the east side of N Winooski Ave.

I used to work at Old Spokes Home from 2021-2022, and also spend a good amount of time at the bike shop and the neighboring businesses. As both a bike commuter and someone who owns a private vehicle, I think that the car parking on N Winooski Ave poses a risk to car, bicycle, and foot traffic alike.

Thank you for taking the time to allow public comment, and for considering changes to the parking spots on this street.

All the best,
Austin

Wed 2/15/2023

Hello Folks,

As a resident of the Old North End since 1990, the last 27 of them on Decatur Street, I have seen many proposals for making streets safer for come and go. I have been involved in several projects, notably helping to get stop signs at N. Winooski and Decatur - a busy intersection for children walking to and from schools and daycares, folks getting a hot meal at the food shelf and more recently accessing Jake's grocery store, Gordo Taco and Sanga Yoga studio.

North Winooski is a busy street, and I feel the proposal at hand will make the street safer for all who use it.

I recognize the hardship eliminating parking causes for folks who live and work in the neighborhood but feel that we have been discussing this issue for the last thirty years and in that time we have seen the consequences of global warming reach into the cool corners of Vermont.

Thank you for your time and work.

Christine Staats, MD



617 Riverside Avenue Burlington, VT 05401 Phone: (802) 864-6309 Fax: (802) 860-4324 www.chcb.org

February 14, 2023

Re: No. Winooski Ave. Parking Removal

Dear DPW Commissioners,

We are writing to acknowledge 1.) DPW's willingness to work with our organization on the traffic regulation changes to the remaining parking spots along North Winooski, and 2.) Our continued disappointment in the City of Burlington's prioritization of the wants of able-bodied people over the needs of our community's most vulnerable residents, by removing the parking on the east side of North Winooski from Union to Riverside.

Since the beginning of this process, CHC and our neighbors in the Old North End have sought to be heard. While our collective voice has been loud and clear, it has been dismissed by a process designed to ensure the City's agenda was carried out. From the selection of stakeholder committee members and TEUC makeup, it was clear that no matter what opposition presented throughout this "community outreach" process, the creation of a bike lane was paramount. We stand with our neighbors in strong opposition to the implementation of any parking changes until a reasonable plan to secure the equitable access to services and use of the space has been developed.

Since the City Council voted last year to move ahead with the plan, the City has largely put the burden on nonprofits and immigrant and low-income businesses to come up with their own parking plans. We appreciate DPW making a few introductory calls for us, but so far, that has resulted in the possibility of six leased off-street parking spots. At a time when CHC is doing everything it can to respond to the overwhelming medical, mental, and oral health needs of our community, six spots do not make up for the 40 removed.

At our own expense, we have been working with engineers to determine if any potential neighboring lots could be stabilized/created. We've moved as quickly as possible with this planning, considering our competing priorities as a health center. Estimates to replace the parking exceed \$500,000 – which, to be clear, CHC cannot afford. Moreover, to place this enormous financial burden on the back of a non-profit with no committed financial support from the City flies in the face of the City's professed commitments to diversity, equity, and inclusion.

If the City of Burlington continues to push this agenda and the parking management plan stays as-is, so many of our patients will face yet another barrier to receiving life-saving health care. At a minimum, and yet again, we ask for time to continue our exploration for a solution to a problem we had no hand in creating. As we've said previously, we share the City's hope that we'll find workable solutions to these very real concerns. But hope is not a plan. Thank you.

-  Jeff McKee, CEO



North Winooski Avenue Parking Regulatory Changes

CITY OF BURLINGTON, DEPARTMENT OF PUBLIC WORKS (DPW)
FEBRUARY DPW COMMISSION MEETING
WEDNESDAY, FEBRUARY 15, 2023



Purpose

- ▶ The purpose of this request is to make the correct changes to traffic regulations to facilitate the first phase implementation of the Winooski Avenue Transportation Study (<https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/winooski-avenue-corridor-study/>).
- ▶ By consolidating on-street parking to the west side of North Winooski Avenue between Union Street and Riverside Avenue, it will allow for the installation of bike lanes while retaining the majority of on-street parking resources for several demands and needs along this section of North Winooski Avenue.

Overall Timeline

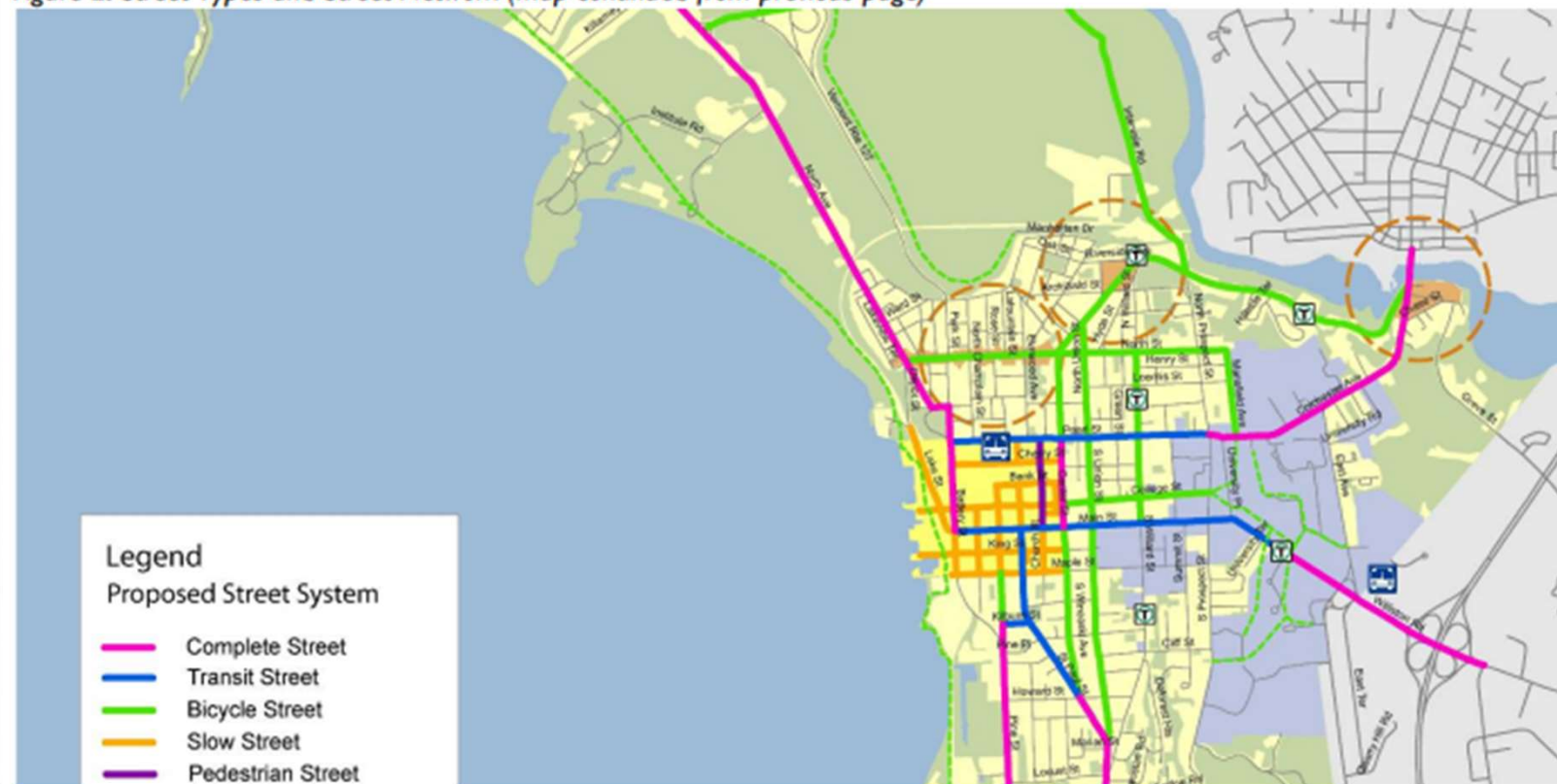
- A. 2011 – Burlington Transportation Plan completed
- B. 2017 – planBTV Walk/Bike completed
- C. 2018-2020 – Winooski Avenue Corridor Study developed
- D. March 2020 – City Council resolution
- E. 2020-2022 – N. Winooski Ave Parking Management Plan developed
- F. 2-14-2022 – DPW Proposes phased implementation
- G. 2-17-2022 – PMP Advisory Committee votes 4-3 that PMP does not meet essential parking needs
- H. 3-21-2022 – City Council approves Resolution “advancing implementation of bike lanes” along with several directions to staff
- I. 2-15-2023 – Commission consideration of parking regulation changes

Background

2011 – Burlington Transportation Plan

City of Burlington Transportation Plan – 3/28/2011

Figure 2: Street Types and Street Network (map continued from previous page)



Background

2017 – planBTV Walk/Bike

Sub-Area 2: 5-Year Action Plan

Major Community Destinations

- Public School
- University Area
- Park
- Area within 5-min. walk of Neighborhood Center

Planned Projects

- Crossing Upgrade - Already Funded for Construction

Existing Bikeways/Paths

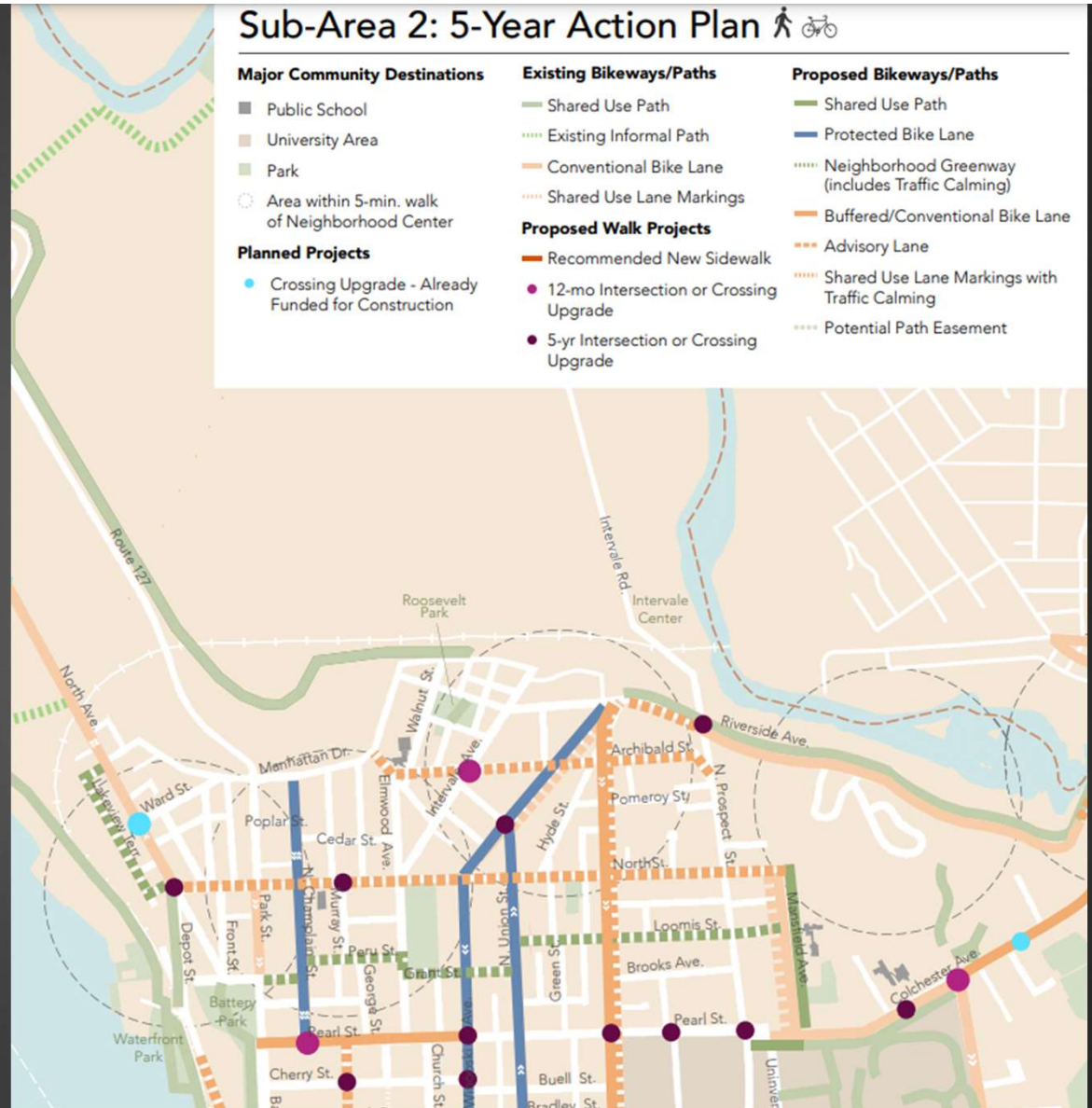
- Shared Use Path
- Existing Informal Path
- Conventional Bike Lane
- Shared Use Lane Markings

Proposed Walk Projects

- Recommended New Sidewalk
- 12-mo Intersection or Crossing Upgrade
- 5-yr Intersection or Crossing Upgrade

Proposed Bikeways/Paths

- Shared Use Path
- Protected Bike Lane
- Neighborhood Greenway (includes Traffic Calming)
- Buffered/Conventional Bike Lane
- Advisory Lane
- Shared Use Lane Markings with Traffic Calming
- Potential Path Easement



Winooski Avenue Corridor Study

- A. 2018-2020
- B. 12 stakeholders represented on Project Advisory Committee
- C. Supported through Chittenden County Regional Planning Commission.
- D. Recommended range of short-term and long-term improvements along entire corridor.



Chittenden County Regional Planning Commission & City of Burlington

WINOOSKI AVENUE TRANSPORTATION STUDY REPORT

REPORT | July 9, 2020



180 Battery Street, Suite 350
Burlington, VT 05401
802.383.0118
www.rsginc.com

PREPARED FOR:
CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION & CITY OF BURLINGTON

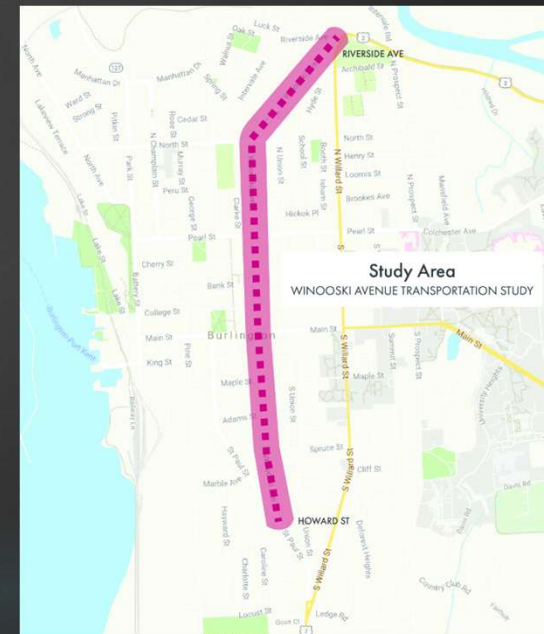
SUBMITTED BY:
RSG

IN COOPERATION WITH:
DUBOIS & KING, STREETPLANS, THIRD SECTOR ASSOCIATES

Background

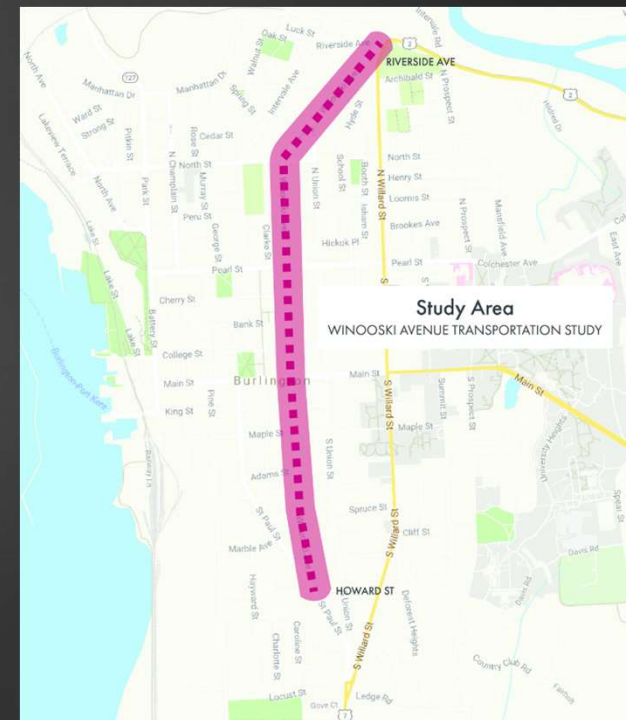
March 9, 2020 City Council Resolution

1. Undertake a Parking Management Plan “with the goal of meeting essential parking needs while freeing up space for dedicated bike lanes”



Background

- A. 2020 & 2022 City Council Resolutions
 - 1. 2020 Winooski Avenue Corridor Study
 - 2. March 9, 2020 City Council Resolution
 - 3. March 21, 2022 City Council Resolution



North Winooski Parking Mgmt. Plan

- A. 2020-2022
- B. 7 Member Advisory Committee
- C. Supported through Chittenden County Regional Planning Commission
- D. Recommended active on-street management, shared off-street parking, etc.
- E. Included an equity evaluation (p.78-83)



2-17-23 PMP Advisory Committee

Passed a motion(4-3) “The North Winooski Avenue Parking Management Plan Steering Committee finds that the plan fails to meet essential parking needs for residents, business and service providers and makes the following recommendation to the Public Works Commission and City Council” including:

- A. Pause the removal of on-street parking
- B. Obtain signed agreements for shared off street parking
- C. Initiate 15-minute transit service on North Winooski Avenue
- D. Pilot a temporary bike lane on North Winooski Avenue
- E. Present a new Parking Management Plan

Feb/March 2022 DPW Decisions

Based on feedback from the North Winooski Parking Management Plan Advisory Committee, DPW:

- A. Proposed a phased implementation of the Winooski Avenue Corridor Study that would reduce parking impacts from 82 to 40 spaces
- B. Requested support from VTrans' to delay paving until 2023 pending a formal Council request
- C. Engaged the Council's Transportation, Energy & Utilities Committee for guidance

3-21-2022 City Council Direction

Passed a resolution supporting the phased implementation to limit impact and to “advance implementation of bike lanes” between Union St and Riverside Ave along with several recommendations including:

- A. Formally request VTrans push back paving until 2023
- B. Provide \$15,000 TDM Grant Funding to North Winooski stakeholders
- C. Engage CATMA to assist participating businesses and non-profits in developing their TDM initiatives
- D. Operate GMT City Loop route fare free starting July 1, 2023
- E. Attempt to identify off-street public parking options

Subsequent actions:

- A. Received VTrans commitment to push back paving until 2023
- B. Provided \$15,000 TDM Grant Funding to North Winooski stakeholders
- C. Canvassed street in-person twice, emailed and called to provide information on grant funding, small business support and seek input on proposed regulation changes (canvassed w/ Business & Workforce Development, Councilor Bergman, Councilor Barlow)
- D. Engaged CATMA to assist businesses and non-profits in developing TDM initiatives – CAMTA doing an employee survey with CHCB
- E. Secured 6 off-street spaces at Burlington Housing Authority for the Community Health Center of Burlington (CHCB)
- F. Offered conceptual design assistance to CHCB for off-street facility evaluation
- G. Preparing FY'24 budget to operate GMT City Loop route fare free starting July 1, 2023
- H. Developed shared public parking program and working to identify off-street shared public parking options

Tonight's Recommendations:

- ▶ Approve proposed parking regulation changes to:
 - ▶ Increase the active management of spaces on the west side of North Winooski Avenue to ensure turnover and provide access
 - ▶ Begin active management of 9 spaces on side streets immediately adjacent to North Winooski Avenue
- ▶ Outside of tonight's potential Commission action:
 - ▶ Continue to offer City-managed shared parking services for adjacent off-street lot owners
 - ▶ Continue to look for grant opportunities to support CHCB off-street parking development and commute alternatives

Next Steps

- A. CY23 Paving along Winooski Avenue
 - 1. Bike lane striping,
 - 2. Traffic regulations will become effective



Questions?

Contact:

Phillip Peterson PE, Public Works Engineer

Desk: 802.598.8356

Email: ppeterson@burlingtonvt.gov



**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING FEBRUARY 15, 2023
FINAL MINUTES**

For a video recording made available by Town Meeting TV, please visit:

https://www.youtube.com/watch?v=HZY_CEThUPY&list=PLIjLFn4BZd2PwCge7INoKug676jlf_iUA&index=1

Commissioners Present: Commissioner Barr, Commissioner Damiani, Commissioner Fox, Commissioner Hogan (Chair), Commissioner Munteanu (joined remotely at 6:40 p.m. Via Zoom), Commissioner O'Neill-Vivanco (Vice Chair), Commissioner Overby

ITEM 1 – CALL TO ORDER

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

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda

Commissioner Fox seconded

Unanimous approval

ITEM 3 – PUBLIC FORUM

The following people who spoke at the public forum were in favor of the parking removal proposal/bike lanes for North Winooski Avenue: Chris Yuen, Georgi deRham, Laura Schwepp, Connor, Brad W., Michael Arnold, Ryan Thornton, Taylor Adams, Marty Gillies, Colin Larsen, Dan Castrigano, Jonathan Weber, Ali Hamedani, Jak Tiano.

The following people who spoke at public forum were against the parking removal proposal for North Winooski Avenue: Justin Hudson, Michael Monte, Liz Curry, Jane Knodell, Melo Grant, Rick Bragg, Matthew Peterson, A. Whittman, Brandon Adik, Tiki Archambeau.

ITEM 4 – CONSENT AGENDA

- A Approval of Draft Minutes 1-18-23
- B Burlington Tech Center School Zond (Cherry St from St. Paul to Church St)
- C Back-to-Back Parking Ban – Free Day Parking
- D Fines For Food Report
- E Holiday Parking Program Report
- F Change of One Parking Space at 77 Pine Street to 30 Minutes
- G Street Seats and Parklets 2023 Program Update

Commissioner O'Neill-Vivanco made a motion to approve the agenda
Commissioner Barr seconded
Unanimous Approval

ITEM 5 – NORTH WINOOSKI AVENUE PARKING REGULATORY CHANGES

DPW Engineer Philip Peterson stated that the following recommendations of the Winooski Avenue transportation study. We are proposing to remove on street parking on the east side of the street between Union and Riverside so bike lanes can be added. We are also proposing several other traffic regulations which will not become effective until after the paving is complete. Parking will remain on the west side of the street. VTRANS cannot move forward with the proposed bike line striping plan without this final DPW Commission approval.

North Winooski Avenue is a major desire line for people biking. Neighborhood bike lanes ends at Union Streets and sharrows have been striped along North Winooski from Union to Riverside, as the sharrows do not provide designated space for bicyclists they do not enhance the overall bicycle network and are only a stopgap solution. This is important to move forward to create a complete bicycle network for Burlington. This would complete a continuous 2.75 mile north/south bicycle facility from the city's south end to the Winooski beige at the entrance to the City of Burlington.

There have been continuous public engage with this project as it relates to the traffic regulation amendments. We have sought input from the local businesses and residents on how the future of North Winooski Avenue parking and the adjacent spaces on side streets should be regulated. There were also flyers mailed to the businesses, residents and other interested parties and the Staff has made some minor adjustments to the proposed traffic regulation amendments. We have received several e mail and phone calls and find that the majority of communications support staff recommendations.

We are continuing to work with private property owners on off street shared parking opportunities. The city has provided a proposal to property owners to have city manage the off-street parking and share 80% of the revenues with the owner. We will be going in front of City Council in April for project updates. Summer 2023 VTRANS will pave and stripe North Winooski Avenue.

Commissioner Barr stated he has traveled through this corridor and could always find a space to park. If we have good, way-finding signage will also help.

Commissioner Fox asked if DPW will monitor the area if this passes. City Engineer Peterson stated we will be out there as construction takes place.

Commissioner Overby stated she is sensitive to the comments. She has concerns about the Community Health Center for staff.

She read data from the Parking Management Plan listing the number of on and off-street parking spots along North Winooski between Union and Riverside, noting there is significant privately owned off-street parking. She also noted the suggestion made in the Study that Community Health Center employees have an option to park in the downtown Winooski parking garage and take the GMT #9 Winooski bus which runs every half hour and drops off and picks up in front of the Health Center. She said she appreciates young peoples' concerns about climate change as a basis for their support for the bike lane. She supports the change.

Commissioner Damiani reiterated the importance of the corridor to the walk bike network in past planning documents such as the Plan BTV Walk Bike Plan. Commissioner Damiani stated the commission is ultimately voting on the supply of parking in this neighborhood but would like the Commission to push City Council to increase funding to continue to work with local partners on effective TDM strategies and other wrap-around transportation services that directly impact and can compliment the proposed bike lanes.

Commissioner O'Neill-Vivanco stated she wanted to see the number of bedrooms for residents living there. Look into parking, look into shared parking. This area is vibrant and accessible by many modes of transportation. Improve the lighting and make it safer for all.

Director Spencer stated they are continuing to look into shared parking.

Commissioner O'Neill-Vivanco asked about if we can do a warning program before tickets get issued in the area.

Director Spencer stated this is a way to expand the Whoops program where your first ticket you will not have to pay.

Commissioner Munteanu stated we need to move ahead with the project and stated we need to find a way to make this work for everyone. Listen to the people and come up with solutions for the residents and their concerns.

Commissioner Hogan asked to speak to the phasing here.

Director Spencer stated that we have implement on Union to Riverside went from four lanes to three. The next phase Union to Pearl lane readjustment.

Commissioner Hogan stated we need to get people to their destinations – support the city loop bus.

There were again several people from the public speaking here. Please listen to the video.

Commissioner Munteanu made a motion to adopt the recommendations by city staff
Commissioner O'Neill-Vivanco seconded
Unanimous approval

ITEM 6 - ANNUAL DOWNTOWN GARAGE OCCUPANCY ANALYSIS REPORT

Division Director Jeff Padgett stated that occupancy remain low but improves to forty to fifty percent.

The revenue trend is stabilizing over the year

Free employee program is an ongoing success

Parking garage use is recovering but occupancy remain low.

Commissioner Damiani questioned if with the new technology are we able to take Information from DMV information and find generally where people live and using the parking garages to get an understanding of are a lot of people live using the parking garages?

Assistant Director Padgett stated that DMV data is protected but we can get that information through Park Mobile because that is disclosed.

Commissioner Overby had a question about the Way Finding issues. Are there any plans to improve the way finding downtown?

Director Spencer stated that in between the garages we had a major clean up of the path between the garages and Bank Street, improved a bunch of lighting. IF you see graffiti in any of the garages send me an e mail.

Commissioner Overby asked which way are you expecting people to find their way in and out of the Downtown Garage?

Assistant Director Padgett stated that up to Church Street either up Cherry Street or up the path to Bank Street which is almost the same amount of time/.

Commissioner Munteanu stated he would like to second the way-finding aspect.

Commissioner Fox wanted clarification if this occupancy report was for permitted spaces and/or unpermitted spaces.

Division Director Padgett confirmed it was for the entire garage.

Commissioner Fox asked for more information on the free employee parking?

Division Director Padgett stated that a couple years ago we took away the 2 hour of free parking away from the Marketplace Garage and Downtown Garage and created a free employee parking in the downtown garage. The idea was that we want the Marketplace garage to be for the marketplace customers and give the downtown employees give them some place to park free. It has been very well received. It is only for businesses in the downtown district.

Commissioner Barr LPR just for garages at this point or have you mounted them on the parking vehicles?

Division Director Padgett stated we do not have approval to do that yet.

Commissioner O'Neill-Vivanco the way-finding is important. Question about the free employee parking. You mentioned it was for the downtown. I was at a business on lower Main and Battery and someone there said our employee don't know where to park. I had an issue with Park Mobile that day and you can only use it once per day and I had to drop someone off some place and I couldn't use it again.

Division Director Padgett stated you should have been able to use it again,.

Commissioner O'Neill-Vivanco stated she couldn't get it to work again.

Division Director Padgett stated that there is an ordinance if you're parking in a time limited zone you have to move, you can't park at that same meter again for four hours, that's what the ordinance says. You can always put coin in and you can always use a card, those are all smart meters down there.

Commissioner O'Neill-Vivanco stated those businesses down there are not considered in the downtown where do they park and can I just say can we expand that designated downtown because they are close enough to the downtown garage to then park there and free up some of those.

Division Director Padgett confirmed there can be further conversation around this.

Commissioner Hogan asked if we still have real time counts or is it on Park Mobile?

Division Director Padgett stated LPR is the solution. We can do occupancy counts as we are driving down the city, if we are driving down Summit Street we can get occupancy on Summit Street.

Director Spencer stated that LPR will give us real time occupancy.

ITEM 7 – UPDATE TO WHOOPS! PROGRAM

Director Spencer stated we initiated this program about a year ago. It gives the opportunity for anybody citywide for a non-safety related parking ticket. If you get a ticket once, a year you can say Whoops and we'll say have a nice day it's on us. The problem was we had into it saying that you had to be ticket free for a year. We realized as the program went ahead with this that stating that you have to be ticket free works more for people who don't often get tickets versus people who get tickets a little more frequently don't. We took the condition of one year no tickets out of the ordinance and made it a period for 365 days you get to use a Whoops once. Clarified language that made it clear that the citizen needs to ask for the Whoops.

Commissioner Damiani (unable to understand)

Director Spencer after we get this approval we will be able to go on the website. Go to our landing page, look at our appeal button, get the language on the appeal button, then go to AIMS – this is a good program.

Commissioner Overby is there a way to handle somebody who has a parking violation ticket from six months ago and they were not aware of the 30-day appeal what the situation for something is like that.

Director Spencer right now the process is you appeal to us and we push the appeal onto the City Attorney's Office and the City Attorney can make that judgment. We are trying to reverse the roles so we actually have the appeal authority and if they want to appeal from us they go to court. We are trying to streamline the system. WHOOPS is something we can do a 60-day ticket cannot be WHOOPS it can go to the City Attorney and the City Attorney can void it.

Commissioner Munteanu my question is relating to the number of Whoops eligible tickets that were applied as such. Is this something that everyone is aware of or are there basically people who are paying this ticket who might not need to.

DD Padgett it definitely gets used, I don't have any number on it, it gets used when our staff coaches it to be used. If somebody calls in and says I want to pay this and our staff says you can whoops this you haven't gotten a ticket or whatever you know. We do need to get analytics on this it is lost money, this goes to the general fund and this is lost money for them. We don't have those numbers yet.

Commissioner Fox what is the goal of this program?

AD Padgett the goal is educational. I'm going to come back you for hopefully a first cut for an alternative approach to towing. What this Whoops program does in a residential parking, we are not towing for resident parking right now but we have the authority. Right now in resident parking if you get a ticket and we tow you it's a \$75 ticket for you and it's a \$75 tow. You come in and you Whoops it we void your \$75 ticket and then who pays for the tow? We do because we just voided your tow. This program helps up to initiate a program for towing because if it has the threat of being Whoopsed we are actually financially exposed.

Commissioner Barr one of the things we did at UVM was actually print things on the ticket in addition to the citation obviously you can put something on the bottom or even with a QR code or you could even on the envelopes. That way anybody who says I didn't know this you know you've got the ticket.

AD Padgett brought a ticket because we have redesigned how the ticket looks but it actually looks like a restaurant check. It tells you exactly where to go in ordinance to find the exact language that got you towed. It is being much more transparent about what you did wrong or what ordinance was violated. So by putting a reference to Whoops on here is a really good idea.

Commissioner O'Neill-Vivanco when car is towed and not sure was my car stolen. You don't know because you think your car was stolen. I know this, the Whoops will not deal with Overlake Street because it's not just residential.

AD Padgett stated it will because it's not safety related. We have gone through and identified which ones are not safety related and can actually create a towing architecture. WE wanted to get Whoops fixed because it affects a lot of people.

Commissioner Damiani made a motion to approve staff's recommendations

Commissioner Barr seconded

Unanimous approval

ITEM 8 - DIRECTOR'S REPORT

Director Spencer stated to look at the report that is provided in the packet.

ITEM 9 – COMMISSIONER COMMUNICATIONS

Commissioner Damiani thanked Peggy and the two DPW staff who attended an event hosted by the Burlington City and Lakes program from BHS. Commissioner Damiani reflected on the evening's discussion around bike lanes, and the importance of having pilot projects as part of future permanent bike lane implementation.

Commissioner Overby wanted to mention, you may have heard others wanting to name the new Shelburne Road roundabout the Tony Reddington Memorial Roundabout. I don't know what needs to be done to make that something that our Commission could also endorse. Second thing I wanted to mention is the recycling toter coming to be required on May 1st. It should be made clear how easy it is to go to your website and place an order.

Commissioner Fox small streets at the west end of North Street – Blodgett, Drew, Pitkin and Front Street I noticed they all don't have stop signs and I'm just wondering if that's deliberate or if I should submit a bunch of See Click Fixes to get stop signs there. Assistant Director Norm Baldwin stated that unless there is some sort of sight line requirement or some sort of sight line problem or some sort of accident history stop signs are not necessarily warranted.

Commissioner O'Neill-Vivanco how are you going to reach landlords other than what is named I hope it's to reach out directly to the landlords.

Information Officer Goulding stated that postcards are going directly to all property owners which will include landlords. We are utilizing our Open Gov platform that has most, if not all, of registered landlords in the system.

Commissioner O'Neill-Vivanco talked about the meeting with seniors and 4th graders was very information. The seniors were very vocal about equity.

Cliff and Prospect Street the line heading up Cliff to cross the sidewalk is safer because of the sightlines, midway crossing is not as safe, no curb cut or crosswalk..

Commissioner Hogan clarification on Street Seats program gave more authority to us on who sets parking rates. That is not us it's city council. It's the language in there.

Director Spencer meter rates are done by the Commission the rate for the street seats is based on the cost of the meter which is something that the commission does set. If they want to encumber the meter spot for the day then we charge them for what the commission has set as the usual metered spot.

Commissioner Hogan recycling toters are great I'm still seeing an issuer with a lot of bins on the bike lane. Casella is a private carries bins are in the right of way.

I appreciate staff's response to a water issue that I thought might be a leak and I learned a lot.

There was a contentious item tonight that passed unanimously I think that weighed heavily on us and I think that if passed shows the reflection of the trust that we build in you all.

ITEM 10 – ADJOURNMENT & NEXT MEETING DATE - MARCH 15, 2023

Commissioner Barr made a motion to adjourn
Commissioner Munteanu seconded
Unanimous approval

Meeting adjourned at 10:01 p.m.