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RESIDENTIAL PARKING MANAGEMENT PLAN

1.20.2016



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PREPARED FOR:
CITY OF BURLINGTON

CITY OF BURLINGTON RESIDENTIAL PARKING MANAGEMENT PLAN

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PREPARED FOR:
CITY OF BURLINGTON

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EXECUTIVE SUMMARY

The City of Burlington started its residential parking program in the 1990s to regulate on-street parking in the neighborhoods around Centennial Field. Since then, streets with resident parking restrictions have expanded to over eight miles of curbside parking, located predominantly in neighborhoods adjacent to high parking generators such as the University of Vermont (UVM), the UVM Medical Center, and portions of downtown.

The 2013 Burlington Municipal Development Plan (PlanBTV) recommended that a Residential Parking Study be conducted to formally review the existing program and recommend revisions to management, administration, and enforcement of on-street parking in residential areas. The Study is jointly sponsored by the City and the Chittenden County Regional Planning Commission (CCRPC), and consisted of the following tasks:

- Analysis of the current residential parking streets, regulations, and trends;
- Review of residential parking practices in comparable cities;
- Comprehensive analysis of parking supply and demand in three representative Burlington neighborhoods;
- Extensive public outreach, including two public meetings, four Advisory Committee meetings, Neighborhood Planning Assembly meetings, and online comment tools.
- Recommend approaches and strategies that allow for flexibility to improve residential area parking management.

The Plan strives to achieve the following objectives to improve parking in residential areas:

- Balance parking needs of residents, visitors, and commuters.
- Account for neighborhood need and quality of life.
- Administer a program that is fair and transparent.
- Consider the highest and best use of the public right-of-way.
- Streamline the administrative process.
- Apply a data driven approach.
- Utilize market-responsive feedback.
- Address the need to maintain city transportation infrastructure.

The Plan recommends the continuation of eight general parking management approaches, in which the City is currently engaged, and recommends eight strategies that are new or important modifications of the existing residential permit program (RPP). The over-arching goal is to achieve an optimal parking management approach that preserves the livability of Burlington neighborhoods while finding the best use of the public Right-of-Way.

Prior to initiating this study and throughout this process, a number of concerns were expressed about impacts to quality of life in residential areas that were beyond parking and transportation issues. It is important to note that the strategies and tactics contained within

this report aren't meant to provide solutions to address all issues that result from the competition for limited parking supply in Burlington, nor alleviate all problems that generate demand for it. While the recommended strategies outlined in this Plan are intended to directly improve parking in residential areas, the issues beyond parking and transportation or beyond the City's control are recommended for evaluation through other city department or other agencies.

These RPP strategies have been prepared at a unique time for the City – one in which studies have recently been completed or are underway regarding many community planning initiatives that impact parking demand. This Plan is not meant to provide strategies for the full range of parking, land use and alternative transportation issues that will ultimately lead to a well-managed parking system City-wide. It does present a number of opportunities for strengthening the RPP program to meet the foremost goal of neighborhood quality of life, and includes references to other studies and initiatives that will compliment this program.

To improve parking in residential areas, this Plan recommends a menu of strategies that can be used in-lieu of or in addition to residential parking permits. General parking management strategies can be implemented at any time. **None of the strategies proposes removing existing resident-only parking restrictions.**

To improve the residential permit program, eight strategies are recommended for implementation over the short-term (0-1 year), mid-term (1-3 years), and long-term (3+ years). The table below provides a summary description of the residential parking toolbox with seven General Parking Management Approaches and nine Strategies for the residential permit program, the time frame for implementation, and the City departments (or other agencies) responsible for spearheading and supporting the strategies.

| | | Description | Responsible City Department / Agency | |
|---------------------------------------|---|--|--------------------------------------|---|
| | | | Lead | Supporting Department / Agency |
| General Parking Management Approaches | Strategic Approaches | Improve Sustainable Transportation Modes | DPW | CEDO, Planning, CATMA, CCTA, CCRPC, CarShare VT, Institutions |
| | | Expand Satellite Parking and Incentivize Parking in Remote Lots | DPW | CEDO, Planning, CATMA, Institutions, CCTA |
| | | Improve Signage and Wayfinding | DPW | |
| | Tactical Approaches | Install Parking Meters / Paystations | DPW | BPD |
| | | Implement Parking Time Limits in Non-RPP Areas | DPW | |
| | | Stripe Parking Stalls | DPW | BPD |
| | | Improve Lawn Parking Ban Enforcement | BPD | Code Enforcement, DPW |
| | | Share Off-Street Parking | DPW | CEDO |
| | Short-Term Residential Permit Program Strategies | | | |
| 0-1 year | 1 | Provide Online Resources: Downloadable Application and Renewal Documents | BPD | DPW |
| | 2 | Establish Residential Parking Permit Periods Based on Supply and Demand | DPW | BPD |
| | 3 | Evaluate Residential Parking Areas Rather Than Streets | DPW | BPD |
| | 4 | Streamline the Petition Process | DPW | BPD |

| | | | | |
|--|-----|--|-----|-----|
| | 5 | Establish a Process for Removing or Reallocating Residential Permit Parking | DPW | BPD |
| Mid-Term Residential Permit Program Strategies | | | | |
| 1 – 3 years | (1) | Provide Online Resources: Comprehensive Program Information | BPD | DPW |
| | 6 | Revise Program to Incorporate Fee Structure and Allocate Maximum number of Permits per Dwelling Unit | BPD | DPW |
| | 7 | Establish Construction Permits | BPD | DPW |
| Long-Term Residential Permit Program Strategies | | | | |
| >3 years | (1) | Provide Online Resources: Online Payment of Permits and Fines | BPD | DPW |
| | 8 | Improve Enforcement and Technology | BPD | DPW |

The Study recommends that the City review the residential parking program every five years to determine whether modifications are necessary to better address community goals.





1.0 INTRODUCTION

In 2014, the City of Burlington and Chittenden County Regional Planning Commission (CCRPC) conducted an evaluation of the City's current residential parking program. The City contracted with the consulting firm RSG to work collaboratively with the City and CCRPC to evaluate the existing residential parking program and identify comprehensive improvements. The team engaged in four meetings with a Community Advisory Committee and hosted two public meetings to solicit public comments and regularly receive feedback about the progress of the plan. The Committee consisted of representatives from five wards that contain residential parking as well as relevant City departments and institutions. The team also coordinated with the Downtown Burlington Parking Plan team throughout the course of the project to ensure that recommendations to the residential parking plan would complement ongoing downtown parking initiatives.

1.1 | RESIDENTIAL PARKING

The Residential Permit Program (RPP) in Burlington began as a response to concerns about the availability of parking for residents within their neighborhoods. Streets that are designated for resident parking limit the locations where non-residents may park on residential streets.

Neighborhoods located near parking generators, such as downtown business districts, schools, colleges, universities, and hospitals, are prone to spillover parking effects with

demand from non-residents to park in front of residential homes. This tends to happen during weekday hours while people are at work or when there are large events on nights and weekends. Demand for parking in residential areas is also influenced by car ownership, proximity to available public transportation, dedicated parking, bicycle and pedestrian facilities, and a mix and density of land uses that are conducive to shared parking.

A residential parking permit system is one tool to help provide residents with adequate curbside parking space in front of their homes. It can also encourage non-residents to park in more appropriate locations, such as off-street lots, garages, or metered parking, which often helps generate parking revenue for the city while reducing circling traffic in residential areas.

A residential parking permit system can also be controversial among residents, visitors, and the city. Residents who are required to obtain permission from the City to park their own vehicles and their guests' vehicles in front of their own home can see the residential permit system as a bureaucratic annoyance. Visitors may feel frustration at being prohibited from parking on streets that have ample curbside parking. The City must consider and budget for the costs of administering a residential parking program, which includes additional staff time and enforcement, as well as tangible costs such as parking signage, vehicle decals, forms, envelopes, and postage.

The RPP is one of many tools that the City currently uses to manage parking and maintain livability in residential areas. Other tools include meters, lawn parking bans, and various parking regulations. The City employs these parking management strategies to create convenient visitor parking, encourage turnover, and generate funds for neighborhood/transportation improvements. These non-RPP strategies are all essential elements of an effective long-term parking program.

1.2 | PROJECT GOALS

As part of this study, the consultant team looked at the current citywide and residential parking zones, regulations, and trends. Over the course of analyzing existing conditions, best practices, and receiving public feedback, the study's primary focus is to develop a comprehensive understanding of parking supply and demands by analyzing three representative sample area neighborhoods, and also understand the greater residential parking concerns from the point of view of residents, visitors, and city officials. More precisely, the goal of the study is to identify an optimal parking management strategy that preserves the livability of Burlington neighborhoods while finding the best use of the public Right-of-Way.

This project strives to achieve the following objectives to improve parking in residential areas:

- **Account for Neighborhood Need and Quality of Life:** Recognize that each neighborhood and block is unique and the parking management tools used should account for an area's character and needs.

- **Balance Parking Needs:** Balance the needs of those who park on Burlington’s streets, including residents, visitors, and commuters.
- **Administer a Program that is Fair and Transparent:** Provide clear guidance to the City, the Public Works Commission, and to all Burlington residents and visitors on how residential permit areas are objectively established and how to allocate for future residential permit areas.
- **Consider the Highest and Best Use of the Public Right-of-Way:** Given limited land resources, consider best use of the space that public on-street parking occupies, including accommodating multi-modal transportation options.
- **Streamline the Administrative Process:** Create clear rules and guidance, and implement technologies to simplify the administration of the system.
- **Apply a Data Driven Approach:** Use empirical metrics to measure parking trends and the utilization of parking spaces within neighborhoods.
- **Utilize Market-Responsive Feedback:** Develop a residential parking management plan that is sensitive to changing demographics, land uses, and built character.
- **Address the Need to Maintain City Transportation Infrastructure:** Consider polices, programs, and improvements related to parking in residential neighborhoods that can reduce maintenance and administrative costs or generate revenues to help fund capital needs.

1.3 | REPORT ORGANIZATION

This report is organized in the following manner:

- **Citywide Parking Data Summary:** This section summarizes the existing data from the City of Burlington and contains information on current residential parking regulations and parking permit zones, as well as an overall snapshot of parking violations and permit usage.
- **Parking Inventory and Analysis for Three Sample areas:** This section details the findings from three representative sample area neighborhoods selected by the Advisory Committee to demonstrate the range of parking issues in the City of Burlington. The majority of the focus is centered on the parking demands stemming from housing and land use and how residential parking is used, managed, and enforced currently in the three geographically specific sample areas.
- **Best Practices:** This section compares the City of Burlington’s residential parking program with those of four other cities that are similar in size, population, and have major institutions and universities.
- **Actions and Recommendations:** The final section builds on the findings from the parking inventory study, public outreach feedback, and precedents from other comparable towns to arrive at a recommended residential parking management plan. The actions and recommendations detail revisions to the existing parking permit program, regulations for defining future residential parking areas, and ways to better manage and enforce on-street parking in highly utilized areas.

- **Appendix A-Citywide Parking Rates:** Appendix A details the existing fees for public parking (metered, garage, and parks) in the City of Burlington, as well as parking regulations for University of Vermont and Champlain College students and staff. This information is included as a benchmark for market-rate parking pricing at larger parking generator sites adjacent to sample areas and within Burlington.
- **Appendix B- Public Involvement:** This section summarizes the outcomes from the two public meetings, direct neighborhood outreach, online input, meetings with the City of Burlington, media coverage, and public comments received during this study. The first public meeting includes the joint Downtown and Residential Parking Public Meeting held on November 19, 2014 as well as the findings from the online web map made available following the public meeting. The second public meeting, held on April 14, 2015, includes the findings on the preliminary recommendations. In addition to the public meetings, Department of Public Works staff conducted meetings with various neighborhoods around the City and launched an online mapping tool to collect public feedback.



This section outlines and summarizes the existing data from the City of Burlington and contains information on current residential parking regulations and parking permit zones, as well as an overall snapshot of parking violations and permit usage.

2.0 RESIDENTIAL PARKING OVERVIEW

The City of Burlington is a vibrant city with an active downtown and waterfront, as well as a thriving college town with deep community roots. Though it is a small city, Burlington has the benefits—and challenges—of a complex urban area.

The purpose of Burlington’s existing residential parking permit program is to regulate on-street parking in neighborhoods adjacent to high parking generators, such as Centennial Field, UVM, Champlain College, and downtown. The focus of the 1990 Burlington Parking Program was to prevent drivers from parking in certain areas. In essence, the current Burlington resident permit parking program allows resident permit-holders and their guests to store vehicles on-street near their home, within the public right of way. The resident parking program also prevents visitors and other residents without permits from parking on a specified street or block during set times of day or days of the week.

To further Burlington as one of America’s most livable and sustainable communities, the City continues to strive towards the goals stated in the 2013 PlanBTV, the City’s comprehensive land use and development master plan for the Downtown and Waterfront. One of the key transportation goals is to provide a comprehensive parking allocation and management system that meets visitor, business, and resident needs, while increasing public transit and reducing dependence on the single-passenger automobile.

The City of Burlington started their residential permit program (RPP) in the 1990's as a response to regulating on-street parking in the neighborhoods around Centennial Field. Since then, the length of restricted residential permit streets has expanded to cover over eight miles of curbside parking, located predominantly in neighborhoods adjacent to high parking generators such as the University of Vermont (UVM), Champlain College, and portions of downtown.

Residential parking permits are not the only way the City of Burlington manages parking in residential areas. The Municipal Development Plan articulates the City's long-standing vision for a comprehensive system of transit routes, pedestrian facilities, bicycle routes, CarShare pods, satellite parking, and TDM measures to encourage a sustainable transportation system that does not rely on SOV's and on-street parking. The city also utilizes parking meters on residential or mixed-use streets directly adjacent to the downtown; parking time limits to address local variations in parking demand (e.g. 30-minute parking); and prohibits parking on lawns in certain areas of the city (except during winter parking bans). Code Enforcement enforces the regulations¹ that prohibit parking on lawns or yards in Wards 1, 2, and 3 and in areas of Wards 5 and 6 north of Howard Street, extending east and west to the city boundary.

To develop a comprehensive understanding of the parking network and rates in the City of Burlington, the consultant team studied the following items:

- Public opinions on residential parking and the residential permit program
- Existing residential parking areas and regulations;
- Parking management;
- Parking enforcement trends;
- Car share locations; and
- Zoning parking requirements.

2.1 | PUBLIC OPINION ON RESIDENTIAL PARKING IN BURLINGTON AND THE RESIDENTIAL PERMIT PROGRAM

To document public opinion about residential parking in general and the residential permit program specifically (explained below), the project team held an initial public workshop to gather information. This workshop gave residents to express their opinions and concerns about the state of residential parking in Burlington. The workshop made it clear that the initial reasons for starting the RPP are still relevant today.

Residential neighborhoods near large parking generators, including Downtown, institutions, major parks, and new developments, have experienced quality of life impacts as people associated with these places look for parking in the neighborhoods. In some cases, the issues were traffic related such as increased vehicle volume, people circling for parking, and residents not having a place to park. Other issues included people frequently using residents' lawns as a cut through, a loss of privacy, and a reduced sense of security. Residents who

¹ Burlington City Ordinance Chapter 22 Section 55(f)

lived in areas with RPP designation expressed the importance of the permit program in maintaining a positive neighborhood feel, a sense of place, and quality of life.

As steps are taken to implement the City's Master plan, which includes more mixed-use, pedestrian-accessible development, there has been public calls for better parking management strategies. This plan provides a framework for the City to assist residents in both RPP and non-RPP areas handle the impact of parking on their neighborhoods.

2.2 | EXISTING RESIDENTIAL PARKING ADMINISTRATION, AREAS, AND REGULATIONS

RESIDENTIAL PARKING PROGRAM COSTS

The current Residential Parking Program (RPP) is financed from the City's General Fund and any revenue generated from the program, including resident parking citations, are allocated back to the General Fund and not earmarked for specific parking programs. Therefore, it is difficult to estimate the actual cost or revenue generated for administering, monitoring, and enforcing the existing program. However, an approximate breakdown of the staff and material resources needed include:

Staff time to manage requests for new parking areas

DPW staff spend approximately 15 hours to manage straightforward requests for a new RPP block. The breakdown of hours includes:

- Resident Petition, Submission, and Meeting with DPW Parking staff: 30 minutes
- DPW conducts petition process to ensure 50% participation agreement: 2 hours
- Once there is at least 50% participation from residents, DPW staff conduct a license place count over the course of one or two typical weekday periods at 7am, 10am, and 2pm: 7 hours
- Memorandum write-up and meeting with City Engineer: 4 hours
- Presentation to the Public Works Commission: 30 minutes to an hour, depending on amount of public presence

The amount of staff time can be much greater in cases of diverse public opinion or if the residents or Commission do not support staff's recommendations. For each straightforward request for new RPP areas each year, the salary cost is approximately \$360 annually.

Staff time to manage requests for a residential permits, issue permits, and manage/issue citations (including vehicles for enforcement)

Burlington Police Department (BPD) has two staff, working five hours a week, to manage residential parking permits. The two staff alternate between roles: one runs the register paying tickets, while one is servicing the window. It takes about 15 minutes for BPD staff to issue each permit. This includes putting information into the database and issuing the permit in person.

Five full-time BPD officers monitor and enforce Burlington's citywide parking permits. Of the five, four are typically on foot and the fifth officer patrols in a vehicle outside the foot patrol area. They work five days a week, on a staggered schedule, with the first officer

beginning duty at 7 AM and the last officer ending duty at 10 PM. It takes staff about three minutes to issue a parking citation. In 2014, there were 6,593 residential parking violations, amounting to roughly 330 officer hours for citation issues alone. BPD has two unmarked vehicles for enforcement, but normally only one is in use at a time.

Approximately 20% of the parking enforcement budget is committed to managing and enforcing the residential parking permit program. This is an annual expense of approximately \$120,000.

Signage

Currently in Burlington, on a typical 500’ block with good visibility and parking on one-side of the street, sign installation costs roughly \$506 for small signs and \$606 for larger signs. Department of Public Works (DPW) staff installs five 12-foot sign poles with five resident parking signs. The signs are either 12" x 18" or 18" x 24" depending on the amount of text. The cost of each 12-foot pole is \$32 for a 12" x 18" sign, \$19 for 18 x 24" sign, and \$39 to \$45 an hour for each employee. It typically takes two employees two and a half hours for a sign installation job on a block and truck equipment is billed at \$13 an hour.ⁱ

Residential Parking and Property Taxes

During public meetings, the question of the relationship between RPP designation and property taxes has arisen. Members of the public have stated that homeowners in RPP areas pay higher property taxes than homeowners in non-RPP areas, and it has suggested by some homeowners that home value is tied to parking availability due to residential parking permit restrictions on their street.

Every tax payer in the City of Burlington, whether in a residential parking area or not, contributes to the residential parking program, as they do for all other municipal services - street maintenance, police, fire, etc. While perhaps desirable and transparent to do so, it is difficult to show precisely how every property tax dollar, from every Burlington property, is allocated to each municipal service. This study has not assessed how RPP influences property taxes or how much residents in non-RPP areas contribute to the RPP program. Such an assessment is beyond the scope of this work.

| Residential Permit Parking Administration | Annual cost |
|--|------------------------------|
| DPW Engineering Review | \$360 per request |
| BPD Permit Administration and Enforcement | \$120,000 |
| DPW Sign Installation | \$550 avg. per new RPP block |
| Total annual cost* | \$120,910 |
| *Excluding overhead expenses for office costs | |



CURRENT RESIDENTIAL PARKING PROGRAM LOCATIONS

Burlington residents may petition the Public Works Commission (PWC) to have their street designated as resident parking-only, which allows only those who live on that street and their guests to park curbside on the street. In 2013, there were a total of 3,233 active resident and guest permits issued in the City of Burlington.

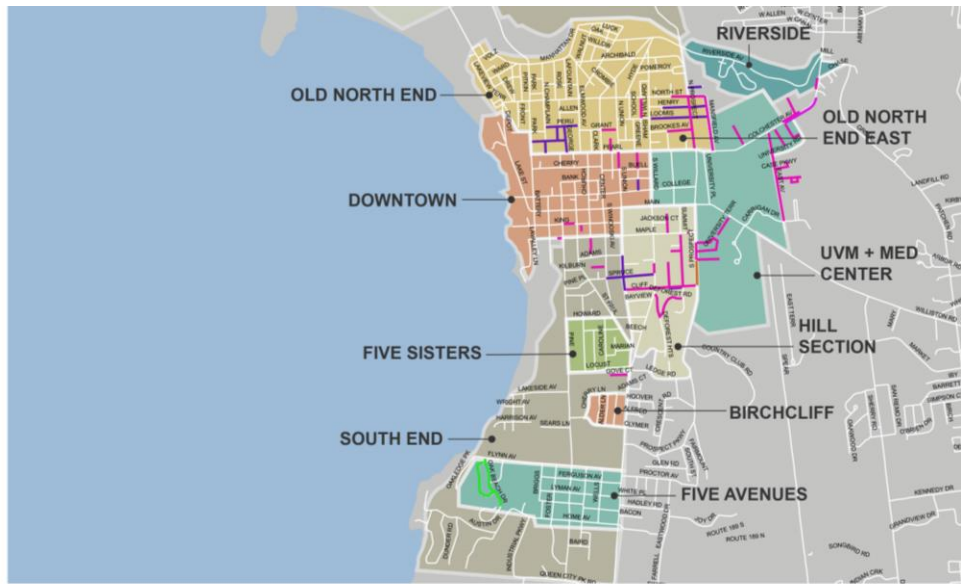
AS SHOWN IN

, the majority of resident parking-only streets in Burlington have restrictions at all times, but there is also a small portion that limits non-resident parking during other hours, including:

- Weekday hours only - Monday through Friday, 6 AM to 6 PM: These are located on blocks adjacent to Champlain College (Spruce Street and S Union); UVM (Henry Street and Loomis Street); and the north side of downtown (around Peru Street, Monroe Street, and George Street neighborhood).
- Warmer weather months only -May through October months: This is focused on streets next to Oakledge Park (Southwind Dr. and Oak Beach Dr.).
- Warmer weather nights only -May through October 12 AM to 6 PM: This is limited to a portion of S. Prospect Street next to Redstone Green and UVM's Redstone Apartments.

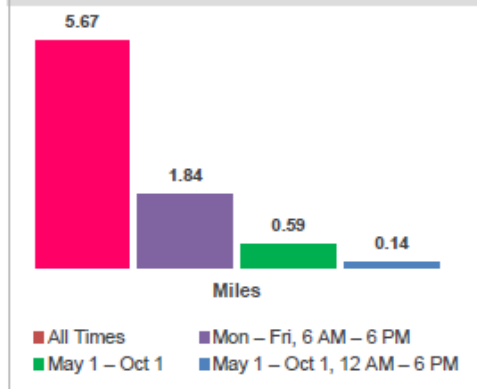
Currently, all Burlington residents who live on a restricted street can apply and be issued a one-year or two-year parking permit for free. Homeowners and renters may apply for two-year permits, whereas students may only apply for one-year permits. The residential parking permits are issued bumper stickers from the Burlington Police Department's Parking and Parking Enforcement division. Resident-only parking is enforced by issuance of parking tickets.

FIGURE 2.1: RESIDENTIAL PARKING RESTRICTIONS LOCATIONS



Residential Parking
 - All Times
 - Mon - Fri, 6 AM - 6 PM
 - May 1 - Oct 1
 - 12 AM - 6 PM

FIGURE 2.2: RESIDENTIAL PERMIT LENGTH, BY TYPE



GUEST PARKING

Residents are currently entitled to register for two guest passes per dwelling unit. Guest parking permits are only for use by persons visiting a residence. Guest permits must be displayed on the dashboard of their vehicle. Residents must go to the Police Department in person in order to apply for guest passes. These passes are good for one or two years, depending on whether the resident is a student (one-year guest passes) or renter/homeowner (two-year guest passes).

The City of Burlington, similar to many college towns, has a large rental and subletting community. One key problem with the current system is that when people move out, their guest passes are not accounted for, and the Police Department continues to grant new resident applicants additional guest passes. There have also been issues of unresponsive landlords who are not held accountable to parking concerns that occur on their property's premises.

Additionally, every year between June 1st and August 31st, Burlington experiences a significant turnover between student and subletter population. Currently, there is no defined

method for keeping track of how parking permits are shared between academic year residents and summer subletters.

FIGURE 2.3 RESIDENTIAL PERMITS ISSUED ON SEPTEMBER 4, 2014

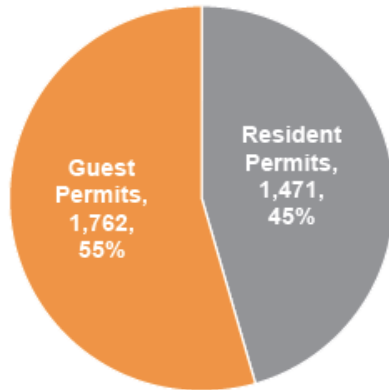


FIGURE 2.4 RESIDENT BUMPER DECAL AND GUEST PARKING PASS



TABLE 2.1: RESIDENTIAL AND GUEST PERMIT DOCUMENTS

| STUDENTS: ONE YEAR PERMIT | NON-STUDENTS - RENTERS/RESIDENTS: TWO YEAR PERMIT |
|---|--|
| <ul style="list-style-type: none"> • Valid Student ID • Current Lease • Driver's License • Vehicle Registration | <ul style="list-style-type: none"> • Driver's License with address of Resident parking street • Vehicle Registration |

DEFINING NEW RESIDENTIAL PARKING LOCATIONS

The Public Works Commission makes the final decision on a case-by-case basis to determine which residential street locations are granted restricted residential parking designation. In advance of the commission meeting, Department of Public Works (DPW) staff receives a written request from one or more residents and sends out direct mass mailings in the area to alert neighbors of the upcoming parking permit restriction meeting. The Commission makes their decision based on the following aspects:

- Location;
- Other parking restrictions in the area; and
- Reasons why residents are asking for restricted parking.

The PWC decisions are situation-specific and the public turnout can vary greatly. The Commission compiles their own notes and meeting minutes for all of the parking restriction cases and makes them available online.

However, transparency in the residential parking petitioning process has been an ongoing issue for the City. Currently, there is no uniform checklist or threshold criteria that must be met in order for Burlington residents to petition and receive restricted parking in their neighborhood. This has resulted in the perception of unfairness or arbitrariness on the part of the Public Works Commission granting or denying a request for residential permit parking on a street.

PASSES ISSUED

The consultant team examined the number of passes issued in 2013 and the location to which these passes were issued. The 3,233 residential parking passes that were issued in 2013 provided residential parking permits to 971 housing units. Of these, 14% had more than four permits per unit.

2.3 | PARKING MANAGEMENT

There are several agencies that must coordinate on parking issues throughout Burlington's residential areas.

- Burlington Police Department (BPD): BPD enforces on-street parking, issues tickets and fines for violations that occur on the street, and administers residential and guest permits.
- Burlington Code Enforcement (BCE): BCE is responsible for ensuring housing and occupancy requirements are met; parking violations that occur on private properties are issued civil tickets through the Code Enforcement Department.
- Burlington Department of Public Works (DPW): DPW operates and maintains the City's public parking facilities, including metered parking both on-street and in surface lots, and provides staff to support the volunteers on the Public Works Commission.
- Institutions: University of Vermont (UVM), UVM Medical Center, and Champlain College have their own set of parking regulations on their campuses and some require staff and students to park off-site in remote lots.
- City Attorneys: Attorneys represent the City in legal disputes arising from parking issues.
- Burlington Department of Parks and Recreation (DPR): DPR manages parking at the various City-owned parks, some of which generate parking demand that spills onto residential streets.

The Police Department maintains links to the UVM student database in order to verify that students applying for resident permits are eligible and enrolled students.



2.4 | PARKING ENFORCEMENT

Unless the parking ticket is being contested in court, no permits are issued to residents who have an outstanding parking ticket. In 2013, the Burlington Police Department issued 55,699 parking citations and over \$1.5 million in fines, which amounts to an average of \$28.34 in fines issued per citation. Of these violations, 4,316 were residential parking violations, which totaled approximately \$324,000. Although residential parking violations are only 8% of the total violations, they make up 21% of the total revenue. For comparison, meter violation are 81% of the total violation and make up 43% of the total revenue.

The revenue from parking citations currently goes towards the City's general revenue and operating expenses. The City does not tow for residential parking violations because each dwelling receives two guest passes and are informed that if they have more than two guests, their other guests may send in their parking violations to be voided. The process to void tickets is handled by the City Attorney's office and has been perceived by some as inconsistent and cumbersome. In addition to residential parking violations, City Ordinance prohibits parking in the same place (defined as within 25' from its original location) on-street for more than three days. This process starts when the police department observes a vehicle in that space.

2.5 | CAR SHARE AND RESIDENTIAL PARKING

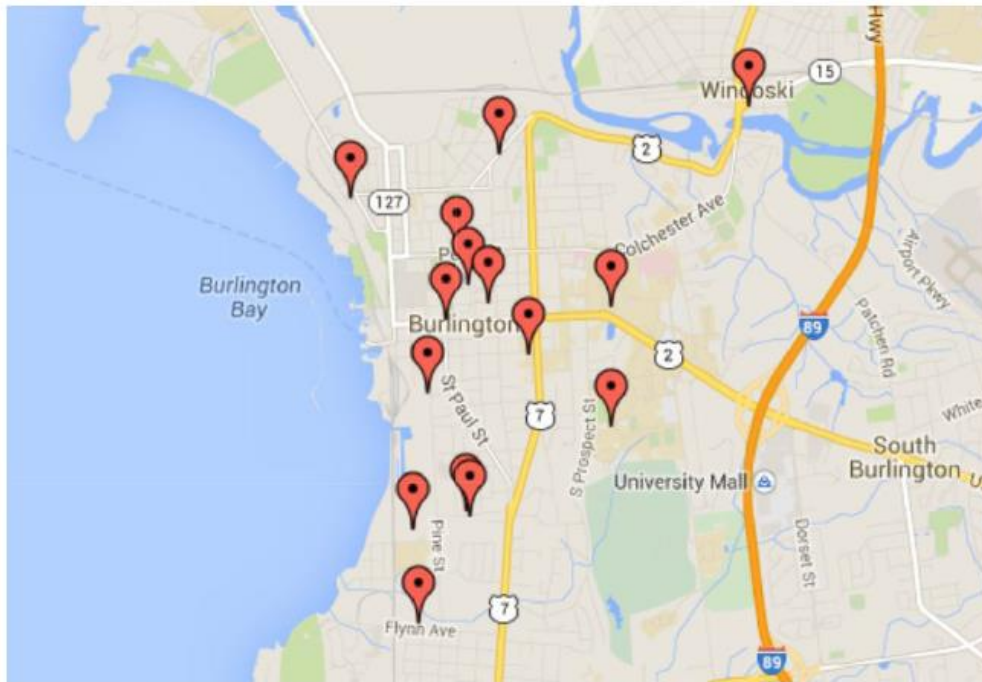
Access to car share is a notable consideration for residential parking, particularly in Burlington where there are currently 15 CarShare Vermont (CSVV) pods. Based on the rate at which Burlington members shed their personal vehicles or opt not to acquire them, CSVV estimates that each car share vehicle removes 16 from the road—and the need for individual residential parking spots. In the City Ordinance, there are currently six city-owned parking spaces designated for car share vehicles:

- On Street-Main Street/St. Paul Street, adjacent to City Hall Park
- On Street-Pearl Street at the top of Church Street
- On Street-Locust Street, Adjacent to Callahan Park (2)
- Church Street Garage
- Metered Surface Lot, Adjacent to Fletcher Free Library

The other 9 CSVV pods are not located in city-owned spaces. These vehicles are allotted one residential street sticker each. As part of the City's effort to discourage users from driving more than necessary, Burlington amended their City's ordinance to include designated residential parking for car-sharing in Appendix C, Chapter 27, Section 4: Requirements of Carshare Organizations. Upon showing proof of a valid Vermont registration for the vehicle(s) involved, car share organizations meeting the appropriate criteria will be issued one residential street sticker per vehicle. This sticker will be valid on all streets, or portions thereof, that are designated "resident parking only". CSVV presents their requests to DPW staff, which are then put forward to the Commission for approval.

Additionally, in Article 8.1.9, the city ordinance notes that car-share parking shall count towards the maximum number of spots allotted in a parking district.

FIGURE 2.5: CARSHARE VERMONT POD LOCATIONS



from <http://www.carsharevt.org/locations/>, November 14, 2014.

2.6 | ZONING PARKING REQUIREMENTS

Prior to initiating this study and throughout this process, a number of concerns were expressed about impacts to quality of life in residential areas that were beyond parking and transportation issues. The demand for on-street parking can be greatly affected by the availability of on-site parking, and determining the need for on-site parking is a complex function of land use type, density and proximity to other uses, land and development economics, and the availability of multiple modes of transportation. Burlington’s Comprehensive Development Ordinance (BCDO) divides the city into three Parking Districts in order to regulate on-site (i.e. off-street) parking through the process for reviewing and approving applications for zoning permits. The purpose of the three districts - which are largely based on zoning districts - is to account for varying demands for parking based on proximity to other related uses and thus the ability to share parking with nearby uses, the availability of public transportation and other modes of transportation, and the density of land uses (Section 8.1.3 Parking Districts). These Parking Districts, shown in Figure 2.6, are:

- **Neighborhood (N):** The Neighborhood Parking District establishes the baseline for parking requirements throughout the city. In this area, the demand for offsite parking is understood to be largely dependent on the needs and characteristics of an individual site or land use. This district is predominantly comprised of the residential areas of the city.
- **Shared Use (SU):** The Shared Use Parking District provides an initial reduction in the parking requirement baseline established by the Neighborhood district. This area recognizes that there are opportunities to share parking demand on and off-site and

the availability of other modes of transportation. This district is predominantly comprised of the neighborhood mixed use areas of the city.

- **Downtown (D):** The Downtown Parking District requires the least amount of required on-site parking, understanding that this area provides the highest concentration of mixed use development thereby enabling significant opportunities for sharing parking demand across individual sites and land uses, the availability of public parking resources, and a high frequency of transit service and access to other transportation modes. This district is comprised of the city urban mixed use core.

The *Burlington Comprehensive Development Ordinance* also includes provisions for further reductions to required on-site parking (up to a 100% reduction in mixed use districts and 50% elsewhere) through the development and approval of a Parking Management Plan that demonstrates a commitment to transportation demand management (TDM) (Section 8.1.15 Waivers from Parking Requirements).

On-site parking requirements are recognized as having the potential to place a significant economic burden on prospective development, reducing the affordability of housing, and consuming valuable land that could otherwise be put to more productive use. As a result, the City is regularly evaluating the efficacy and practicality of its requirements in order to try to balance the economic constraints of development with the risk of off-site impacts of spill-over parking demand into and across residential areas. Removing zoning requirements for on-site parking from private development will shift the economic burden of parking to the public parking infrastructure until Burlington has achieved a future with improved public transit, walking, biking and alternate private parking options. Thus "in lieu" payments from developers, to be applied to transportation demand management, walking, biking and public transit improvements, should be required of new developments if they include waivers of on-site parking requirements, until there is a determination that the desired balance of available options supporting a "car-free" future has been achieved.

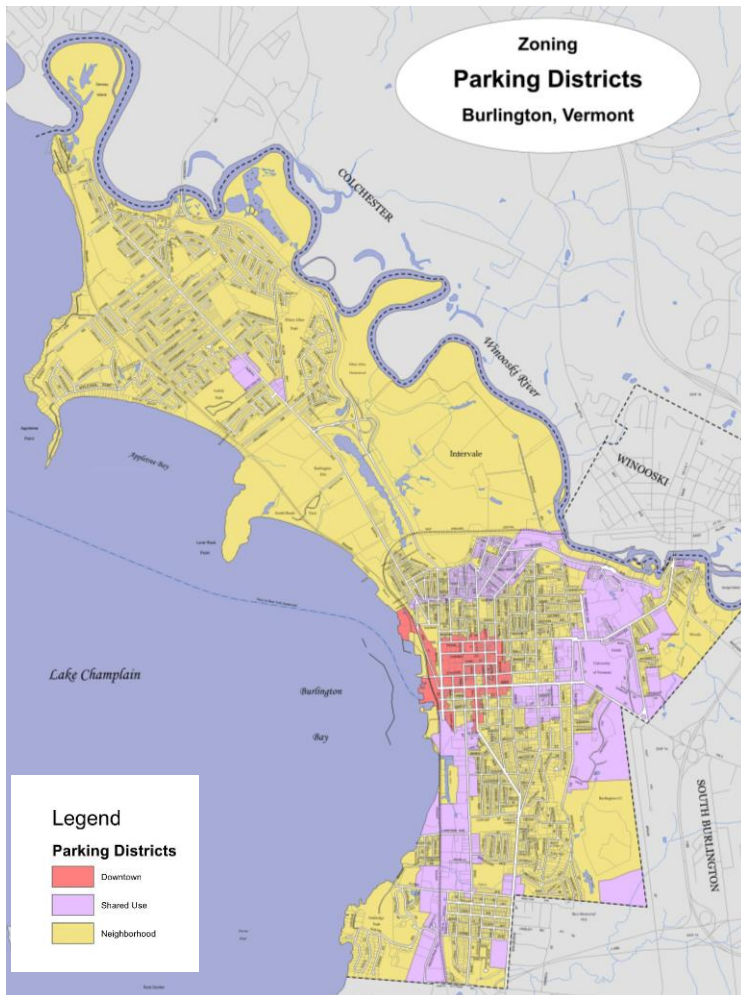
Two specific examples include:

- **Reduce or eliminate off-street parking requirements in the Downtown Parking District:** Following the example of hundreds of other communities across the country, this change would enable greater flexibility for both existing and new development to "right-size" their parking supply with actual market demand, allow unused parking to be made available to others, help promote greater use of alternate transportation services, increase the affordability of development by unbundling parking costs from development costs, and help restore the city's urban fabric. This proposal is closely associated with the Downtown Parking Study currently underway that is looking at how the City will implement a parking management system which can help to ensure parking demand is managed within the Downtown area and does not spill over into adjacent residential areas. Following the Downtown Parking Study, a study of Downtown Parking & Zoning will explore, among other things, in lieu payments for developers requesting parking waivers. During this study, in lieu payments for developers requesting waivers in residential areas should also be explored.
- **Change the parking requirement to be based on the number of bedrooms rather than on number of units:** The purpose of this change is to more accurately

reflect the actual parking demand generated by a dwelling unit. The current one-size-fits-all does not account for the fact that parking demand generated by a single bedroom or studio unit is very different than for a dwelling unit containing five bedrooms. The 1-bedroom/studio may be occupied by an individual or couple who may have chosen not to own a car at all, while each of occupants of the 5-bedroom unit may each own a car. By reducing the parking required for studio/1-bedroom units to recognize actual parking demand rates for small units, it can also serve as an incentive for their creation and thereby support a greater diversity of household types in residential areas. Ultimately, this proposal should help to reduce on-street parking demand in residential areas of the city.

Upon the completion of the Downtown and Residential Parking Plans, these proposals will be presented to the Planning Commission and City Council for their consideration.

FIGURE 2.6: CITY OF BURLINGTON PARKING DISTRICTS



SOURCES

- Burlington Residential Parking. <http://www.burlingtonvt.gov/Police/Residential-Parking>

- Burlington Comprehensive Development Ordinance, Article 8: Parking. Updated July 18, 2014. http://www.burlingtonvt.gov/sites/default/files/PZ/CDO/20140718%20ART08-Parking_0.pdf
- Burlington Comprehensive Development Ordinance, as approved by the Planning Commission on January 14, 2014. <http://www.burlingtonvt.gov/assets/0/122/318/302/702/738/a48baf49-4fd0-4f34-9864-bd3551b99c82.pdf>
- Citation Violations by Location Summary. January 1, 2013 to December 31, 2013. Provided by John King, BPD. October 15, 2015.
- Appendix A Article 8.1.9: Parking: <http://www.codepublishing.com/VT/burlington/?BurlingtonAxA/BurlingtonAxA08.html?f>
- Appendix C, Chapter 27, Section 4: Requirements of Carshare Organizations <http://www.codepublishing.com/VT/burlington/?BurlingtonAxA/BurlingtonAxA08.html?f>



This section details the findings from three representative target area neighborhoods selected by the advisory committee to demonstrate the range of parking issues in the City of Burlington. The majority of the focus is centered on how residential parking is used, managed, and enforced currently in the three geographically specific target areas.

3.0 THREE SAMPLE AREAS

To better understand the range of residential parking issues in Burlington, the Advisory Committee selected three sample areas (shown in Figure 3.1) that demonstrated a representative sampling of neighborhood demographics, land uses, and built character in order to conduct a more detailed parking analysis. The consultant team conducted a parking inventory in these three sample areas and also analyzed their usage of on-street parking, residential permits, and driveway spaces and compared this to neighborhood demographics and land uses.

Sample Area 1 - Downtown South Union and Willard: This area is located in the eastern portion of the Downtown neighborhood and contains a diverse population, including young professionals, students, and visitors to local retailers and community centers. This area's proximity to both the downtown and to UVM make this location a high demand parking area for both residents and visitors. The area is 0.05 square miles in size and bounded by Pearl Street on the north, S Willard Street/VT 2 on the east, Main Street on the south, and S Union Street on the west. There are few parking restrictions and few meters.

Sample Area 2 - Downtown King Street: This area is located in the southwestern portion of the Downtown district and includes commercial blocks on Main Street and Battery Street. Unlike Sample Area 1, the area contains several higher density apartment buildings, many of which are rented by residents who are eligible for lower income housing through the Burlington Housing Authority. This area is 0.06 square miles in size and bounded by Main

Street on the north, S Winooski Avenue on the east, Maple Street on the south, and Battery Street on the west. There are few parking restrictions but meters are common.

Sample Area 3 - South Prospect and Summit: This area is located in the northern part of the Hill Section, surrounding Champlain College and just southwest of UVM's main campus. Unlike the other sample areas, this neighborhood consists largely of single-family homes, with sizeable setbacks from the road, and individual driveways on each parcel. Several roads loop or end in cul-de-sacs, resulting in a more suburban character. Many of the streets in this area currently have residential parking restrictions. Sample Area 3 is 0.11 square miles and bounded by Main Street on the north, S Prospect and Robinson Pkwy on the east, Cliff Street on the south, and S Willard Street on the west. There are no meters but parking restrictions are common.

FIGURE 3.1 MAP OF THE THREE SAMPLE AREAS



3.1 | SAMPLE AREA POPULATION

The population in each sample area ranged between 772 to 1094 people, based on 2010 Census data. Sample Area 1 had the highest population and Sample Area 3 had the fewest, as shown in

Figure 3.3. The population density is somewhat correlated with the total number of people in each of the sample areas, although Sample Area 3 is far less dense than the other two. Sample Area 3 was also the largest study area, nearly twice the size of the other two sample areas.

Figure 3.4 shows the variation in population density by block, with very few people living the core downtown, but several dense residential blocks in areas surrounding it, particularly in Sample Area 1. All three sample areas have a higher population density than the overall average for the city, which is 4,003 people per square mile. Sample Area 1 had the highest population density at 20,260 people per square mile, which is five times the average for the City of Burlington.

FIGURE 3.3 POPULATION AND POPULATION DENSITY

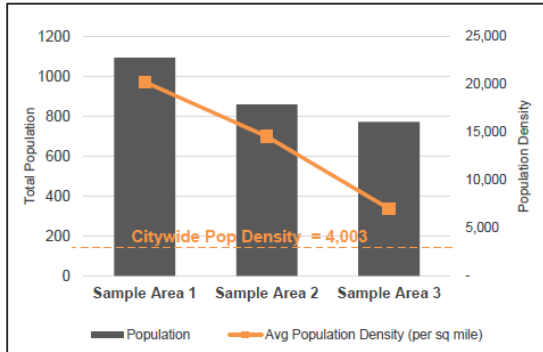


FIGURE 3.2 SAMPLE AREA (SQ MILES)

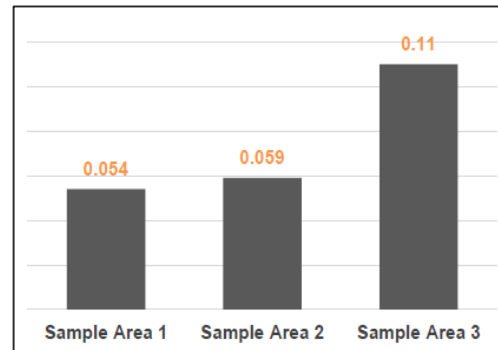
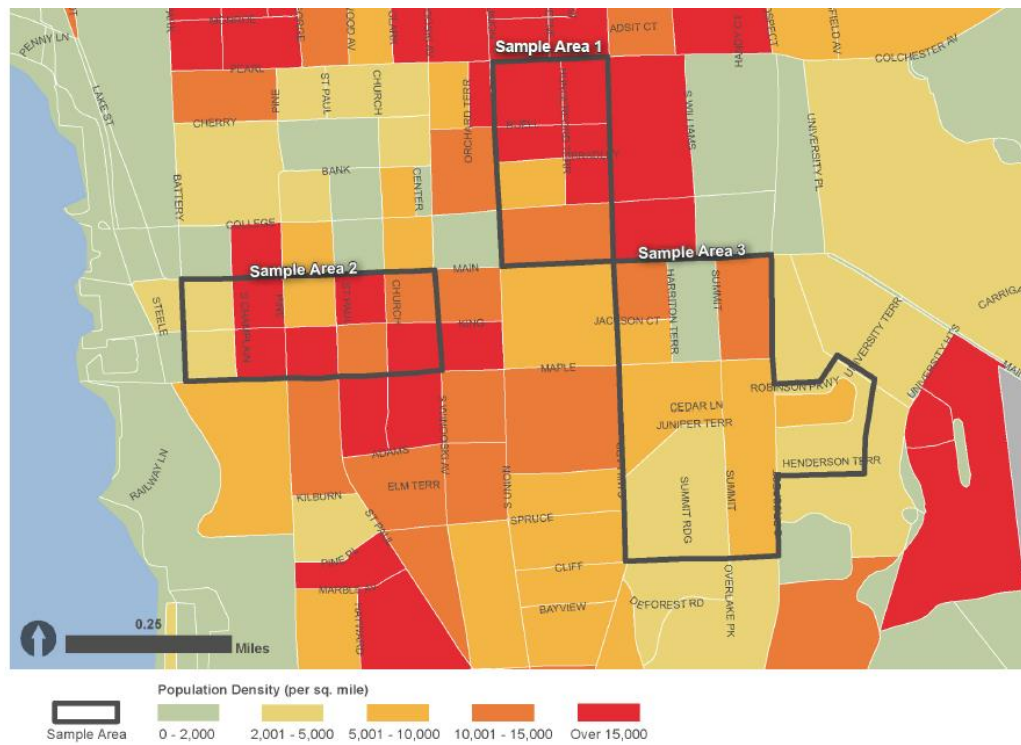


FIGURE 3.4 POPULATION DENSITY, BY BLOCK (PER SQ MILE)

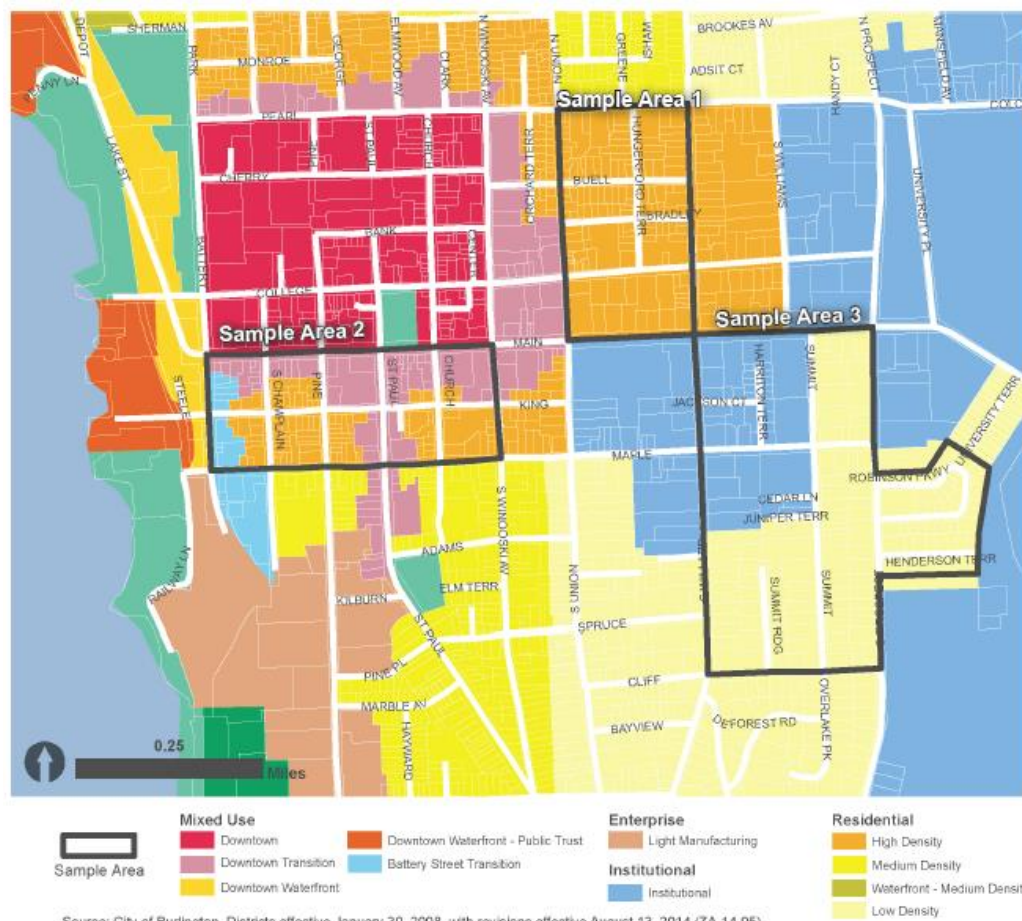


3.2 | ZONING AND LAND USE

The three sample areas varied in their zoning designations and land uses. Sample Area 2 is the only study area containing mixed-use commercial zoning, while Sample Area 3 has a substantial portion zoned Institutional. Sample Area 1 is zoned entirely for high density residential, whereas much of Sample Area 3 is zoned for low density residential south of Juniper Terrace and east of Summit Street.

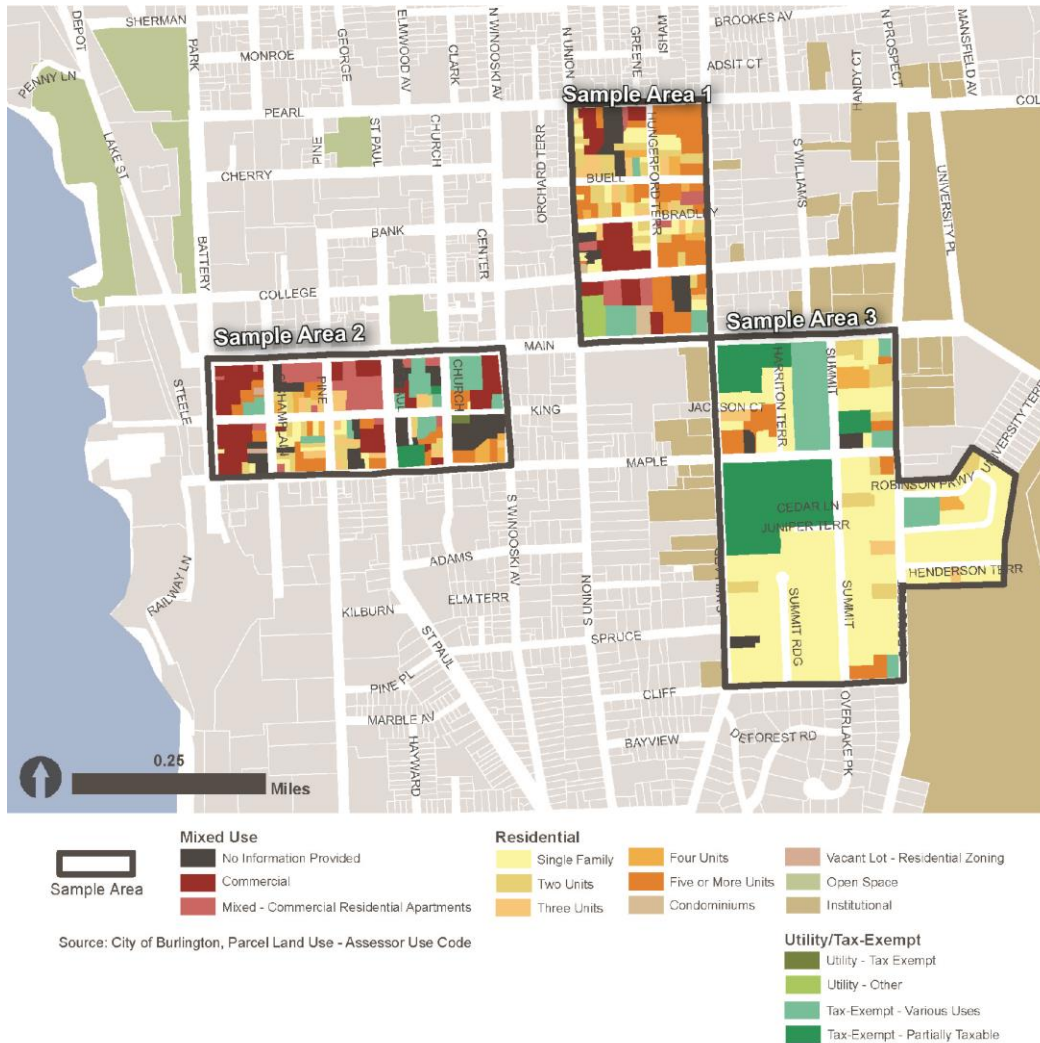
In looking at the more fine-grained land uses by parcel, Sample Areas 1 and 2 have a much greater diversity in land uses. Shown in Figure 3.6, in Sample Area 1 the residential parcels vary greatly, with single-family homes directly adjacent to apartments with five or more units. Sample Area 2 has a much greater proportion of commercial uses, particularly along Main Street (retail, dining, and the Flynn Theater) and fronting on Battery (retail, commercial office, and dining). Sample Area 3 is predominantly single-family south of Juniper Terrace and east of Summit, with large pockets north and south of Maple Street dedicated to institutional and residential buildings for Champlain College.

FIGURE 3.5 ZONING



Block sizes also vary between the sample areas. Longer blocks without any street crossings are perceived to be farther distances than the same distance of blocks that are bisected by several street crossings. Sample Area 2 has uniform 400 foot by 400 foot blocks, which equates to roughly a 15-minute walk along each block. Sample Area 1 has blocks that range between 370 feet and 920 feet along College Street. Sample Area 3, with its dead-end streets, has blocks that range between 400 feet and 1,560 feet along Summit Street.

FIGURE 3.6 LAND USE (ASSESSOR USE CODE)



3.3 | HOUSING UNITS

Based on 2010 Census data, the number of housing units in each sample area is generally consistent with population density, where Sample Area 1 has the highest number of housing units (467 units). Sample Area 2 has the highest vacancy rate out of the three study areas, with nearly double that of Sample Area 1, while Sample Area 3 had the lowest vacancy rate.

Champlain College buildings and their residence halls fill up a large portion of the northwest blocks in Sample Area 3, which skew the total housing unit count in the census data. For the residential blocks south of Juniper Terrace and east of Summit Street, the number of housing units here are higher due to the larger block sizes in this area as compared to Sample Area 1 and 2.

FIGURE 3.7 HOUSING UNITS (2010 CENSUS)

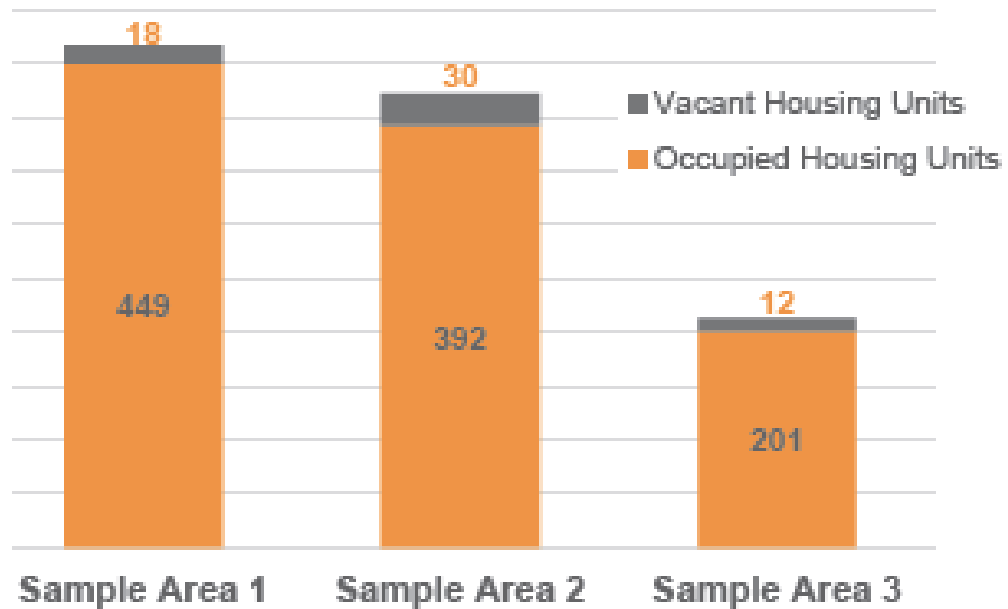
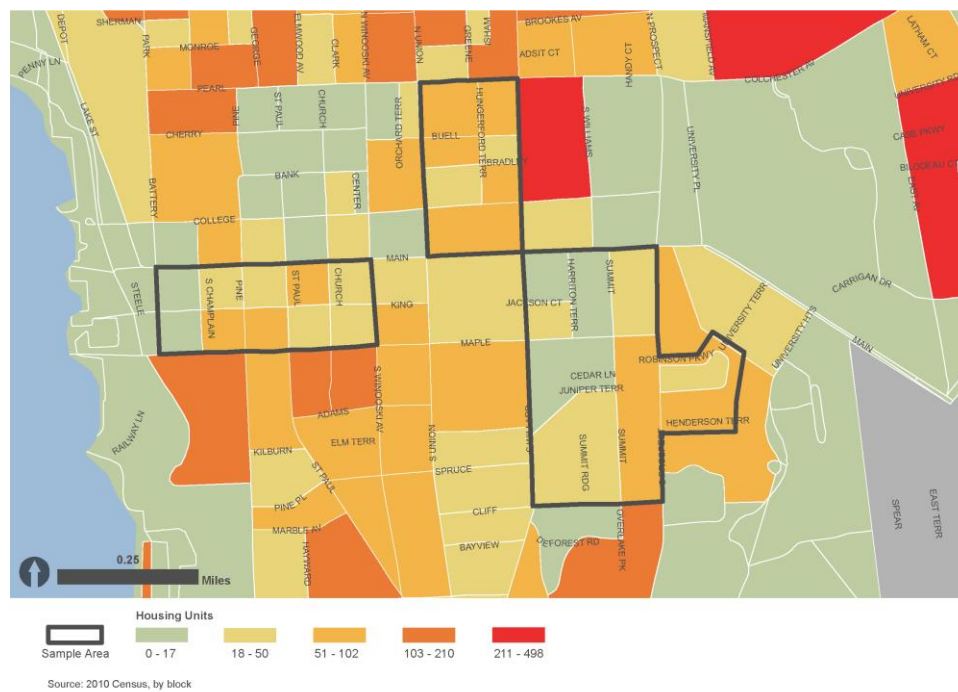


FIGURE 3.8 HOUSING UNITS, BY BLOCK (2010 CENSUS)



3.4 | HOUSING TENURE

Based on 2010 Census block data, which separates housing tenure by three categories (owned with mortgage, owned free and clear, and rented), Sample Areas 1 and 2 contain a substantial proportion of rental housing, where rental housing constitutes over 80% of all housing on most blocks, based on 2010 Census block data. Sample Area 3 is more evenly split between rental and owned housing units, although a considerably higher number of the homes in the neighborhood are owned without mortgage (17%) compared to the other study areas. The only blocks in Sample Area 1 and 2 which have less than a 75% rental housing rate are those that are largely commercial. This is in contrast with the single-family blocks south of Juniper Terrace and east of Summit Street that are over 75% owner occupied.

FIGURE 3.9 RENTAL HOUSING (%), BY BLOCK (2010 CENSUS)

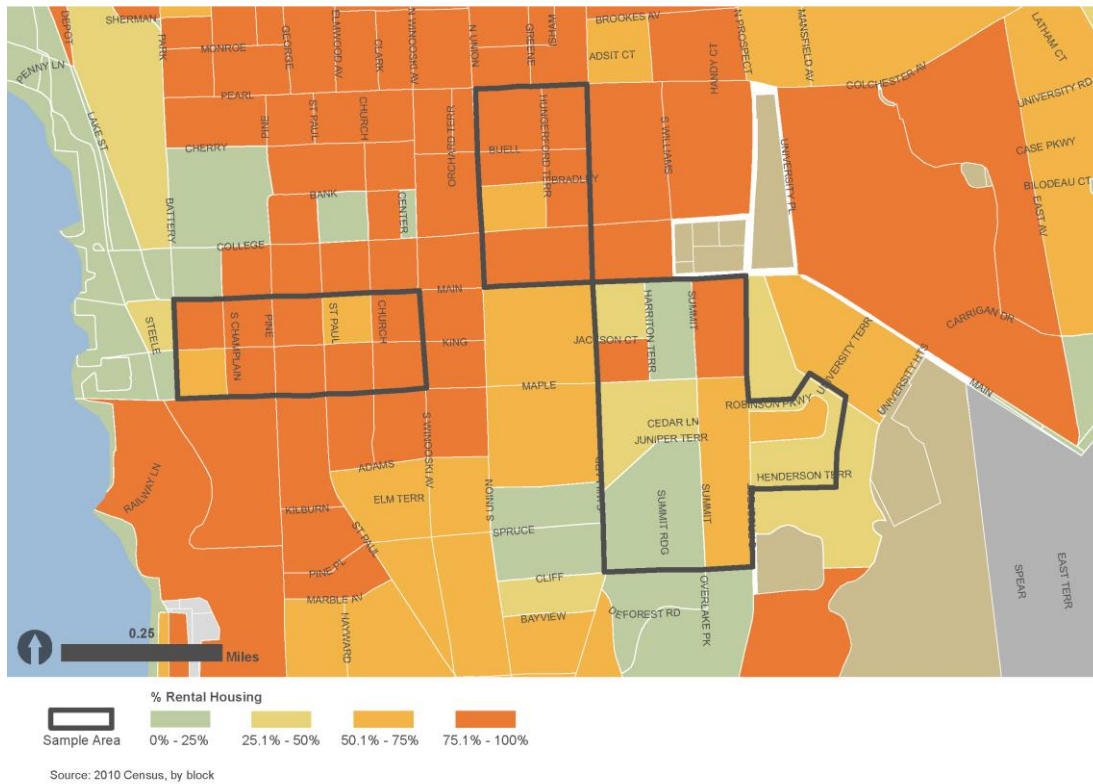
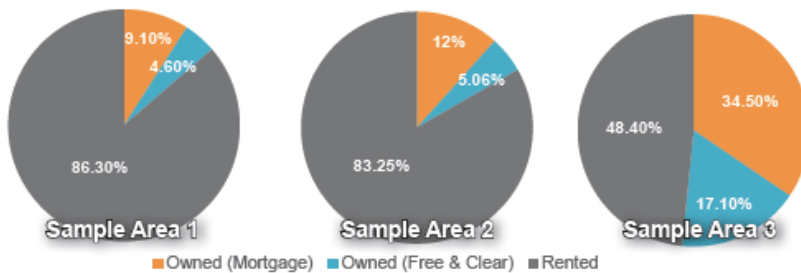


FIGURE 3.10 RENTAL VS. OWNERSHIP (2010 CENSUS)



3.5 | ON-STREET PARKING

There are a total of 868 on-street parking spaces within the three sample areas. During the parking inventory count on September 25, 2014, the consultant team was on-site to record the total number of on-street parking spaces on each block, as well as its hourly occupancy rate for three time periods: 7am to 8am; 11am to noon; and 5pm to 6pm.

Based on the parking inventory, Sample Area 2 has the largest on-street parking supply (366 spaces), while Sample Area 1 has just a little more than half that amount because many of the blocks allow on-street parking only on one side. Figure 3.11 maps the locations of on-street parking in the three sample areas, as well as their total supply of parking spaces.

FIGURE 3.11 ON-STREET PARKING SUPPLY

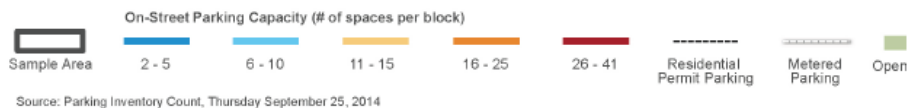
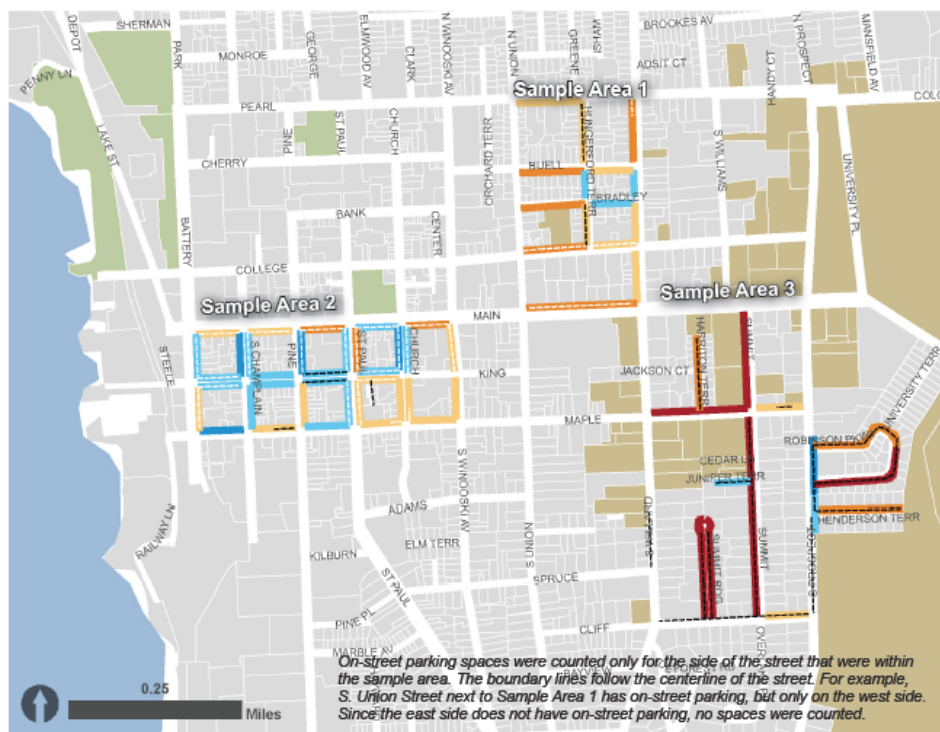


FIGURE 3.12 TOTAL ON-STREET PARKING SUPPLY

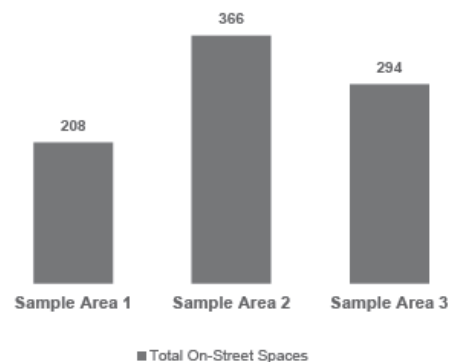


Figure 3.13 maps the locations of the various types of meters and residential permit parking in the greater downtown area. On the day of observation, meters were in effect throughout the City between 8 AM and 6 PM. The more commercial streets in Sample Area 1 are lined with 10-hour meters, in contrast with Sample Area 2, which has a significantly greater number of 3-hour meters.

FIGURE 3.13 PARKING RESTRICTIONS: METERED AND RESIDENTIAL PERMIT PARKING

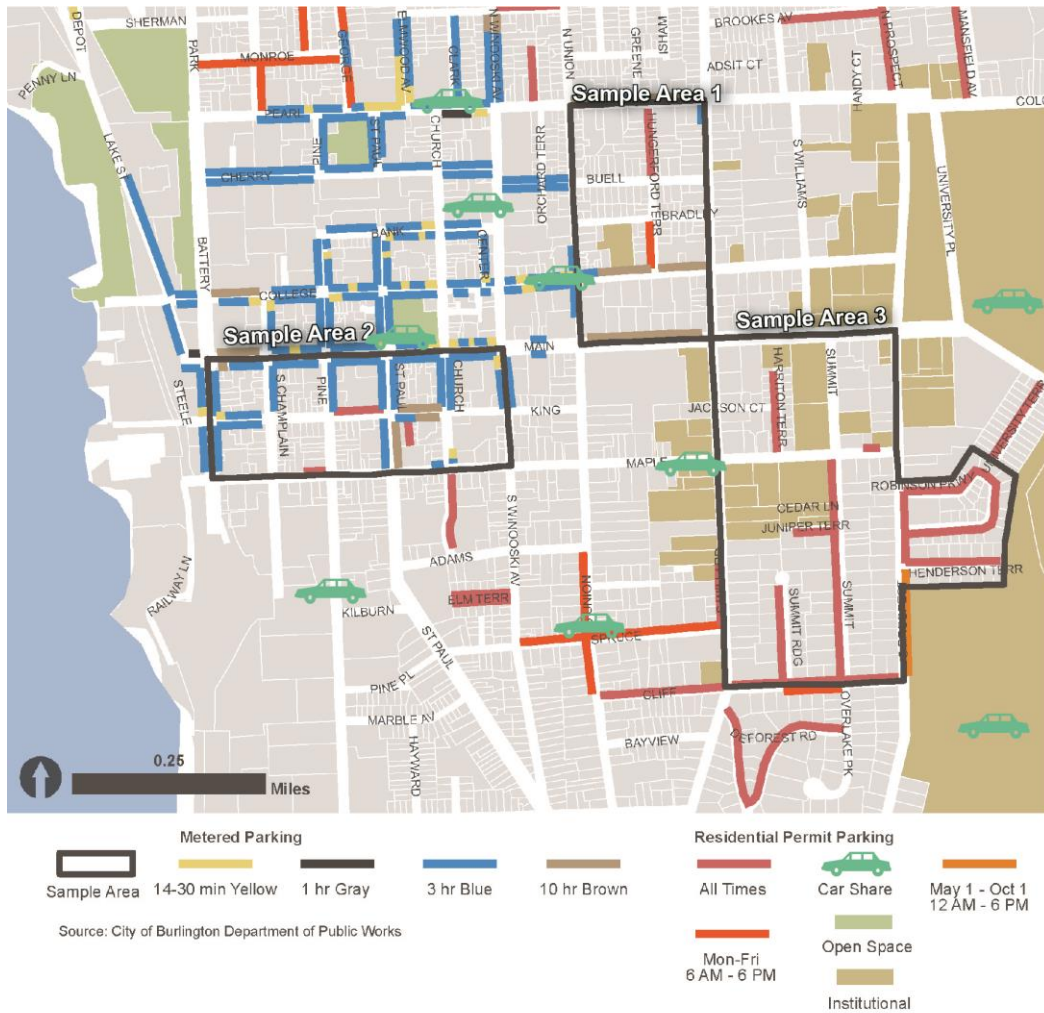
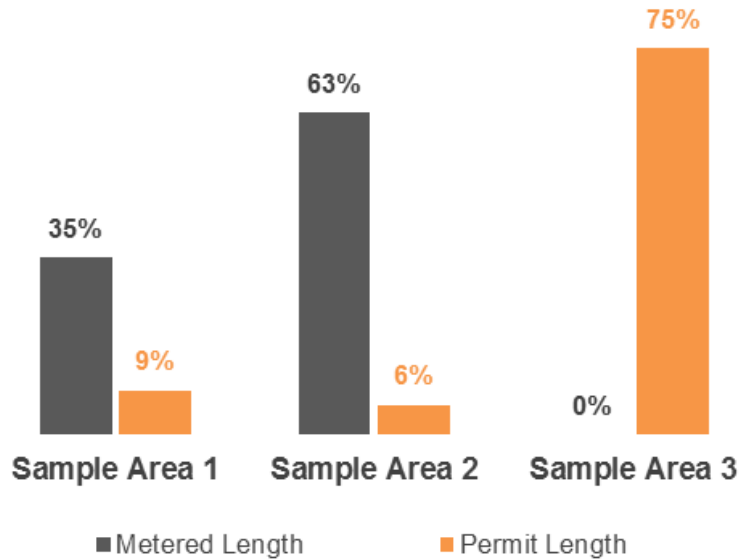


FIGURE 3.14 PARKING RESTRICTIONS: PERCENTAGE OF PARKING THAT IS METERED OR PERMITTED



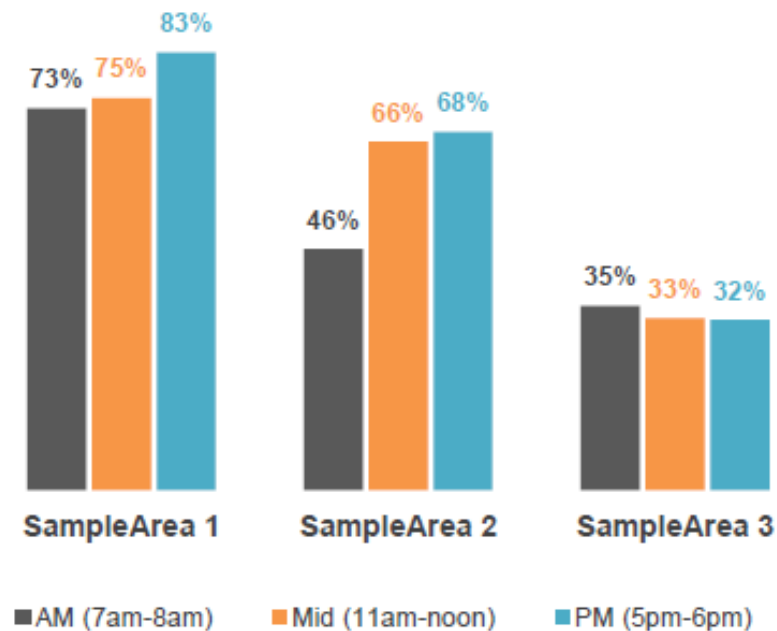
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shows the percentage of on-street parking that contains a meter or RPP restriction in each sample area, both metered parking and permit-only parking. (This estimate is based on measured curbside length and does not subtract for curb cuts.)

Parking restrictions can influence which on-

street parking blocks are more highly utilized. Sample Areas 1 and 2 have relatively few residential permit restrictions, but have metered spaces. Sample Area 2 has nearly 1.3 miles of metered on-street parking located over 20 blocks. On-street parking in Sample Area 3 is 75% residential and there are no metered spaces.

FIGURE 3.15 ON-STREET PARKING UTILIZATION (SEPTEMBER 25, 2014)



Sample Area 1 had the highest on-street parking utilization observed during the inventory, averaging 77% occupancy over the course of the day, with higher rates in the late afternoon/evening than during the day. Sample Area 2 and 3 averaged 60% and 33% occupancy, respectively, over the course of the day. Sample Area 2 experienced higher rates of on-street parking during midday and late afternoon/evening than in the early morning, suggesting that many of the people parking there live outside the area. Sample Area 3 had a fairly consistent occupancy rate throughout the day, with only a third of the on-street spaces occupied during the three count periods.

The blocks with meters or permit parking generally had lower utilization rates than blocks that did not have any restrictions. Sample Area 1 had the highest on-street parking utilization out of the three sample areas and the least amount of restricted parking supply.

BEFORE WORK (7AM TO 8AM)

The parking inventory from this time period accounts for parking occupancy before metered parking restrictions go into effect.

- Sample Area 1: The on-street parking in the mostly residential blocks on and north of Bradley Street are over 80% occupied before work, including the resident parking-only block on Hungerford Terrace between Buell Street and Pearl Street. The permitted section just south two blocks is less than 30% occupied, as are the metered spaces.
- Sample Area 2: The on-street parking on largely residential blocks are all over 60% occupied, with many over 80% occupied during this period. The commercial blocks, including much of Main Street, Battery Street, and St. Paul Street, are largely unoccupied in the early mornings, despite no overnight meter fees and proximity to fully occupied residential blocks.
- Sample Area 3: Much of the curbside parking is largely unoccupied during the morning period, with the exception of northern Summit Street and eastern Maple Street, which have few if any restrictions on them. Maple Street between S Willard Street and Summit Street does not have residential permit restrictions and remained less than 30% occupied.

FIGURE 3.16 ON-STREET PARKING UTILIZATION (7 AM-8 AM)



MIDDAY (11AM TO NOON)

The counts from this time period account for the typical weekday parking situation, with meters and residential parking restrictions in effect, with the exception of nighttime resident-only restrictions.

- Sample Area 1: Blocks that were over 80% occupied in the morning remained full and other blocks also became more heavily utilized particularly towards S Willard Street, with the exception of metered parking on Main Street, which remained mostly available.
- Sample Area 2: The overall utilization increased midday, with metered parking at least partially filled, with the heaviest utilization along St. Paul Street and around TD Bank and the Flynn Theater. In general, unrestricted streets were more heavily occupied than metered sections, particularly on commercial blocks.
- Sample Area 3: Two segments became more heavily occupied during the daytime: Harrington Terrace and S Prospect Street, despite being resident-only parking at all times. Similarly, restricted blocks on Robinson Parkway and Cliff Street went from between 31% and 60% occupied in the morning to less than 30% occupied during the midday. Unrestricted portions of Summit Street and Maple Street remained heavily used. All other blocks remained largely unutilized.

FIGURE 3.17 ON-STREET PARKING UTILIZATION (11 AM–NOON)



AFTER WORK (5PM TO 6PM)

The counts from this time period account for vehicle occupancy just after normal work hours.

- **Sample Area 1:** In the last hour of metered time, demand for metered on-street parking increased on College Street and Main Street after work, likely due to its proximity to the YMCA and City Market. The on-street parking in blocks on and north of Bradley remained over 80% occupied, as they had been since the morning, while the permitted block between Bradley Street and College Street was 60% occupied.
- **Sample Area 2:** There is a slight increase in overall on-street parking utilization after work, with greater demand for the metered spaces on Battery Street and Main Street. In contrast, many of the residential blocks that were heavily occupied in the morning and midday are utilized less during this period, though the permit-restricted block is over 60% filled.
- **Sample Area 3:** S Prospect Street parking reverts to being largely available, while mostly unrestricted portions of Summit Street and Maple Street are over 80% occupied. One striking difference is Summit Ridge, a residential cul-de-sac street, jumped from over 70% available midday to over 80% occupied after work, mostly on the west side. This may be an anomaly due to one or more residences having a larger number of guests than usual.

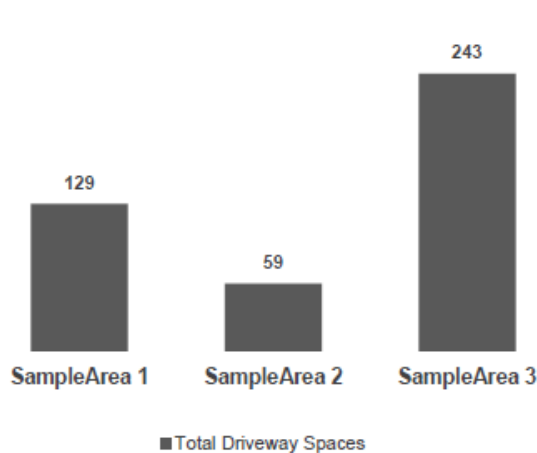
FIGURE 3.18 ON-STREET PARKING UTILIZATION (5 PM-6 PM)



3.6 | DRIVEWAYS

Driveways are important features in studying residential parking because their presence indicates that some or all of the residents have the ability to park off-street and on their private property, and therefore may not need to apply for a parking permit.

FIGURE 3.19 ESTIMATED DRIVEWAY SPACES



The consultant team collected parking inventory counts on Thursday, September 25, 2014 and estimated the number of driveway spaces and their utilization. In some locations, spaces were not clearly defined by striping, and the team took their best guess at estimating how many vehicles would fit in a given residential driveway. **Error! Reference source not found.** shows the variation in the amount

of driveway spaces within each sample area, with Sample Area 3 containing nearly double the amount of driveway spaces as in Sample Area 1 and four times more driveway spaces than Sample Area 2.

Sample Area 1 had the highest average utilization of driveway spaces, with more than 75% of their spaces occupied in the morning and midday periods. Driveways in Sample Areas 2 and 3 were less well-utilized, at 54% and 46% respectively, with a dip in occupied driveways during the midday period.

Figure 3.21 shows the blocks that contain residential driveways and the number of curb-cuts along each block face. For the most part, Sample Area 3 had longer block faces and a correspondingly higher number of curb cuts, particularly on Summit Street and Summit Ridge. In Sample Areas 1 and 2, the blocks with more single-family homes had a higher number of curb-cuts for driveways, but also were not restricted by meters or residential permits. Sample Area 3 contained a higher number of single-family homes with driveways, but also had curbside parking that was largely restricted by residential permits.

FIGURE 3.20 APPROXIMATE DRIVEWAY SPACE UTILIZATION

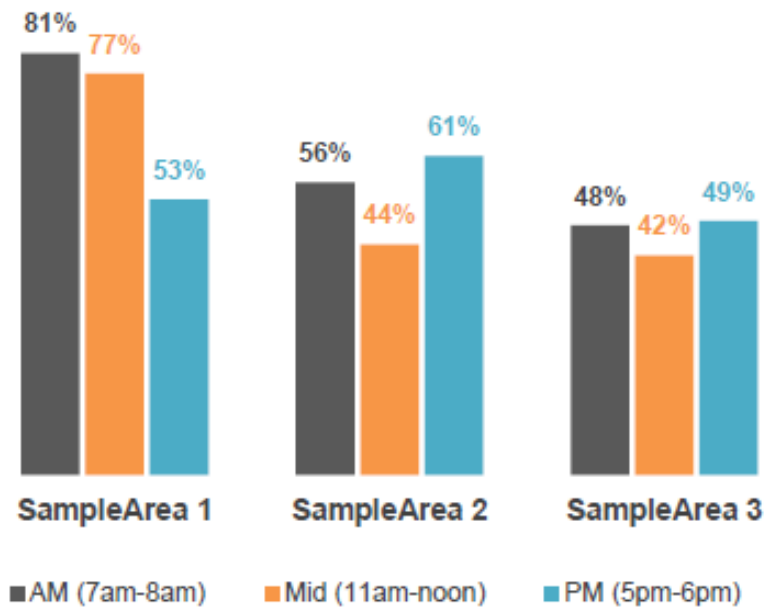
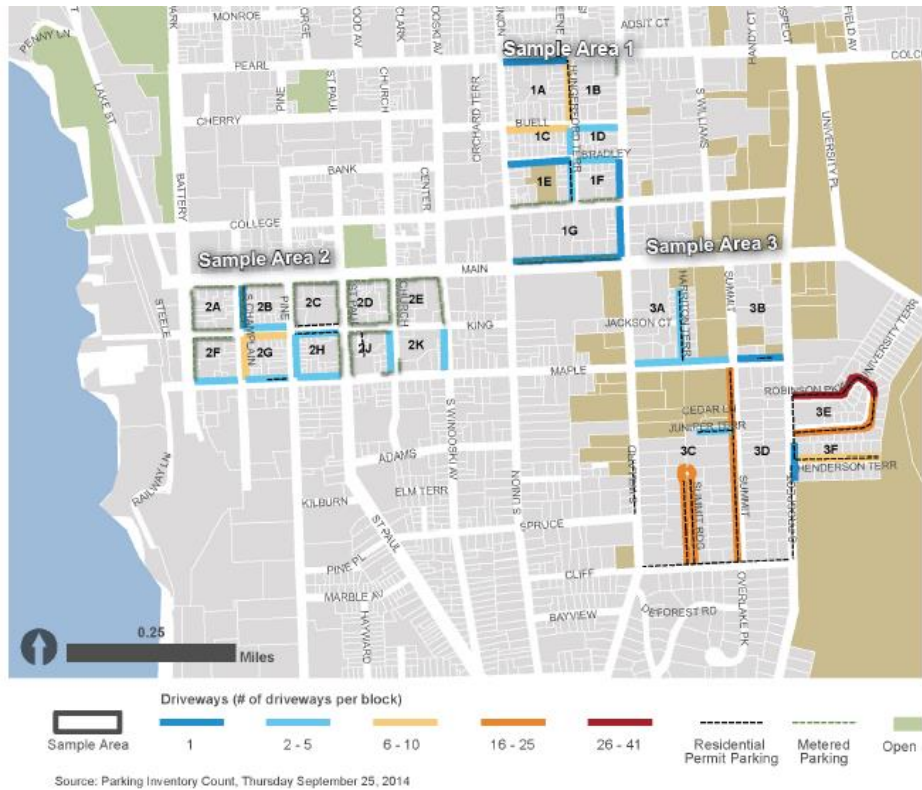


FIGURE 3.21 DRIVEWAY CURB CUTS PER BLOCK

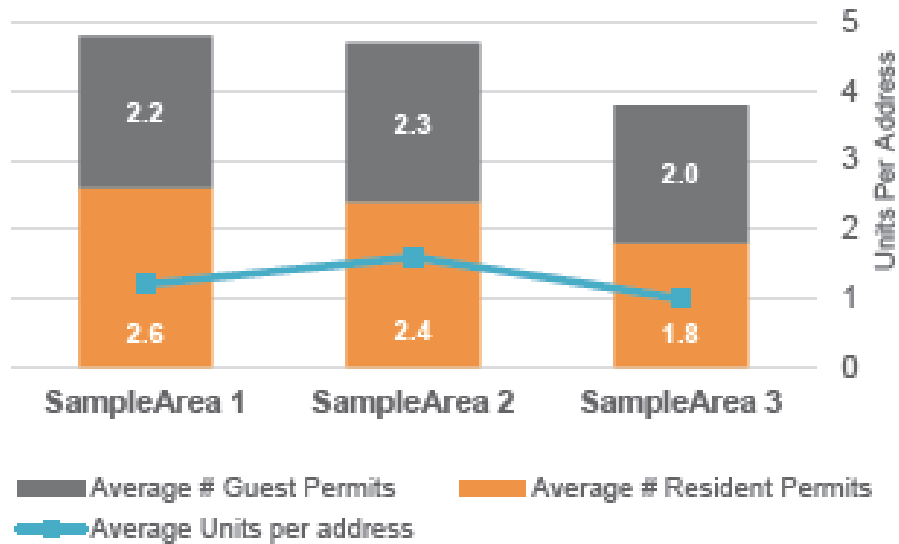


3.7 | RESIDENTIAL PERMITS

The consultant team analyzed residential parking permit data provided by the Burlington Police Department for permits issued during the period of January 2013 through the end of December 2013. The information provided the number of resident and guest permits issued and resident type by address. Although some blocks require permits for parking on-street, residents who live there do not necessarily apply for on-street parking, such as on the north end of Hungerford Terrace. This may be because the residents do not own vehicles or they have sufficient off-street options available, such as driveways, parking lots, or garages.

Figure 3.23 shows the number of resident and guest permits issued by address. Some addresses contain several apartment units, which accounts for why there are parcels that contain upwards of six permits.

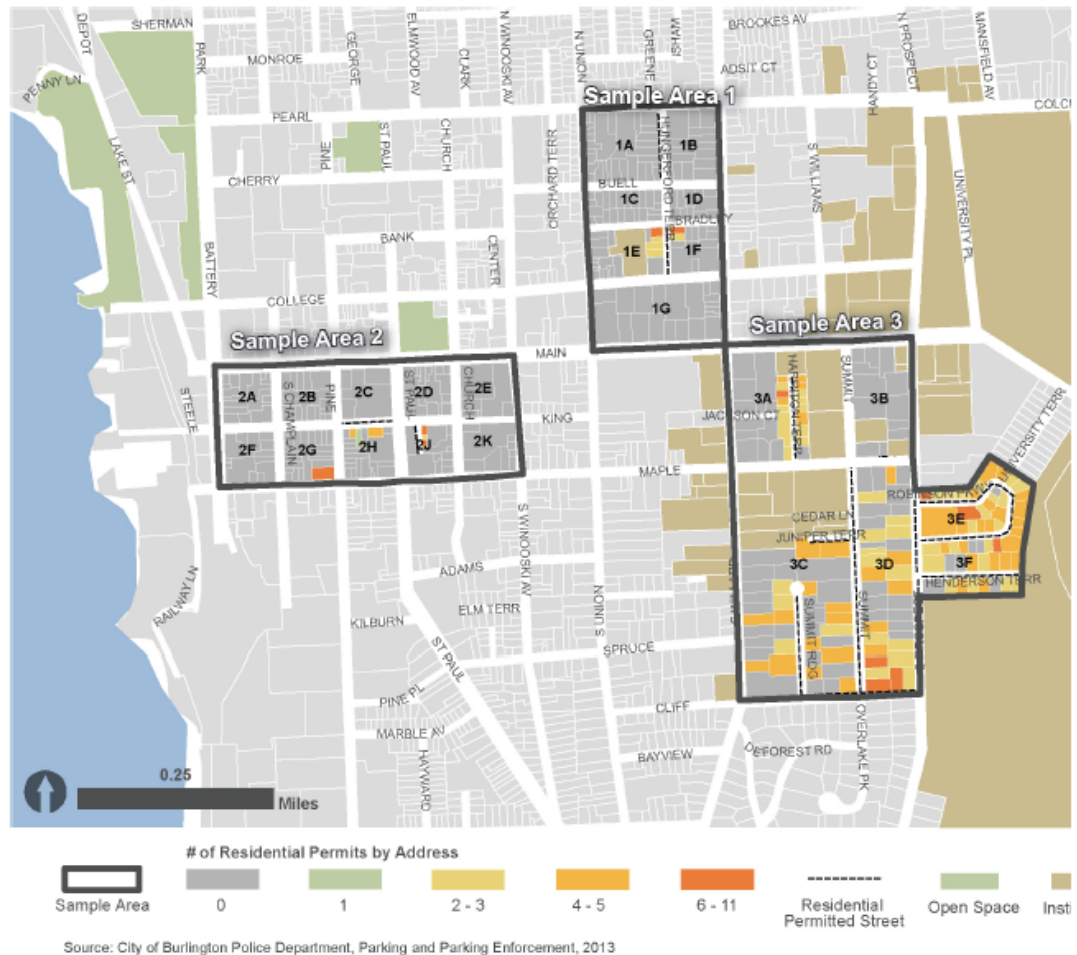
FIGURE 3.22 AVERAGE PERMITS ISSUED BY ADDRESS



For addresses that are on permit restricted streets.

- Sample Area 1:** This area requires parking permits only along Hungerford Terrace, totaling approximately 792 feet in permitted length, with on-street parking allowed only on the west side. The permit holders include a mix of owners, student renters and non-student renters, and among the permit-holders, the average residence holds 2.6 resident parking passes and 2.2 guest parking passes per address.
- Sample Area 2:** This area requires permits on three block segments. In total, this area has 680 feet of permitted parking length. The permit holders are predominantly renters. The average residence holds 2.4 resident permits and 2.3 guest parking permits per address.
- Sample Area 3:** This area has the most extensive residential parking permit program, with a total of 8,775 feet of permitted parking length in the sample area. The permit holders are primarily owners, with some renters, and a combination of both owners who live on-premises with renters. The average residence holds 2 resident parking passes and 1.8 guest parking permits per address.

FIGURE 3.23 RESIDENTIAL PERMITS, BY ADDRESS



As shown in Figure 3.24, Sample Area 3 has the greatest amount of residential parking permits issued out of the three study areas; this correlates with Sample Area 3 also having the highest supply of permitted on-street parking spaces. In Sample Areas 1 and 2, the number of resident and guest permits issued are roughly equal, with slightly more resident permits than guest. Sample Area 3 has a slightly larger share of guest permits than resident permits.

FIGURE 3.24 RESIDENTIAL PERMITS ISSUED, BY TYPE

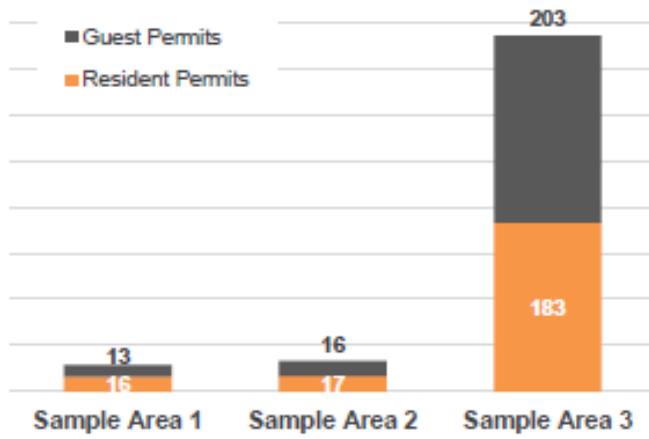


Figure 3.25 shows the amount of permits issued, both guest and resident over the total supply of on-street parking spaces in each sample area. All of the sample areas have issued more residential parking permits than there is supply of permitted on-street spaces, with the largest parking disparity in Sample Area 2 and a larger absolute difference in Sample Area 3.

FIGURE 3.25 PERMITTED ON-STREET PARKING: SUPPLY VS. PERMITTED

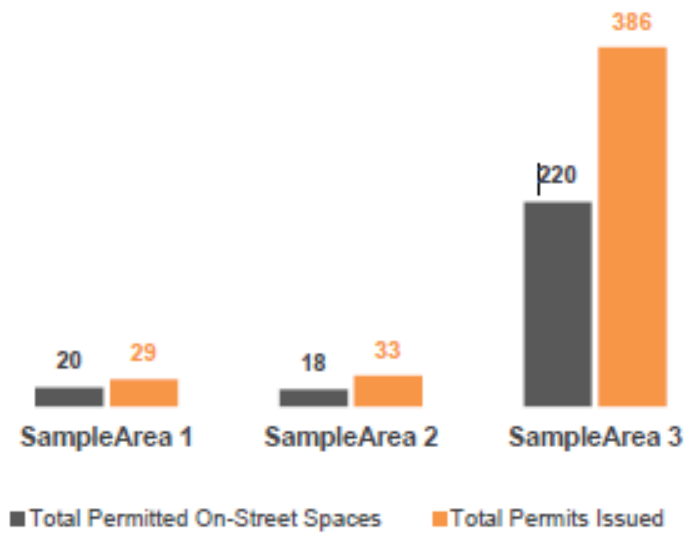
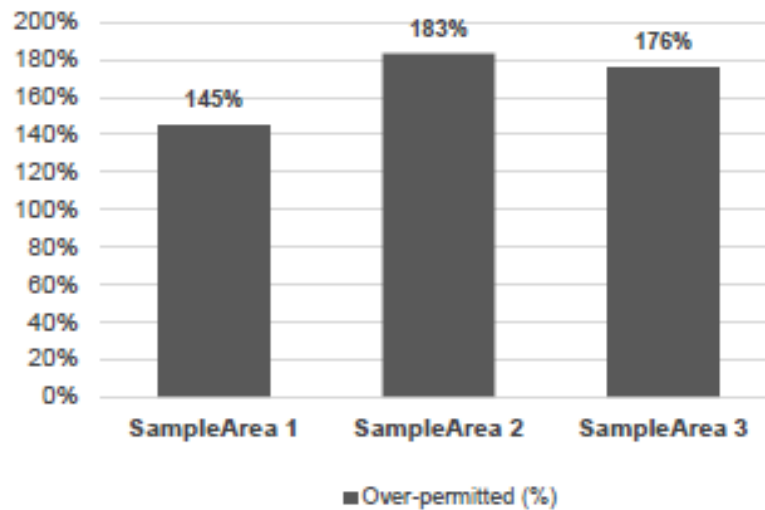


FIGURE 3.26 OVER-PERMITTED (%): SUPPLY VS. PERMITS ISSUED



3.8 | CARSHARE VERMONT

The Car Share Vermont (CSVIT) locations benefit the city by increasing access to automobile transportation for the people of Burlington while decreasing the number of automobiles per household. There are nine total car share locations surrounding the sample areas, with eight located within walking distance of multiple sample areas. While there are no car share pods currently inside the three sample areas, there are four car share locations within a thousand feet of each sample area and three directly across the street from a sample area location. With several car share pods located less than a five-minute walk away for residents in each sample area, car share offers a viable option for students and other residents in the area.

CSVIT provided car share utilization data from January 1 to November 3, 2014 that revealed a fleetwide average utilization of nearly seven hours per day. Shown in Figure 3.28, the car share vehicles adjacent to Sample Areas 1 and 2 were utilized for more hours on average than the pod located next to Champlain College in Sample Area 3. Car share members could reduce the parking burden in the sample areas by relying on car share vehicles for short-term, local trips, as opposed to adding additional vehicles to a residence.

FIGURE 3.27 CAR SHARE VERMONT

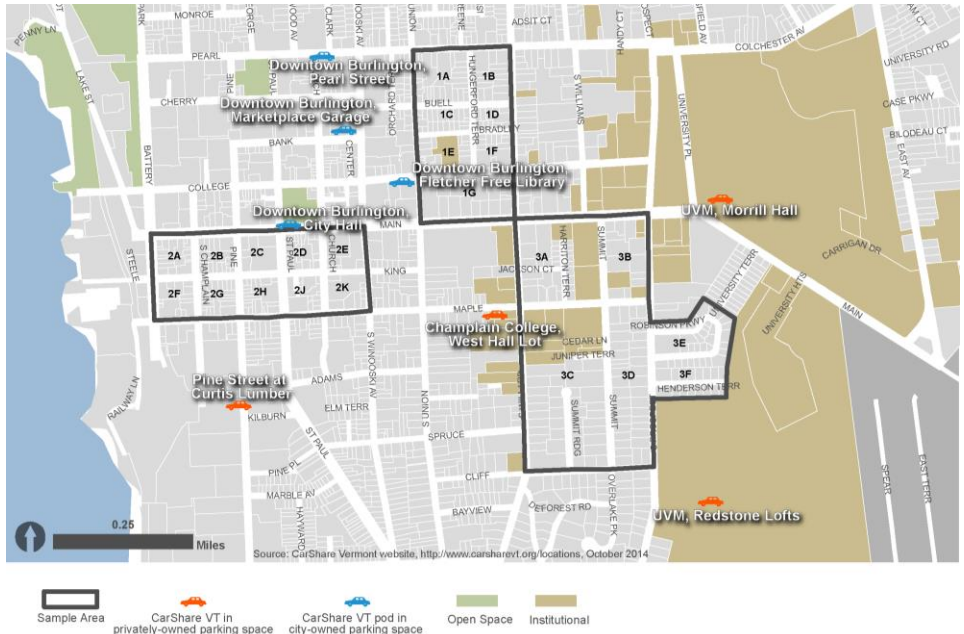
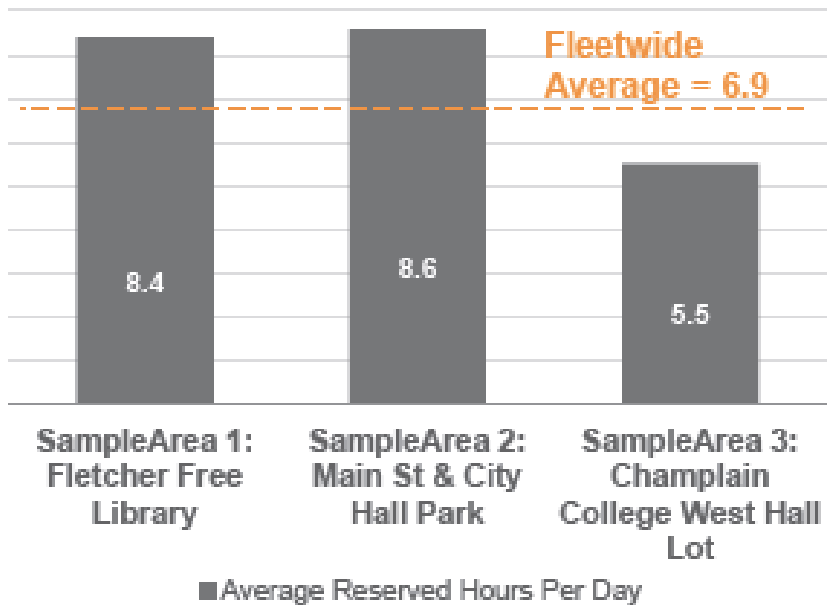


FIGURE 3.28 CAR SHARE POD YEAR-TO-DATE UTILIZATION



3.9 | SUMMARY FINDINGS

The three sample areas represent three neighborhoods with different characters. Sample Area 1 is the most dense and Sample Area 3 is the least dense. Sample Areas 1 and 2 have a mix of commercial, single family, and multi-family buildings and are zoned high density residential or downtown transition. On the other hand, Sample Area 3 is mostly single-family homes and is zoned low density residential. Sample Areas 1 and 2 are mostly renter-occupied while Sample Area 3 is approximately half owner-occupied. All three areas had little vacancy. On-street parking in Sample Area 2 is mostly metered and is part of the downtown while on-street parking in Sample Area 3 is mostly restricted by RPP and is more influenced by the institutions. Figure 3.29 summarizes the sample areas' characteristics and the study's findings.

FIGURE 3.29 SUMMARY OF SAMPLE AREAS AND FINDINGS

| | <i>Sample Area 1</i> | <i>Sample Area 2</i> | <i>Sample Area 3</i> |
|----------------------------------|---------------------------------------|--------------------------------------|-------------------------|
| <i>Population Density</i> | Highest | | Lowest |
| <i>Land Use</i> | Commercial, Single and Multi- Family | Commercial, Single and Multi- Family | Mostly Single Family |
| <i>Zoning</i> | High Density Residential | High Dens. Res/ Downton Transition | Low Density Residential |
| <i>Nearby Parking Generators</i> | Downtown/ Institutions | Downtown | Institutions |
| <i>Home Ownership</i> | 14% | 17% | 52% |
| <i>Vacancy</i> | Low vacancy in all three Sample Areas | | |
| <i>Metered Spaces</i> | 35% | 63% | 0% |
| <i>Res. Permit Spaces</i> | 9% | 6% | 75% |
| <i>Utilization</i> | ~80% | ~60% | ~35% |
| <i>Res. Permits Issued</i> | 29 | 33 | 368 |
| <i>Over-Permitted</i> | 145% | 183% | 176% |

In all of the areas studied, streets with some type of restriction, metering or RPP, tended to have lower utilization than the unrestricted nearby streets. Sample Area 3 tended to have the lowest utilization even though it was the most over permitted. This is largely because residents in this area are able to park in their driveways or garages, and the other two areas have few streets with residential permit restrictions. Sample Area 3 residents may have a residential pass, but they may not use it frequently. There is also little demand for parking in this area beyond the institutions. Alternatively, the other two Sample Areas, especially 2, are close enough to the downtown area that their streets may serve downtown demand as well as residential demand. Additionally, the high density of residences in Sample Areas 1 and 2 create more demand for parking than in the low density Sample Area 3.

- **Sample Area 1 - Downtown South Union and Willard:** This largely residential area has the highest average population density of the three sample areas and the majority of residents are renters. Sample Area 1 experienced the highest on-street parking utilization among the three areas studied, with over 80 percent of the residential on-street parking occupied throughout the day. The nearby Fletcher Free Library car share pod was also used for more hours per day than the average car share pod in Burlington, suggesting a demand for access to vehicles from this area. The findings are unsurprising given its proximity to downtown and UVM, combined with relatively few on-street parking restrictions.
- **Sample Area 2 - Downtown King Street:** Sample Area 2 has the greatest mix in land uses, with a combination of large commercial blocks and retail activity wrapping around the edges of a dense residential neighborhood. This results in an area that has demand for on-street parking at various hours of the day at varying locations. Most of the on-street parking on commercial blocks is metered with 3-hour limits, which helps create turnover and limits overall occupancy. However, blocks with few or no parking restrictions continue to experience higher utilization rates during the day. Despite the walkable urban grid character, there is a clear desire for people to park directly in front of their destination. In the parking inventory count, despite equal costs, metered blocks alternated between being nearly fully occupied and virtually fully available depending on time of day.
- **Sample Area 3 - South Prospect and Summit:** Sample Area 3 is located adjacent to UVM and includes Champlain College, but has a far lower average population density and number of housing units compared to the other sample areas. This neighborhood consists mostly of single-family homes, and residents generally have access to available off-street parking in individual garages and driveways. As a result, there remains ample available on-street parking throughout the day for those with resident or guest permits.

These sample areas were chosen because they represent typical neighborhoods in Burlington. The findings suggest that denser neighborhoods and neighborhoods near downtown will have higher parking utilization rates than less dense neighborhoods. Neighborhoods with long driveways and garages and a high percentage of residential permit restricted streets will tend to have lower on-street parking usage than unrestricted streets or places with less on-site residential parking.

SOURCES

- Property Active Permit Counts by Street. January 1, 2013 to December 31, 2013. Provided by John King, BPD. September 4, 2014.
- Resident Parking Permits & Guest Passes by Address. January 1, 2013 to December 31, 2013. Provided by John King, BPD. September 4, 2014.
- CarShare VT. <http://www.carsharevt.org/> and conversations with Annie Bourdon, Executive Director of CarShare Vermont, on 10/5/2014 and 11/3/2014.



This section compares the City of Burlington's residential parking program with those of four other cities that are similar in size, population, and have major institutions and universities.

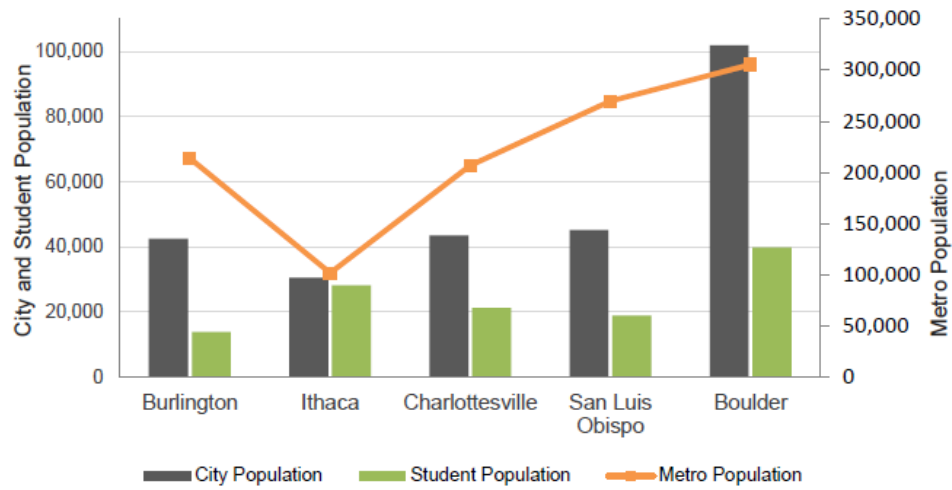
4.0 RESIDENTIAL PARKING BEST PRACTICES

This chapter summarizes the parking management strategies of other cities that were studied to highlight best practices in various innovative places around the country. Four cities were evaluated in further detail because they are comparable in population, size, and/or character to Burlington: Ithaca, New York; Charlottesville, Virginia; San Luis Obispo, California; and Boulder, Colorado. All four of these cities have active downtowns adjacent to large academic institutions and share similar residential parking challenges as Burlington.

Burlington has a population of 42,282 in the city and 213,700 in the metro area, covering 15.5 square miles. The city is home to three major institutions: University of Vermont (UVM), UVM Medical Center, and Champlain College. In 2014, the total student population was 13,788:

- UVM (2014): 11,329 total (9,958 undergrad and 1,371 graduate)
- UVM Medical Center: 459 medical students
- Champlain College (2014): 2000 students

FIGURE 4.1: COMPARISON OF BEST PRACTICE CITIES



4.1 | KEY LESSONS LEARNED

RESIDENT AND GUEST PERMIT COST

- **Burlington is unique in offering free residential parking permits.** Of all the cities studied, Burlington’s residential permit system is the only one that offers free permits for residents and guests. All four other cities evaluated charged an annual fee for resident permits.

FIGURE 4.2: RESIDENT AND GUEST ANNUAL PERMIT COSTS

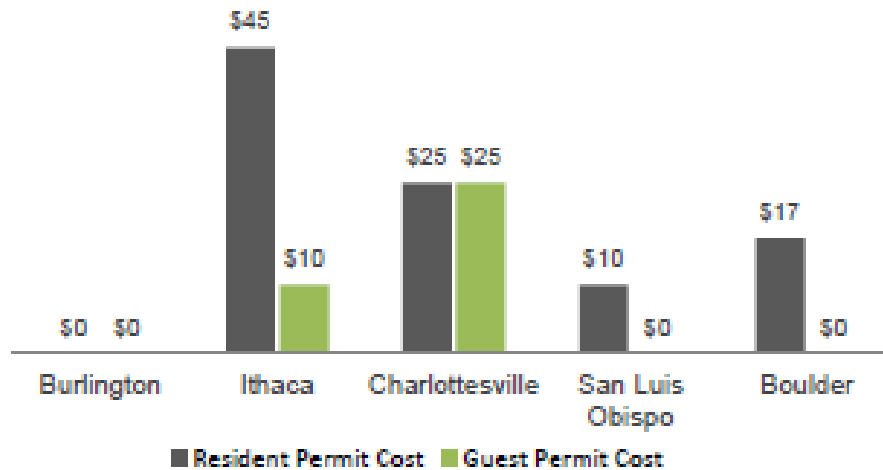


FIGURE 4.3: # OF RESIDENT AND GUEST PERMITS ALLOWED PER HOUSEHOLD OR UNIT

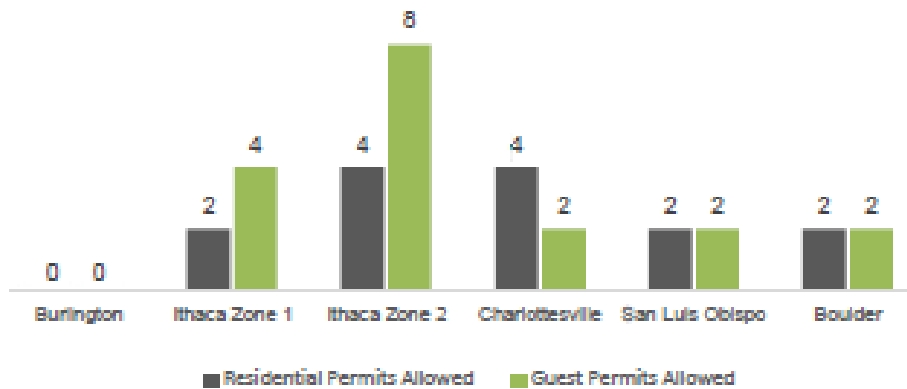
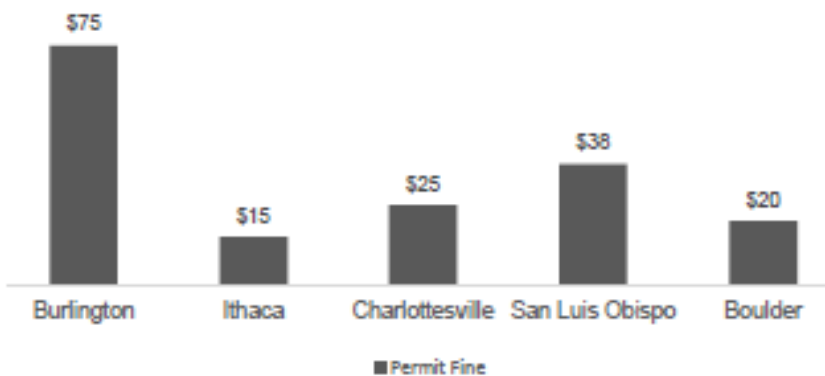


FIGURE 4.4: RESIDENT PERMIT VIOLATION FINES



NUMBER OF RESIDENT AND GUEST PERMITS ISSUED

- **Burlington is on par with other cities on number of permits issued per household.** The other cities in our best practices study also allowed for two to four resident permits per household or dwelling unit, and the majority allowed two guest permits per household or dwelling unit.

RESIDENTIAL PERMIT VIOLATIONS

- **Of the cities studied, Burlington has the highest fine for parking in a residential zone without a permit.** At \$75, Burlington’s residential permit violation is almost double that of San Luis Obispo’s (Figure 4.3). In 2013, the Burlington generated \$323,700 in resident parking violation fines.

RESIDENTIAL PERMIT HOURS

- **Although most cities limit parking during business hours on weekdays, each city varies in the specific times when residential permits are in effect.** The pricing is unrelated to the amount of time restrictions. For instance, San Luis Obispo permits, despite being the cheapest, offer the most time for residential parking restrictions, as they also limit parking on weekends.
- **Permit hours generally address local variation in parking demand.** Permit hours tend to reflect times when parking preference should go to residents. For instance, most cities give preference to residents during working hours on weekdays in response to an overflow of business and/or visitor vehicles that were using neighborhood streets as all-day parking areas. San Luis Obispo has eight different parking times for the different residential districts in order to address varying parking demand, as determined by the city traffic engineer.

Several cities allow for two-hour visitor parking in non-metered residential zones. Olympia, WA, Boulder, San Francisco, and Washington DC all allow free two-hour parking in residential zones that do not have meters so that visitors or students may make park for a limited amount of time to run an errand, pay a visit, or perform a task. Figure 4.5 shows a sign from Olympia that allows 2-hour parking in residential a zone.

| WHO GETS A RESIDENTIAL PERMIT? | | |
|---|---|--|
| In Burlington, VT: <ul style="list-style-type: none">• Homeowners, Renters, and Students• Guests of Residents  | In San Francisco, CA: <ul style="list-style-type: none">• Special permits for contractors, vanpoolers, medical and child caregivers In Pittsburgh, PA: <ul style="list-style-type: none">• Allows each business in a residential area one resident pass and one visitor pass. | In Boulder, CO <ul style="list-style-type: none">• Allows non-resident commuters to buy a permit for \$82 per quarter (\$328 per year) In Berkeley, CA: <ul style="list-style-type: none">• Does not have to be a guest of a resident. Visitor passes are \$2.25 for one day or \$23 for 14 consecutive days |

FIGURE 4.5: 2-HOUR PARKING DURING BUSINESS HOURS IN A RESIDENTIAL ZONE, FROM OLYMPIA, WA



ESTABLISHING RESIDENTIAL PARKING DESIGNATION

- **Several cities have a system of implementation for residential parking zones that involves a minimum resident participation requirement.** The city government also undergoes a formal process in order to approve the implementation of residential parking areas. Since parking regulations impact residents, citizen participation is essential. Endorsement from more than half of participating residents is generally required to support changes to the parking process in their communities.

WHEN IS A RESIDENTIAL PERMIT REQUIRED AND HOW LONG DO THEY LAST?

In Burlington, VT:

- Majority of residential parking prohibits non-residents from parking at all times.
- Residential Permits last 1 or 2 years from date of issue



In Washington, DC:

- Allows visitors to park for 2 hours free in one residential zone

In Ithaca, San Luis Obispo, Pittsburgh, Charlottesville:

- Have set expiration dates every year, based on the academic calendar

In Boulder, CO

- Allows 2-hour visitor parking near academic institutions and 3-hour visitor parking near downtown for businesses.

In San Francisco, CA:

- Allows part-year parking permits at a pro-rated rate

ADMINISTRATION AND ENFORCEMENT

- **Many college towns issue permits based on the academic calendar year.** From an administrative perspective, it is easier to have all permits expire at the same time every year. For example, Ithaca’s parking permits are good from August 1 through July 31. Charlottesville issues their permits beginning on September 1.
- **Residential permits are enforced by patrolling the streets and issuing fines to vehicles in violation.** Several cities studied also issue a residential permit similar to Burlington, with a bumper sticker or a pass in the car that is numbered and coded by zone or street, which allows officers to easily recognize when a vehicle is illegally parked. Officers will leave a ticket with the illegally parked vehicle. Towing is also an option, but, if the illegally parked vehicle is a guest of a resident, a vehicle may be towed unnecessarily.
- **Some cities issue residential permits that are directly tied to the vehicle, while others are tied to the owner and can be transferred between vehicles.** For example, Ithaca’s database allows police to use license plate recognition to identify whether a car is permitted or not simply by driving past them. This technology enables easier enforcement of permit parking. San Luis Obispo allows residents to transfer their permit between vehicles. A system like Ithaca’s enforcement through an electronic database of vehicles registered with a permit would not be possible for transfer between vehicles.
- **Charlottesville has an owner-agent system for student parking permits.** By allowing the option to give property owners a number of permits for distribution to their tenants, the city gives owners increased responsibility and does not have to account for student permits.

WHAT DOES A RESIDENTIAL PERMIT LOOK LIKE?

In Burlington, VT:

- A bumper sticker that expires in 1 to 2 years from date of issue
- A windshield guest pass that expires in 1 to 2 years from date of issue



In Ithaca, NY:

- Assigns a permit to a unique vehicle license plate number and uses license plate readers for permit enforcement.

In San Luis Obispo, CA

- Issues annual permits that become property of the owner and can be transferred between vehicles.

In Boulder, CO

- Enforces by examining permits, which are numbered and color coded by zone.

TRANSPORTATION DEMAND MANAGEMENT MATTERS

Transitioning a street to a residential permit street or zone will likely go more smoothly if the city and/or institutions have a well-developed transportation demand management strategy that may include improved transit and pedestrian and bicycle infrastructure. For example, the creation of Ithaca’s residential permit system forced many Cornell students and faculty to find alternative transportation methods instead of parking in residential neighborhoods near campus. The bus system offered by the university offered students and faculty a reliable alternative to driving.

SIGNAGE AND WAYFINDING MATTER, TOO

In order to successfully deter non-residents, clearly marked signage is necessary in residential permit areas. Ithaca, Boulder, and San Luis Obispo all address the importance of adequate signage in their residential parking documentation.



4.2 | ITHACA, NEW YORK

The City of Ithaca has a population of 30,000 (2010) and 101,560 in the greater metro region. The City covers 6 square miles and is similar in climate to Burlington. The student population in 2014 was 27,400 (21,000 at Cornell and 6,400 at Ithaca College).

REASON FOR RESIDENTIAL PERMIT PARKING SYSTEM

A main reason for the development of Ithaca's Residential Permit Parking System (RPPS) was to alleviate the burden placed on Ithaca's residents that resulted from Cornell students and faculty. Students and employees avoided the costs of Cornell parking lots by parking in nearby residential neighborhoods and walking to campus. With many Ithaca residents lacking driveways, the shortage of on-street parking negatively influenced their quality of life. The RPPS has helped these residents by restricting the usage of residential on-street parking, encouraging Cornell students and staff to utilize the effective bus system that the University offers. Another motivation of the program was to incentivize property owners to provide off-street parking for their tenants. However, at \$45, the permits offered through the RPPS have been the least expensive parking option since its implementation. The program has actually taken pressure off of property owners, as their tenants have relied on the new permit system.

PETITION PROCESS

- The petition may be requested from the City Clerk's Office, and when returned must be signed by at least 51% of the eligible residents in the proposed permit block in order to qualify for inclusion in the permit system. All eligible residents signing the petition must be at least 18 years of age.
- In an R1 zone, not more than one resident per tax parcel shall be permitted to sign the petition for the establishment of the permit system. In an R2 zone, not more than one resident per dwelling unit or two residents per tax parcel, whichever is fewer, shall be permitted to sign the petition for the establishment of the permit system.

- A block petitioning for the permit system must hereby meet certain minimum requirements with respect to parking occupancy. The City Traffic Engineer will conduct a parking survey over two separate days during average weekly peak hours to determine that at least 75% of the legally available parking spaces are being utilized.

IMPLEMENTATION

To keep track of permits, Ithaca has a database that records the information of vehicles with a permit. This database has a dual purpose, as it links to a license plate reader system that allows enforcement vehicles to determine whether a car has a permit or not simply by driving past the vehicle. Permitted vehicles also have a permit sticker affixed to their window.

Residents hope to discourage long-term parkers. Signs prohibit the public from parking in residential zones during certain hours of the day, on Monday through Friday. For instance, only residents with permits may park from 9 AM to 1 PM on certain streets. The prohibited parking times vary from street to street based on the size of the streets. If a street is only large enough for parking on one side, then half of the block will be signed “No Parking 9 am – 1 pm” and the other half of the block will be signed “No Parking 1 pm – 5 pm.” This unique signage system gives residents priority parking on different sized streets during the workday. There are progressive tickets for violators so that the fines rise based on how frequently a vehicle illegally parks.

Ithaca has two different residential zones, based on housing density. In residential zone 1, two permits are allowed, and in residential zone 2, four permits per property are allowed. Each resident may have four guest permits at a price of ten dollars each. Residential zone 1 may have up to eight guest permits, and residential zone may have up to sixteen guest permits.

SOURCES

- <http://www.cityofithaca.org/departments/clerk/resparking.cfm>
- Email correspondence with Julie Holcomb, City Clerk, City of Ithaca.

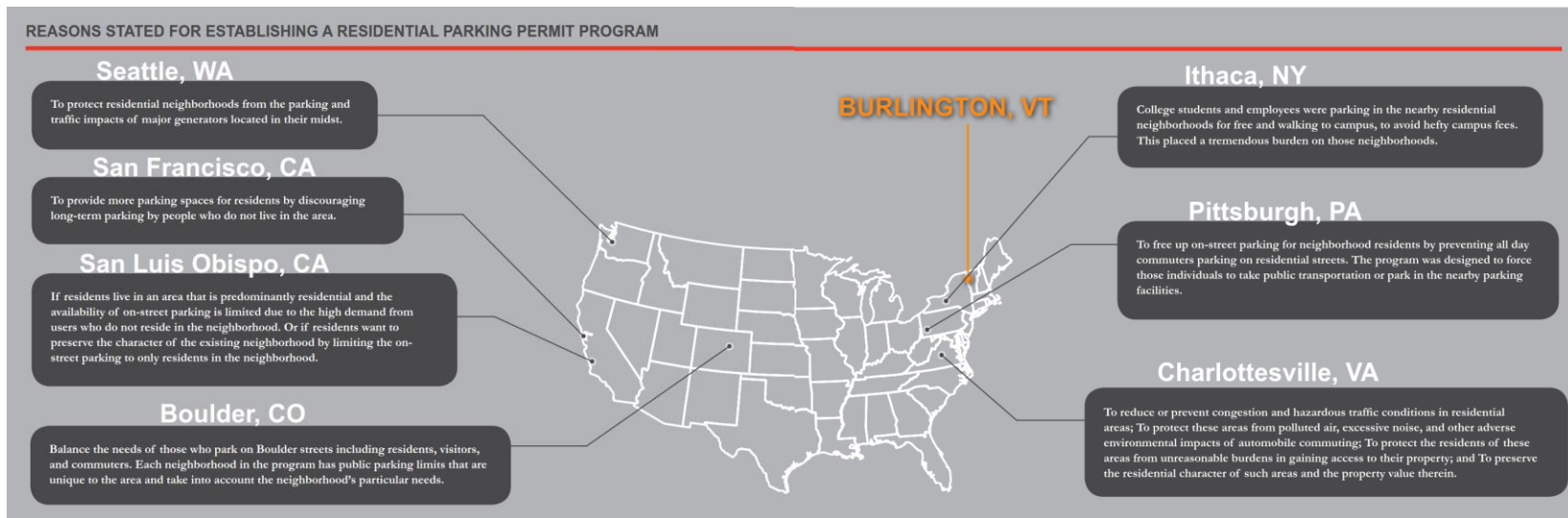
4.3 | CHARLOTTESVILLE, VIRGINIA

The City of Charlottesville has a population of 43,475 in the city and 206,615 in the greater metro region. The City is 10 square miles.

Student Population: 21,238 (14,898 undergrad, 6,340 grad) at University of Virginia and 5,684 undergrads at Piedmont Virginia Community College

REASON FOR RESIDENTIAL PERMIT PARKING ZONES

The City of Charlottesville instituted residential parking zones in order to address issues of traffic, pollution, noise levels, and other negative environmental impacts. By establishing these nine parking zones, the city also intended to maintain the character of the residential areas. With this dual mission, citizens and city officials worked together to determine the areas that would best benefit from the implementation of these permit parking zones



PETITION PROCESS

The city does not have a formalized process for petitioning for permit parking.

ADDRESSING STUDENT PARKING

Charlottesville instituted a unique owner-agent system specifically to address student parking. The system allows property owners to pick up and control the distribution of up to 50 permits for their building. The owner gives the city a list of people whom they issue permits to, and the city gives the owner responsibility to issue permits. The city is not responsible for validating who receives permits and whether or not they are qualified to receive one. Not all owners choose this process, but the owner-agent option allows property owners to have more control over their tenants, while alleviating the city of additional administrative burden.

IMPLEMENTATION

Residents may apply through the city treasurer's office for a \$25 annual permit. No more than four permits are issued per household, with some exemptions for multi-family units. Permits enable residents to park from 6 AM to 5 PM from Monday to Friday, unless otherwise stated. Most streets have significantly less demand after 5 PM, as permits are meant to restrict commuters and students who park during normal business hours. However, there are a few areas in which parking demand is high throughout the day that the permit restrictions apply at all times because there are few parking spots available. Permits are issued annually, starting on September 1st to coincide with the academic calendar. Office administrators in the treasurer's office keep track of residential permits in a parking database.

SOURCES

- Code of ordinances (Section 15-201 to Section 15-205)
- Charlottesville Zone Parking Permits:
<http://www.charlottesville.org/Index.aspx?page=430>
- Email and phone correspondence with Jason Vandever, Charlottesville City Treasurer

4.4 | SAN LUIS OBISPO, CALIFORNIA

The City of San Luis Obispo has a population of 45,119 in the city and covers nearly 13 square miles. It is the home of Cal Poly San Luis Obispo, which has a total student population of 18,762 with an undergrad population of 17,725 and graduate student population of 1,037.

REASON FOR A RESIDENTIAL PARKING DISTRICT

The city created residential parking districts for two main reasons. One is if residents live in an area that is predominantly residential and the availability of on-street parking is limited due to the high demand from users who do not reside in the neighborhood. A second is if

residents want to preserve the character of the existing neighborhood by limiting the on-street parking to only residents in the neighborhood.

The City Council considers the negative impact of the vehicles parked by persons not residing in the area on: a) environmental characteristics such as ambient noise levels and air pollution levels; b) pedestrian and vehicular traffic safety in the area; and c) the burden on persons residing in the area gaining access to their residences.

PETITION PROCESS

- At least three neighborhood residents interested in forming a parking district schedule a meeting with Parking Services to obtain assistance.
- If warranted, the three residents begin an informal survey in the neighborhood.
- If there are more than 50% of the households in favor of pursuing a parking district the City will hold a meeting to answer questions asked by the residents. The City will then mail out a formal survey with self-addressed envelopes to determine the final percentage of those in favor and those who are not in favor of the Residential Parking District. It takes a 60% majority of the households in the affected area. If you fail to answer the survey it will not be counted in the determination of the percentage of those in favor of or against the Residential Parking District.
- If that threshold is met during the formal survey, the Residential Parking District will be forwarded to City Council for consideration.

IMPLEMENTATION

If the City Council grants permission for a Residential Parking District, then the city traffic engineer will direct the posting of signs. These signs will indicate the limitation on the parking of vehicles in the area and the times and days in which this limitation will be in effect. Different areas of the city have different time requirements, with many areas enforcing seven days a week. The Director of Public Works issues permits annually, with no more than two permits issued per dwelling unit. These permits become property of the owner, and they can transfer parking permits between whichever vehicle they wish. Police enforce parking permits on a routine basis, as well as on a complaint basis by residents. Fines to park in a residential zone during limited hours are \$38.

SOURCES

- San Luis Obispo Parking Services: <http://www.slocity.org/publicworks/resdist.asp>
- Email and phone correspondence with Rebecca Cox, San Luis Obispo Parking Services

4.5 | BOULDER, COLORADO

The City of Boulder is slightly more than double the size of Burlington, but maintains a small college town character and often share the top college town lists with Burlington. The City of Boulder has a population of 100,230 in the City and the average work commute is 15 minutes. The total student population at University of Colorado Boulder is 31,702.



REASON FOR THE NEIGHBORHOOD PERMIT PARKING PROGRAM

Neighborhoods with Neighborhood Permit Parking (NPP) zones balance residential parking with visitors and commuters. Parking demand from commuters, members of local universities, hospital staff, and public high school students make it difficult for residents to park in their neighborhoods. Through varying enforcement times and diverse parking areas, restrictions of each NPP zone are unique to specific areas. By accurately balancing parking needs, these NPP zones make Boulder neighborhoods ideal residential areas.

PETITION

To be eligible for a NPP zone, neighborhoods must have a minimum of 25 residents apply by petition. This petition enables action from the city to initiate the process for creation of a new zone. The process involves these actions from the city:

- A parking survey and collection of information that assess the need for an NPP zone
- A draft proposal that includes zone boundaries, the type of zone, recommended parking restrictions, permits available, and other details
- A potential neighborhood meeting to give input towards the proposal
- A modified proposal, after input from the public
- A public hearing before the Transportation Advisory Board in order to review the proposal
- Board recommendations and public hearing comments forwarded to the City Manager for review
- A final decision from the City Manager regarding the zone, which will be given to the City Council

IMPLEMENTATION

Each zone has a different time of enforcement, but most zones operate during business hours or weekdays. In NPP zones, those without a permit may park, but only once during the day for no longer than a specified time limit. In zones near academic institutions, there are 2-hour limitations to account for students with a typical class schedule, and near the downtown, there are 3-hour limitations to account for business needs. Boulder uses automated license plate readers to enforce these time restrictions. The downtown also has parking lots to account for higher parking demand in this area. Law enforcement can check a vehicles' eligibility to park by examining their permits, which are numbered and color coded by zone. Signs should indicate the type of permit required, based on which zone they are in, the hours of enforcement, and the parking time limit.

Businesses located in a Neighborhood Permit Parking zone may purchase up to three business permits for use by its employees for \$75 per year. Large businesses may apply for additional employee parking permits. Nonresident commuter permits are available on a limited basis and specific to one neighborhood parking zone block. Commuter permits cost \$82 per quarter for each permit.

SOURCES

- Boulder Neighborhood Parking Program: <https://bouldercolorado.gov/parking-services/neighborhood-parking-program>
- Email and phone correspondence with Kurt Matthews, Boulder Parking Services
- T2 Boulder Case Study: <http://www.t2systems.com/customer-success/city-of-boulder,-co>





This chapter presents the 19 residential parking strategies, three of which are block-specific strategies that require further analysis for implementation. Of the recommended strategies, 15 are new to the City of Burlington.

5.0 RESIDENTIAL PARKING RECOMMENDATIONS

The residential parking study recommends maintaining Burlington’s Residential Parking Program (RPP), and making improvements so the program is more transparent, manageable, and responsive to unique parking needs in residential neighborhoods.

This chapter describes general parking management approaches and nine strategies for advancing the community goals listed in Section 1.2, and restated here:

- **Balance Parking Needs:** Balance the needs of those who park on Burlington’s streets, including residents, visitors, and commuters.
- **Account for Neighborhood Need and Quality of Life:** Recognize that each neighborhood and block is unique and the parking management tools used should account for an area’s character and needs.
- **Administer a Program that is Fair and Transparent:** Provide clear guidance to the City, the Public Works Commission, and to all Burlington residents and visitors on how residential permit areas are objectively established and how to allocate for future residential permit areas.
- **Consider the Highest and Best Use of the Public Right-of-Way:** Given limited land resources, consider best use of the space that public on-street parking occupies, including accommodating multi-modal transportation options.
- **Streamline the Administrative Process:** Create clear rules and guidance, and implement technologies to simplify the administration of the system.

- **Apply a Data Driven Approach:** Use empirical metrics to measure parking trends and the utilization of parking spaces within neighborhoods.
- **Utilize Market-Responsive Feedback:** Develop a residential parking management plan that is sensitive to changing demographics, land uses, and built character.
- **Address the Need to Maintain City Transportation Infrastructure:** Consider policies, programs, and improvements related to parking in residential neighborhoods that can reduce maintenance and administrative costs or generate revenues to help fund capital needs.

“General Parking Management Approaches” describe several efforts the City is currently engaged in to improve residential parking management. Effectively supporting these general approaches will help reduce parking demand in residential areas and may present, in many cases, simpler solutions than the Residential Parking Program for achieving community goals.

In addition to the General Parking Management Approaches, this chapter recommends 9 strategies, which can enable an optimal parking management system that preserves the livability of Burlington neighborhoods while finding the best use of the public Right-of-Way. **None of the strategies proposes removing existing resident-only parking restrictions.**

The recommended strategies are new or important modifications to the existing program. Each strategy is accompanied by a short description of how it would be implemented, and a time frame for implementation. The strategies are intended to allow for flexibility over time to address the unique situations in each neighborhood.

5.1 | GENERAL PARKING MANAGEMENT APPROACHES

The City should continue to pursue several parking management strategies outside of the formal RPP to create convenient visitor parking, encourage turnover, and generate funds for neighborhood/transportation improvements.

Primary Goals

- Balance Parking Needs
- Address the Need to Maintain City Transportation Infrastructure
- Account for Neighborhood Need
- Is Market-Responsive

Discussion

Eight general parking management approaches are described in this section, which represent a mix of strategic and tactical approaches. All eight approaches are necessary elements of an effective long-term parking program.

Strategic approaches currently pursued by the City include:

- Implement and Improve Sustainable Transportation Modes.
- Implement Satellite Parking and Incentivize Parking in Remote Lots.
- Improve Signage and Wayfinding.

In addition, five tactical approaches optimize parking resources:

- Install Parking Meters and/or Paystations.
- Implement parking time limits in non-RPP areas.
- Stripe Parking Stalls/Areas.
- Lawn Parking Bans.
- Shared off-Street Parking.

IMPROVE SUSTAINABLE TRANSPORTATION MODES

In order to provide the foundation for sustainable growth and transportation, the City and major institutions must provide options for non-single occupancy vehicle (SOV) trips, which will reduce demand for on-street parking.

Primary Goals

- Balance Parking Needs
- Consider Limited Land Resources

Discussion

Working with the relevant partner organizations, the City of Burlington should continue to enhance its comprehensive system of transit routes, pedestrian facilities, bicycle routes, CarShare pods, and TDM measures to implement a sustainable transportation system that does not rely on SOV's and on-street parking. The City must also continue to coordinate multi-modal transportation and parking. On key corridors through residential neighborhoods, the City should consider whether bicycle facilities and/or sidewalks are more appropriate than parking spaces.

Many current initiatives and programs within the City and region align with this strategy:

- Plan BTV – The City's comprehensive land use and development plan defines broad city-wide goals for sustainable development that are distilled into actionable strategies. The PlanBTV initiatives emphasize sustainable transportation and parking management.
- Active Transportation Initiatives:
 - Burlington Bicycle/Pedestrian Master Plan – In June 2015, the City of Burlington initiated an update of the City's Bicycle/Pedestrian Master Plan. The Master Plan will identify and prioritize walking and biking improvements based on existing conditions, adopted plans, and community feedback.
 - Chittenden County Active Transportation Plan – In July 2015, the Chittenden County Regional Planning Commission (CCRPC) initiated an update to their Active Transportation Plan to develop a regional long-term vision for future active transportation, and identify and prioritize bike/ped improvements for the region.
 - University of Vermont Active Transportation Plan – In April 2015 UVM initiated its Active Transportation Plan to guide the institution in

developing a comprehensive system of routes, circulation, storage, signage and related facilities to facilitate and implement active transportation to, from, and throughout the campus.

- Burlington Wayfinding – The City, through the Department of Public Works, is updating a wayfinding system that will improve signs throughout the city, including signs for public parking facilities.
- Burlington Transportation Demand Management Plan – The City is formulating a Transportation Demand Management (TDM) plan for the approximately 650 City employees. The TDM plan encourages City employees to use alternative (non-SOV) forms of travel when commuting, and to use fewer parking spaces. Over time, these TDM strategies will serve as a model for other downtown businesses to provide sustainable commuting options for their employees.
- Climate Action Plans:
 - Burlington adopted its Climate Action Plan in 2011. Key elements of the Plan address transportation such as reducing per capita and city employee Vehicle Miles Traveled (VMT) by 10% by 2025, and promoting compact mixed-use development.
 - In May 2014, the CCRPC adopted its Regional Climate Action Guide, which points to several transportation strategies designed to reduce carbon emissions, including supporting employer trip reduction programs; increasing transit service and investing in transit facilities; improving Park & Ride facilities; funding bike/ped facilities; and promoting electric vehicle charging stations.
- The City is a core community within the Chittenden County Transportation Authority’s (CCTA) service area. Several significant investments and service upgrades are described in CCTA’s 2010 Transit Development Plan that directly impact transit effectiveness in Burlington. Key among these are the Downtown Transit Center, on St. Paul Street, currently under construction.
- The City has been a supporter of CarShareVT to help reduce car ownership and thereby reduce pressure on public parking. Of note is the City ordinance allowing CarShare vehicles to park within resident-only parking areas (Appendix C, Section 27 (g)(4)).
- The City is a partner with the Chittenden Area Transportation Management Association (CATMA) to coordinate TDM strategies. In 2014, the City received grants from the High Meadows Fund and the Chittenden County Regional Planning Commission (CCRPC) to prepare and implement the Transportation Demand Management (TDM) Action Plan referenced above in order to identify employee strategies and policies to decrease SOV commuting across all major employment centers, including the campus district, downtown, and the South End.
- Together with CATMA, the City works with UVM, the UVM Medical Center, and Champlain College in developing the 5-year **Joint Institutional Parking Management Plan (JIPMP)** to address parking demand and coordinate parking resources. The Plan has a chapter that is updated annually based on new

information gathered by CATMA from its member institutions and online surveys. Major revisions to the Plan occur every 5 years, the last of which was in 2014 for the 2014-2019 period.

- CATMA offers commuting rewards and benefit programs to employees of member organizations. This includes rewards for walking and biking instead of driving, a guaranteed ride home in case of emergency, transit discounts or unlimited access, carpool and vanpool services, off-site parking connecting to transit service, CarShare discounts, and regular prizes for participating in these programs.
- Downtown Improvement District – this area which is bounded by Lake Champlain, Pearl Street, South Winooski Avenue, and Maple Street encompasses the Downtown Improvement District which was created to provide a revenue source for 2 hours of free parking in the downtown. A benefit of this initiative is relieving parking pressure on residential neighborhoods adjacent to the downtown.

In addition to the initiatives described above, the City implements a transportation improvement program on an annual basis, much of which includes investments in alternative modes. Current examples include the construction/improvement of sidewalks throughout the city, upgrades to the Burlington Bike Path, and the development of the Downtown Transit Center, described above.

Case Studies

Ithaca, NY

Cornell University offers their regular employees the option to forego or relinquish and return a parking permit and join the OmniRide commuter program instead. OmniRiders receive free, unlimited travel on any transit bus within the county, a \$600 value annually. Transit riders outside of the county can also join OmniRide by paying a discounted rate for a pass for use on their county's transit system. OmniRiders can take advantage of park-and-ride lots that offer bus services from 11 parking lots to campus.ⁱⁱ

San Luis Obispo, CA

At California Polytechnic State University, a certain portion of parking ticket revenue must go towards TDM solutions. In the 2014-2015 academic year, there was approximately \$650,000 total revenue from parking tickets, according to the Assistant Director of Business Services at University Police Department (UPD) Marlene Cramer. A majority of the revenue, approximately \$400,000 (62 percent), is paid to San Luis Obispo (SLO) Transit, which allows students, faculty and staff to ride the buses for free.

“A lot of people think that the city is providing transit as a gift to the university,” Associate Director of UPD Cindy Campbell said. “The city actually works with us to provide convenient service to Cal Poly. We contract with the city for the service, but we pay for it with parking citation revenue. It's not free.”

In the parking fines, there is a \$13 charge toward state-mandated fees, so \$188,000 (29 percent) goes to the state and does not go to the institution, Cal Poly. After that, the school is left with approximately \$60,000 (9 percent) in citation revenue. Most of this is used for

TDM at Cal Poly, such as the escort van, Regional Transit Authority (RTA), rideshare and vanpool.ⁱⁱⁱ

By mandating that a portion of parking revenue go towards transportation demand management solutions, the university starts the shift towards more sustainable options than SOV travel. The mandate both discourages car users by enforcing parking rules and encourages healthier transportation options through investment.

Boulder, CO

Similarly, Boulder uses parking revenue to fund TDM solutions—although the process is not as direct. In Boulder, revenue generated from permit fines goes towards the City’s general fund. Over a million dollars out of the General Fund go towards TDM including transit passes for people who live in the residential permit districts. Therefore, people who are paying to park through permit fines pay for people who choose healthier transportation options, discouraging on-street parking and investing in TDM options.^{iv}

Implementation and Time Frame

The City of Burlington is consistently engaged in transportation/land use planning studies, often in partnership with the CCRPC. All of these studies are required to engage the public for input. Therefore, this strategy is ongoing and pursued consistently.

The City, CCTA, CATMA, and the major institutions must advance initiatives that improve sustainable transportation and decrease SOV use. These include existing commitments as well as concepts to evaluate:

- Include incentives for area employees to return or forego a parking pass
- Direct a portion of parking ticket revenues towards TDM or sustainable transportation solutions
- Provide transit passes for people who live in residential permit areas
- Charge a vehicle registration fee for all vehicles brought into the community by students or employees who have access to CATMA or another comprehensive TDM program
- As stated in the 2014 – 2019 JIPMP the University of Vermont Medical Center will:
 - Continue to use TDM programs and services provided by CATMA to manage parking demand
- As stated in their 2013 Transportation Plan, 2013 Sustainability Action Plan, and the 2015-2019 JIPMP, Champlain College will:
 - Reduce overall demand for parking
 - Provide connections to all transit stops
 - Work with the City to provide for pedestrian and bicycle access, circulation and amenities
 - Implement an incentive program and continue to work with CATMA to market existing programs
 - Enhance walking and biking to/from campus
 - Have 25% of employees register with CATMA by 2014

- Set up a rideshare program for students by 2014
- Install a bike share system by 2018
- Have at least 100 memberships with CarShare VT by 2015
- Continue their CATMA membership and sustainable transportation programs
- As stated in their Campus Plan and the 2015-2019 JIPMP, the University of Vermont will:
 - Implement the priority projects that will impact their vision for a truly pedestrian campus: work with the City to transform University Place into a pedestrian plaza, connect the north and south campuses with the Green Mountain Walkway, improve landscaping along the Redstone Walkway to improve and maintain the buffer with residential neighbors, and work with the City to create a “land bridge” across Main Street.
 - Implement the priority projects for their bicycle network
 - Maintain its parking management program
 - Continue to work with CATMA to provide attractive transportation options

EXPAND SATELLITE PARKING AND INCENTIVIZE PARKING IN REMOTE LOTS

Incentivize use of satellite parking, including park-and ride and intercept lots, as part of a long-term transportation demand management strategy for commuters, students, and visitors during special events. This strategy is especially important for managing student parking demand and is increasingly important for managing commuter parking and heavy traffic during special events. This should be a priority for the City, major institutions, CATMA, and CCTA.

Primary Goals

- Balance Parking Needs
- Consider Limited Land Resources

Discussion

In addition to being an employment center drawing significant commuting traffic, Burlington has a significant college/university presence, with major institutions including Champlain College, University of Vermont (UVM), and UVM Medical Center. UVM has 3,650 undergraduate students who live off-campus, with an estimated 2,200 of those students living in Burlington.^v

While student renters have the same residential parking rights as any other renter living in the City, one key way to manage on-street residential parking, particularly in densely populated student areas, is to discourage students from bringing their cars in the first place. Students tend to use their cars less frequently than residents who drive for work on a daily basis, so their cars end up sitting on neighborhood blocks for long periods at a time, preventing needed turnover of spaces for other users. To this end, the City should continue

to coordinate with CCTA and the institutions to provide convenient satellite parking options, free transit service to downtown or campus, and financial incentives (such as gift certificates to the campus store) to encourage student participation. CCTA's "Unlimited Access" program provides transit passes for students, staff, and employees and is a successful example of coordination with area universities to encourage transit use and limit parking pressures adjacent to the institutions.

UVM, UVM Medical Center, and Champlain College currently all provide park and ride facilities at Lakeside Ave Lot (formerly the Gilbane Lot). All three campuses provide free off-site parking for their employees, staff, and students and CATMA coordinates with CCTA on its satellite commuter routes.^{vi} UVM currently prohibits all first-year students from bringing a car to campus, with the exception of a proven medical need. Parking on the University campus, with the exception of handicapped parking, is available through a permit/fee structure, with more distant spaces (Brown permit) priced at \$165/year and the closest spaces (Green permit) priced at \$329/year. UVM has developed an integrated policy to encourage use of alternative transportation. The University and colleges provide free transit passes, CATMA memberships, car share privileges, and up to eight emergency taxi rides home. It is important to keep these practices in place.

According to Association for the Advancement of Sustainability in Higher Education, one of the most popular ways to cut down on congestion is to close off central areas of campus to cars. This isolates traffic flow around the perimeter of the campus, where satellite parking lots are located. An investment must be made in alternative parking areas, and larger schools may need a public transit option, which UVM currently has. In the long term, there are likely significant savings in reducing the need for road maintenance within the campus.^{vii}

The CCRPC completed a Regional Park and Ride Plan in 2011, which presented a prioritized list of new Park & Ride and Intercept Facilities; and evaluated and recommended upgrades to existing facilities. A park and ride study was completed in 2014 considering a facility proximate to Exit 14. The construction of new park and ride lots, and the improvements to existing park and ride lots, as outlined in the forthcoming State of Vermont Park and Ride Plan, can help to meet the commuter parking demand of downtown businesses. Shuttles from these lots or free transit passes would likely be needed to bring people the last mile.

Case Studies

Ithaca, NY

Cornell University offers its faculty and staff a tiered, permit parking system, where employees pay different rates based on the privileges they receive. The outer tier is free, and it grants permit holders access to outer lots with free bus service, which comes every ten minutes. However, there are only limited spots at this tier. The perimeter tier costs \$359.85 annually, and it grants permit holders access to slightly closer perimeter lots. The mid-campus tier permits cost \$575.02 annually for mid-campus locations, in addition to perimeter and outer lots. The central tier costs \$806.32 annually for access to perimeter and outer permit lots, student residential permit areas, and a complimentary 30-minute loading permit.

These prices are significantly more than UVM's parking prices; however, due to their differing pricing structure, a direct cost comparison is not possible.

For Cornell students, parking is mostly limited to perimeter lots. Resident students pay \$752.86 annually, and commuting students living off campus can opt for a cheaper permit, which offers less flexibility in lot choice at \$359.85 annually. Some permits that resident students can buy also provide OmniRide services that provide free use of public transit. OmniRiders can take advantage of the 11 park-and-ride lots that have bus routes that pass through them on the way to campus.^{viii}

Charlottesville, VA

University of Virginia (UVA) uses T2 Flex to manage its 16,000 parking spaces in 11 garages and its large surface lot inventory. UVA students living on campus have the option to purchase a \$228 annual permit, which grants them access to free transit and a 1,200-space, satellite lot. Students living off campus can purchase a \$228 annual permit, which grants them access to free transit and a choice between several lots.^{ix}

Boulder, CO

University of Colorado at Boulder offers its employees four “shuttle lots” that have a tiered proximity pricing system that charges different prices based on the distance between an employee's office and their parking lot. Even though pricing discourages faculty and staff from parking closer to their office, still two-thirds of campus permit holders pay the highest rate, \$53/month, to park relatively close to their primary workplace. One-third pay a lower rate, as low as \$13/month, to park further away – some out of choice to save money or because they don't drive very often, others because there is not enough close-in parking near their workplace to accommodate them. Employees apply for shuttle lots through a parking liaison, and parking fees come directly out of employee's salaries. Shuttle trips typically last 7 minutes, and the shuttles arrive every 10-15 minutes. One of the four UC-Boulder “shuttle lots” offers free parking and shuttle service through Denver's RTD park-n-ride service. This lot is usually over 50% empty.^x

Implementation and Time Frame

- On an annual basis, the City of Burlington should evaluate the progress of Park & Ride lot construction and improvement, and engage with CATMA and CCTA in encouraging commuters and students to use these facilities.
- The City should work with the institutions to explore public access to the intercept lots and to campus shuttles traveling between intercept lots and campus.
 - Champlain College should expand marketing to students for increased awareness of access to UVM CATS shuttles.
- The institutions should be leaders in implementation of Park & Rides with frequent shuttle or transit service.
- The City should require the Joint Institutional Parking Management Plan (JIPMP) be updated every 5-years and presented to City Council.

- Through its 5-year review of the JIPMP, the City should require the Hill institutions to collaborate on expansion of park and ride opportunities for employees and show progress on park and ride strategies.
- The JIPMP should direct structured parking away from residential areas.
- The City should be involved in the Champlain College and University of Vermont Transportation Plans.
- As stated in their 2013 Transportation Plan and the 2014 – 2019 JIPMP, Champlain College will:
 - Reduce overall demand for parking
 - Provide parking spaces in a system of on-campus and off-campus parking lots connected to campus facilities with a convenient and efficient shuttle service
 - Incorporate as appropriate spaces in regional park-and-ride and intercept parking facilities
 - Continue to work with the City to mitigate the impacts of on-street parking around the core campus.
 - Continue to work with CATMA to secure off-site parking to the north and east of campus.
 - Continue their satellite parking services
 - Continue and expand an attractive, cost effective, and convenient transit and shuttle service that is preferable to driving between campuses and is coordinated with CCTA and other CATMA services and programs
- As the University of Vermont updates their Campus Plan, the City encourages UVM to:
 - Not only focus automobile access at the perimeter of campus with access to/from visitor lots and peripheral lots within core campus, but identify locations for off-site parking with frequent shuttle service for employees and students.
 - Prioritize off-site parking and shuttles to the areas east and north – at the interstate but also on other corridors – to capture the traffic projections for the heaviest volumes of commuters driving to campus
- The City and the institutions should explore the feasibility of closing central areas of campus to cars to discourage SOV trips around campus.

IMPROVE SIGNAGE AND WAYFINDING

Install user-friendly signage to explain residential parking restrictions by time, day, and/or location. Signage can also help point drivers to suitable alternative public parking areas.

Primary Goals

- Is Fair and Transparent

Discussion

Clear signage is instrumental to ensuring that all drivers understand the parking restrictions, time limits, and location of regulated on-street spaces. Wayfinding signs can also make it easier to find suitable parking elsewhere, particularly for visitors and other non-residents. Signage can help reduce the need for heavy enforcement by preventing non-residents from accidentally parking on restricted residential blocks in the first place and redirecting them to appropriate locations where possible.

Signage and pole maintenance is also a relatively inexpensive way to improve residential parking management. Currently in Burlington, on a typical 500' block with good visibility and parking on one-side of the street, sign installation costs roughly \$506 for small signs and \$606 for larger signs.^{xi}

The City is currently updating its citywide wayfinding system by installing new signs directing the public to key areas such as the Waterfront and Church Street. As part of the Wayfinding upgrade, new parking signs are being installed to improve the guidance provided to motorists for finding available public parking.

Case Studies

Ithaca, NY

Ithaca's Public Works Department is in charge of sign construction. Through the General Fund, the department puts about four signs on each street. Each sign costs \$25 and typically lasts 5 years.^{xii}

Boulder, CO

Boulder's city manager appoints a traffic engineer who is responsible for constructing residential parking signs, among other duties.^{xiii} It typically costs \$100 per sign, and two signs on block faces.^{xiv}

Charlottesville, VA

Charlottesville's Public Works Department designs and installs signs with funding from the General Fund. Because most of their signs are simply replacements of signs that have already been designed, costs are minimal.^{xv}

San Luis Obispo, CA

The City's Streets Maintenance Division installs and maintains all road signs in San Luis Obispo, including those that designate restricted parking hours in Residential Parking Districts. The Streets Maintenance Division bills Parking Services for the installation and payment of physical signage. In May 2014, the residents of Mission Orchard successfully petitioned to become a Residential Parking District. This parking district includes portions of a five-block area. Parking Services paid \$21,000 to buy signs, signposts, installation labor, permit printing, and any miscellaneous items for the newly installed district.^{xvi}

Implementation and Time Frame

The City is improving wayfinding and signage through ongoing City projects. However, with the implementation of all other recommended Strategies, the City, through the Department

of Public Works, should conduct a five-year review the appropriateness of the current signage to determine whether improvements can be made to improve information clarity and reduce confusion.

TACTICAL APPROACHES TO IMPROVE PARKING MANAGEMENT

The suite of management tools described below can be used in both RPP and non-RPP areas where parking is degrading quality of life. They can be employed now or in the future should parking changes create burdensome neighborhood impacts, and they can be implemented more quickly than changes to the RPP or creating an RPP designation.

Parking meters or pay stations may be useful in specific areas of the City, including within some RPP areas, to allow visitors to pay to use excess on-street parking spaces. This will be most effective if within convenient walking distance of shops, offices, and major waterfront parks. This includes neighborhood mixed-use areas and neighborhoods at the periphery of the downtown and in areas adjacent to Burlington's major waterfront parks. Use of meters or pay stations outside these areas or near major institutions is not recommended. This strategy may be attractive to residents who currently live in non-RPP areas because they can avoid the costs and restrictions associated with the RPP. It balances the needs of residents to have a place to park at the end of the day while also allowing those streets to be used by the broader public when shops and offices are open. To ensure that the goals of the City are met, all metered or pay station parking would require payment during enforcement hours. Outside of enforcement hours, on-street parking would be restricted to residential parking permit holders if located within an RPP zone, or open for unrestricted parking if not within the RPP. Prior to deciding to install meters or pay stations in new areas, residents would be invited to participate in discussions with DPW prior to a decision by the Public Works Commission and would be invited to the public forum at the Public Works Commission.

Implementing parking time limits can be an effective way of managing parking demand within residential areas, particularly those adjacent to commercial areas where spillover parking effects may occur. Parking time limits (e.g. two hour parking, 8am-5pm) can address local variations in parking demand and manage times when parking preference should go to residents. Some cities give preference to residents during working hours on weekdays in response to an overflow of business and/or visitor vehicles that were using neighborhood streets as all-day parking areas.

Striping of parking stalls can optimize parking spaces on a block while minimizing the potential for blocking driveways. This approach should be considered in cases where illegal parking chronically occurs, such as blocking private driveways.

Parking on lawns has stemmed in part from a lack of available and appropriate on-and off-street parking in residential areas. Parking on lawns is currently allowed overnight during parking bans. However, in certain neighborhoods, lawn parking has become an issue at other times. Lawn parking during the day creates a visual blight in the neighborhood and in some cases, creates safety concerns and blocks driveways or pedestrian access. The fine in Burlington for lawn parking is \$75, where a new citation may be issued every day that the

vehicle is discovered illegally parked on the lawn. This plan proposes that, for dwelling units that receive three or more parking ban fines per year in an RPP area, all permit holders in the unit should automatically lose their residential parking permits for the remainder of the year. If it remains a significant issue, the BPD will consider raising the fine from \$75 to \$125. The City should also consider amending the Ordinance to remove Chapter 20 Section 55(f), which defines areas that prohibit lawn parking and which is enforced by Code Enforcement. Chapter 20 Section 156, which prohibits parking on lawns or yards in all residential districts, could then be enforced citywide.

Shared off-street parking with neighborhood businesses, faith-based communities or civic organizations can be an effective way of increasing parking capacity for neighbors or guests. The City hosted a workshop in 2015 with 7 other communities around the country who have or are seeking to develop these shared off-street parking strategies with private lot owners. The public and private attendees from Burlington were interested in implementing this concept in both downtown and residential areas.

Implementation and Time Frame

- Short-term:
 - It is recommended that parking meters/pay stations, parking time limits, and striping of parking stalls be implemented upon the request of residents or initiated by the City DPW, as appropriate. These should be considered by DPW in addition to or in place of new residential permit parking requests.
 - BPD should revoke residential parking permits for the remainder of the year for dwelling units that receive three or more parking ban fines per year in an RPP area.
- Code Enforcement and BPD should continue to enforce lawn parking violations and investigate ways to strengthen enforcement, including Ordinance revisions as needed.
- The City should continue to encourage residents to park overnight in the City's downtown garages for free during parking bans.
- The City should mirror the shared parking arrangement process that is recommended in the 2015 Downtown Parking and Transportation Plan.

5.2 | RECOMMENDED PARKING MANAGEMENT STRATEGIES

Eight new or modified strategies were developed for the residential permit program through the course of this study through analysis and public input. They are based on the City's goal to better manage Burlington's on-street parking assets in order to balance the needs of residents, visitors, and businesses. The overarching goal is a sustainable transportation system in Burlington.

The recommended residential parking strategies fall into four categories:

Technology

Technologies that are designed and developed to enhance residential parking communications and streamline administration.

Parking Experience

These are part of ongoing physical infrastructure and transportation demand management (TDM) improvements that will improve wayfinding or help reduce parking demand near high parking generators.

Permits & Pricing

These are recommendations to account for administration and enforcement costs from those who benefit from the program, as well as encourage residents to be thoughtful about parking as a limited land resource. They also take into account the parking needs of non-residents and the potential revenue that can be generated from parking in the public right of way.

Administration

These are recommendations to enhance the governance and management of residential parking permits in order to streamline the registration, renewal, monitoring, and enforcement of residential parking. They also provide clear guidance on how residential permit areas are established and provide a means for allocating or reallocating future residential permit areas.

STRATEGY #1: DEVELOP ONLINE RESIDENTIAL PERMIT RESOURCES

Improve online residential parking resources as a phased strategy. In the short-term (0-1 year), install downloadable RPP Application and Renewal Forms online. To save time for both residents and BPD staff, residents may print, fill out, and mail the forms from home.

In the mid-term (1-3 years), develop a web page providing comprehensive information on the residential parking program. Information would address the rationale for the program, the process for acquiring permits and petitioning for residential parking as well as provide all necessary forms and documents.

In the long-term (>3 years) establish online payment systems for permits and fines by credit card or banking account.

Primary Goals

- Fair and Transparent
- Streamlines the Administration Process

Discussion

Burlington residents must currently apply or renew their permits in-person at the Burlington Police Department (BPD) counter during business hours, between Monday and Friday, 8 AM to 4:15 PM. While not publicized, residents may also mail in their resident permit

application if they first call ahead to verify with a BPD staff that they have all copies of their supporting documents and have no outstanding citations on record.

New permit applicants still need to provide copies of at least 2 of the following documents:

- Students: valid student ID, current lease, driver's license, vehicle registration
- Non-students: driver's license with address of resident-parking street and vehicle registration (for decal permits associated with a specific vehicle; not transferable)

Before issuing a residential parking permit, the BPD verifies students' leases and non-students' driver's license addresses with the city's zoning database to ensure they match. The BPD also verifies UVM student status through the UVM student database; they do not have access to the Champlain College student database.

Currently BPD Parking Enforcement accepts checks, VISA, MasterCard, or Discover credit cards for citation payments. BPD accepts payments via mailed, dropped off during business hours or administered over the phone. In the short-term, these processes will be continued.

The City of Burlington should initiate the development of a residential parking webpage where comprehensive information on the program can be found in one place. The webpage would serve as an information resource, as well as a library for downloadable forms, maps, and brochures. The Residential Parking website can be hosted through ParkBurlington.com or by the BPD and parking enforcement staff through the burlingtonvt.gov website.

The website should provide basic information about the residential permit program including:

- A description of the Residential Parking Program
- A map of permitted blocks as well as
 - a rationale for why particular blocks received residential parking restrictions
 - time limits of residential parking
- Who is eligible for the RPP and how to prove eligibility
- How to apply for a Residential Parking Permit
- Terms and Fees
- How to petition for a new Residential Parking Permit Area
- Restrictions and Exclusions
- How to Pay Citations
- Frequently Asked Questions

In the longer term, after the informational parking website is developed, allow existing residents to renew and pay for their parking permits online. Within the comprehensive website, a link to a Residential Parking Permit Application form should be provided for download or completing online. With a secure and comprehensive parking website, the City should also allow users to go online and pay for parking fines or provide parking fine vouchers (see Strategy #7, below). This saves staff time and resources and can encourage prompt payment by making the system easier for users. Users would enter their citation number, vehicle license plate number, and the date the ticket was issued, along with the

user's credit card information. It is estimated that an online system that enables users to buy parking permits and pay citations will cost about \$12,500 to purchase and about \$8,000 per year to license, not including City staff's time related to installation, training, and maintenance.

Additionally, with a coordinated online application system, residents can log in and manage their parking accounts online, such as changing their vehicle information. This feature helps streamline the data processing needed from BPD. The permit owners' database should be configured to provide the BPD with an easy way to send relevant information to permit owners. This may be mailing residents when their permits are about to expire or mailing all permit owners about changes in policy or enforcement.

Case Studies

Charlottesville, VA

At the University of Virginia, usage of T2 Flex software has significantly eased the administrative burden of selling permits and collecting citation fines. Online payments, citations, permit sales, events, and garage transactions are all integrated in one system using T2. In 2014, they sold 2,211 permits. Moving the system online has significantly streamlined the process of issuing permits. With the old system, wait time in line could last almost four hours, and over 12 staff were needed to sell the permits. Now, with almost 80% of permits ordered and fulfilled online, three cashiers are needed, and the line's maximum has been nine people. Through T2's eBusiness Solution, students can also pay citations online and manage their personal accounts, which provide information for UVA's electronic permit database.^{xvii} Thirty-five percent of citations are paid online.^{xviii}

The City of Charlottesville Treasurer's Office relies on mailing to inform residents that it is time to renew their permits. Residents who have already purchased a permit and are thus already in the system receive renewal applications with their names, addresses, and permitted vehicles already filled out. In the weeks leading up to August 31, the expiration date of annual permits, the office uses approximately six staff to prepare and send out several thousand reminders of permit renewals, with their electronic database automatically generating information for renewal applications. Residents can mail in these applications, and they will then receive permits by mail, saving them a trip the Treasurer's Office.^{xix}

San Luis Obispo, CA

In the weeks before residential permits expire, Parking Services' Administrative Assistants send out notices to all residents in the Residential Parking Permit Districts. Residents have the option of renewing over the phone, via mail, or via email.^{xx}

Implementation and Time Frame

The City, through the Burlington Police Department and Department of Public Works, should phase in this strategy by providing online downloadable forms in the short-term (0-1 year), a comprehensive residential parking informational website in the medium-term (1-3 years), and online payments in the long-term (>3 years). The online payment system should be made operational within one year of the implementation of Strategy #7, which will

initiate permit fees and other new features. As the forms are updated the BPD should clarify the level of detail needed in leases provided by students. The BPD should also work with Champlain College to establish a mechanism for accessing the College's student database for permit verification.

STRATEGY #2: ESTABLISH RESIDENTIAL PARKING PERMIT PERIODS BASED ON PARKING SUPPLY AND DEMAND

Within RPP areas, specifying hours, days, and/or months when residential parking permits apply addresses local variation in parking supply and demand. Hybrid solutions to address parking supply and demand, harmonizing residential parking demand with public parking demand should be explored.

Primary Goals

- Balance Parking Needs
- Consider Limited Land Resources
- Account for Neighborhood Need
- Apply for a Data Driven Approach

Discussion

The recommendations of the residential parking program are intended to manage the City's limited public parking resource. Central to the goal is the need to balance the demands of all those who wish to park on Burlington's public streets. Time limits -- by hours, days of the week, or months of the year -- should account for the particular needs of its residents, visitors, and commuters. Time limits should logically link to the most prevalent parking generators in the City to address the unique parking patterns of each neighborhood. At times when there is not a high demand for parking from non-residents, the City would not need to expend additional staff time and resources to enforce parking restrictions in those areas.

For example, in residential areas that are adjacent to large commercial businesses, where non-resident parking demand is primarily an issue during business hours, the time limits for resident-only parking could correspond to a 9am to 5pm period. Similarly, in areas that have seasonal demand, such as near public spaces like Oakledge Park or Centennial Field, seasonal restrictions may make the most sense.

Currently, the City ordinance governing resident permit parking contains the following time-based categories:

- All times (24 hours per day, 7 days per week, 365 days per year);
- May 1 to October 1;
- 12am to 6pm
- 6am to 6pm, Monday through Friday

These time periods, and the areas they apply to, should be reviewed periodically to ensure that they are appropriate given the main sources of parking demand in the resident-only areas and opportunities to integrate public parking within RPP areas in mixed use and transition areas.

Other time periods may be reasonable in some resident-only parking areas, such as overnight resident-only parking (e.g. from 6pm to 6am). Ongoing parking surpluses in residential restriction neighborhoods, which are proximate to mixed-use and transition areas may present opportunities to integrate public parking during periods when residential parking demand is light. As mentioned previously several cities allow for two-hour visitor parking in non-metered residential zones. Olympia, WA, Boulder, San Francisco, and Washington DC all allow free two-hour parking in residential zones that do not have meters so that visitors or students may make park for a limited amount of time to run an errand, pay a visit, or perform a task.

Case Studies

Ithaca, NY

The City of Ithaca only enforces permit requirements from Monday to Friday between 9 AM and 5 PM, excluding holidays. Street signage displays the restricted hours. Alternatively, residents can petition the City Traffic Engineer to install restriction signage on their streets. This petition process is appropriate for blocks that would like the benefits of time-restricted parking for their street without being involved in the permit system.^{xxi}

Charlottesville, VA

Hours restricted to permit holders vary based on location. Most downtown areas authorize restricted parking regulations from 6 AM until 5 PM as parking demand is highest during normal business hours. However, the hours are extended in some zones that have limited spots at any point of the day.^{xxii}

City Council ultimately approves or denies proposed restricted parking areas, and they determine if the proposed area necessitates extended hours. To make their decision, the council considers recommendations provided by the traffic engineer based on a three-day parking survey, the director of neighborhood development services, the city manager, or other individuals. After the traffic engineer mails residents living in the restricted area about their decision, new permit parking areas will be marked with signs indicating the restricted hours.^{xxiii}

San Luis Obispo, CA

San Luis Obispo has nine Residential Parking Districts, all with different restricted hours. Hours can even vary within the district based on specific demands.^{xxiv} For example, in the newly implemented Mission Orchard district, Parking Services staff conducted parking occupancy counts various times throughout a random weekday. They found that the proposed hours of 6 am to 6 pm on weekdays would be best because of the non-resident students, teachers, and employees that typically parked in the district. Since the residents play a large role in determining which times are peak hours, the City is alleviated of the costs associated with conducting extensive parking counts in unfamiliar areas. The system also ensures resident buy-in, and thus, they are more likely to be satisfied with the permit hours.^{xxv}

Boulder, CO

Boulder has ten different neighborhoods with permit parking that have slightly different enforcement hours. Most are from Monday to Friday between 8 AM and 6 PM or between 9 AM and 5 PM. The petition process, which involves conducting a parking survey and formulating a draft proposal with permit times, takes at least 7 hours of staff time at \$20 an hour.^{xxvi}

Implementation and Time Frame

The City, through the Department of Public Works and the Police Department, should review the appropriateness of the time limitations every five years. If changes to existing time limitations are appropriate, DPW staff should coordinate with residents and the Public Works Commission on communicating the rationale for any changes and in engaging in the process of revising the ordinance as appropriate.

STRATEGY #3: EVALUATE RESIDENTIAL PARKING AREAS AS NEW REQUESTS FOR RESIDENTIAL PERMITS ARE REVIEWED

Do not revise the current residential permit streets but, as new requests for residential parking permit areas received, have the flexibility to establish residential permits by a small walkable area, rather than individual blocks or streets, to balance parking demands throughout a close neighborhood area and manage corner lots.

Primary Goals

- Balance Parking Needs
- Account for Neighborhood Need
- Streamline the Administrative Process
- Is Market-Responsive

Discussion

When the Burlington residential parking program was first formalized in the 1990s, the City established residential permit areas by ward, which did not resolve issues of high parking demand given the large geographic extent of the ward areas. The City then changed the permit areas to a street level system, where residents may only receive permits for the street that their property faces. As new streets receive residential permit restrictions other adjacent streets may experience increased parking. It is not uncommon for a street adjacent to a permit-restricted street to subsequently apply for a residential permit restriction themselves.

To alleviate this spillover effect, this strategy allows the designation of parking areas encompassing multiple resident-only blocks, tailored to fit the neighborhood under consideration. Major streets should serve as boundary edges between two adjacent residential parking areas to discourage residents from crossing major corridors to get from their parking space to their home. This system will allow residents to park not only on their street, but also within a walkable radius of their home.

The areas may be of varying sizes, based on existing residential permit areas, topography, and location of major corridors. The residential parking areas would be designed to best

serve residents' parking needs within their neighborhood and better distribute parking around a walkable and convenient set of blocks. A parking area strategy, as opposed to a street-by-street arrangement, could widen the geographic scope of restricted residential parking in Burlington. However, enforcement can be simplified through a color-coded system.

A special case in the Resident Parking Program is the corner property. Under the current system, some corner property residents are confused as to whether they can get a permit for either street their dwelling fronts on, for the street where their driveway is accessed, or for the street with their locatable address. The City has also received complaints that residential parking overcrowds non-permitted areas from residents who live on unrestricted streets adjacent to permitted streets.

Strategy #3 could partially address this issue; however, to clarify the situation with corner lots, it is recommended that owners of corner lots with primary frontage (i.e. street address or driveway) on an RPP street, streets, or area be given the choice to have their permit associated with their primary frontage. The onus should be on the homeowner to prove that their lot has primary frontage on the street or area they request, and this proof should be furnished along with evidence of eligibility for the RPP in general. The City should determine what forms of proof are acceptable and easy to process. Examples include a copy of the corner lot's tax map or a print out from computer mapping software.

Implementation and Time Frame

Strategy #3 is a short-term strategy (0-1 years) to be implemented by the BPD in consultation with DPW and the Public Works Commission.

At this time, there is not a need to revise the existing geographic structure of the system.

- As new residential permit requests are received a parking assessment of adjacent streets should be completed by DPW. Following the parking assessment, the DPW and neighborhood (including adjacent streets) will collaborate to identify a street-level or parking area recommendation for consideration by the Public Works Commission.
- It is recommended that the DPW conduct a review at least once every five years and report to the Public Works Commission whether administrative or user efficiencies could be gained by designating resident parking areas. If resident parking areas are deemed worthy of consideration in a particular neighborhood, DPW staff will collaborate with the affected neighborhood and return to the Public Works Commission with a final recommendation.

Also in the short-term, the BPD should determine what forms of proof are acceptable and easy to process to establish proof of primary frontage for a corner lot.

STRATEGY #4: STREAMLINE THE PETITION PROCESS

To establish a fair and transparent process, the process for petitioning for resident only parking should be based on demonstrated community support and demonstrated parking demand.

Primary Goals

- Streamlines the Administrative Process
- Is Fair and Transparent
- Is Market-Responsive

Discussion

Currently, DPW staff are tasked with managing all requests for new parking permit locations. Residents on a given block are responsible for collecting support from 33 percent of their neighbors and submitting the request to DPW staff. Then DPW follows up with their own petition to ensure that there is 50 percent agreement from residents on the block. Following that, DPW conducts a license plate count over the course of a typical weekday, at 7 AM, 10 AM, and 2 PM. There is currently not a minimum occupancy requirement in order to qualify for residential permit designation.

Assumptions are made on the driver type: whether they live on the street, live in Burlington, live outside of Burlington but in Vermont, or out of state. The assumptions are based on the license plate and the time(s) they are parked on the street. For example, someone parked on the street at 7 AM on a Monday morning, but not 2 PM, is an indication of a resident. Previously, DPW has also shared the license plate numbers with BPD, who run the list through the Department of Motor Vehicles (DMV) to assess whether the vehicle owners were largely residents (homeowners and renters) or non-residents, which include any out-of-town students, transients, and visitors. However, given that it is not possible to differentiate between student renters and other transient vehicles, the petition process does not use the information as a factor in the memorandum write-up to be presented to the Public Works Commission.

The current petition process for establishing new permitted spaces is not clear to Burlington's residents. In order to instill a fair and transparent process, it should include well-defined thresholds and be supported by parking data. The study proposes a two-part process that includes community support and recognition of high parking demand.

Demonstrated Community Support

Ensure demonstrated community support via a grass-roots petition process that exhibits majority agreement and support for residential parking restrictions. Require 51 percent of property owners' signatures in order to initiate the resident permit parking process.

Adopt a streamlined petition process, with one-step involved for DPW staff and minimal administrative effort from the Burlington Police Department (BPD). In order to start the petition process, petitioners can go to the City Department of Planning and Zoning at City

Hall to request the names and addresses of all property owners on their block. The residents would be responsible for getting 51 percent support from the property owners listed on their block.

Petitioners will have the option to specify time periods for resident-only parking, as allowed with Strategy #2. Once the petition(s) have demonstrated support from the majority of property owners on their block, residents and property owners will have an opportunity to meet with DPW staff to review. No further petition process by DPW staff would be necessary.

Demonstrated Parking Supply and Demand

Assess parking supply and demand. Following demonstrated property owner support, DPW Engineering staff conducts a parking survey over the course of two peak periods to determine the occupancy levels. A minimum occupancy threshold to be considered for resident only parking is 85 percent occupancy, which demonstrates that there is sufficient parking demand and possible increased traffic due to people circling for a parking spot.

Currently, DPW Engineering staff conduct a parking survey to ensure that there is demonstrated parking demand on a given block or neighborhood area. However, the City does not have a set minimum occupancy threshold that must be met in order to qualify for residential parking. A quantifiable methodology helps the City make a clear and sound case to explain why certain neighborhoods have resident parking.

Seasons play a large factor in Burlington's parking demand, particularly when school is in or out of session.^{xxvii} In the past, DPW parking occupancy counts during the summer time would reveal low parking occupancy and resident petitions would be rejected. Therefore, residents petitioning for residential parking restrictions will be made aware that all parking surveys will be counted between September 1 and April 30 in order to capture peak parking demand.

The timing of the parking survey count will be appropriate to the requested timeframe of the parking petition and the times and days of week with the highest perceived parking demand. The parking survey should be presented with a recommendation to the Public Works Commission for a decision on the request for resident only parking. Prior to advancing to the Commission, residents on the affected and adjacent streets should be notified in writing of the recommendation and of the public forum opportunity at the scheduled Commission meeting.

Case Studies

Ithaca, NY

Residents must petition the City Clerk's Office to join the permit program system, and the petition must include at least 51 percent of eligible residents in the proposed permit block. In one zone, no more than one resident per tax parcel shall be permitted to sign the petition. In the other zone, no more than one resident per dwelling unit or two residents per tax parcel, whichever is fewer, shall be permitted to sign the petition. With a petition that has at

least 51 percent of residents' signatures, the City Traffic Engineer will conduct a parking survey over two separate days during average weekly peak hours to determine that at least 75 percent of the legally available parking spaces are being utilized. ^{xxviii}

In addition to this one-time parking survey, the Parking Director and/or a City Traffic Engineer typically conduct daily parking inventories in residential parking zones using License Plate Recognition (LPR) technology, which allows them to conveniently conduct counts from their vehicles. LPR enables recognition and matching of vehicles that have residential permits and, consequently, enables identification of non-permitted vehicles. City of Ithaca staff also use LPR to determine the amount of time a vehicle has been parked at the same location, enabling enforcement of parking time limits (e.g. 9am – 1pm only; or, 2-hour parking only). The LPR count data informs Ithaca Parking Operations staff on the sources of parking demand, helping them to target a parking utilization of around 80 percent. ^{xxix}

Charlottesville, VA

Charlottesville's City Council will consider establishing new parking zones once a year. To prompt an on-street parking survey, residents must submit a petition that includes signatures from one representative of at least 75% of the affected households. The petition must include a list of the addresses of the affected households and a list of the license plate numbers for each vehicle registered to any person(s) residing at each address. Using this data, the survey not only measures total utilization rate, but it also measures the percentage of parked vehicles owned by residents in the parked area. This information is gathered by comparing the license plates of vehicles parked on the street to the ones gathered from the survey. In order for a zone to be approved as a residential parking zone, the survey must find that at least 75% of the total number of on-street parking is utilized and that at least 50% of the occupied spaces are occupied by vehicles with owners that do not reside within the new proposed area. ^{xxx} The General Fund allocates money to Neighborhood Development Services, which is in charge of conducting the on-street survey. ^{xxxi}

Boulder, CO

In order for an area to be eligible for residential parking program, 25 neighbors must submit a petition to Parking Services. The petition prompts the City to conduct a parking survey that assesses the needs for an NPP zone. This survey takes about 6-7 hours of staff time at \$20 per staff per hour. ^{xxxii} This information will inform a draft proposal that the residents can choose to contribute to.

A public hearing before the Transportation Advisory Board to review the proposal is held and the Board's recommendations and residents' comments are forwarded to the City Manager to make a final decision regarding the zone. ^{xxxiii}

San Luis Obispo, CA

The citizen group that initiates the Residential Parking Permit District process proposes permit hours because they have an understanding of when peak hours are. This citizen group must include individuals from 60 percent of the households in the district. Parking Services

staff will then evaluate the parking impacts in that particular district and approve or recommend modifications to the hours.

Implementation and Time Frame

It is recommended that Burlington DPW pursue Strategy #5 with BPD support in the short-term to improve program responsiveness. DPW should draft written document detailing these revised procedures for residents interested in the RPP program.

STRATEGY #5: ESTABLISH A PROCESS FOR REMOVING OR REDEFINING RESIDENTIAL PARKING

Establish a process to remove or redefine existing residential parking restrictions. The process should mirror the petition process used to establish new residential parking restrictions (Strategy #4). This process can be initiated by neighborhood residents or by the City, through the Department of Public Works.

Primary Goals

- Balance Parking Needs
- Account for Neighborhood Need
- Apply for a Data Driven Approach
- Is Fair and Transparent
- Is Market-Responsive

Discussion

The City should establish a process that enables the removal or reallocation of residential parking restrictions for the purpose of improving the parking experience. The process can be initiated by residents or by the City, but which, in either case, require demonstrated property owner support as described in Strategy #4 (streamlining the petitioning process).

Residents or the City may wish to propose changes to the hours, or days of the week, that public parking is restricted or allowed on their block, as recommended in Strategy #2.

Case Study

Charlottesville, VA

Residents can sign a petition with signatures from at least 50% of households in a residential parking area to request the removal of the residential permit system. The city traffic engineer can also make recommendations to remove restricted parking hours in a residential permit parking zone. Either of these actions will prompt an on-street parking study from the director of neighborhood development services to determine if parking restrictions should be discontinued. If the survey finds that 50% or more of the total number of on-street parking space along the block are unoccupied, and that 50% or more of property adjacent thereto is residential, then the parking restrictions may be eligible to be lifted. The city council ultimately decides whether the area should remain part of the residential permit parking zone, and if they decide that it should not, then the traffic engineer shall oversee the removal of permit parking district signs.^{xxxiv}

Implementation and Time Frame

It is recommended that Burlington DPW pursue this strategy with BPD support in the short-term to improve program responsiveness. Implementing ordinance changes necessary to establish the removal or reallocation process should occur with the development of online resources for the residential parking program.

STRATEGY #6: REVISE RESIDENTIAL PARKING PROGRAM TO INCORPORATE A FEE STRUCTURE AND TO ALLOCATE A MAXIMUM NUMBER OF PERMITS PER DWELLING UNIT

Recognize that the use of public space for residential on-street parking is not free, but a privilege that is funded in part by all residents in Burlington. Recognize that multi-unit properties may place a greater burden onto on-street parking; available permits should reflect Burlington’s average parking availability on-street. Implement a fee structure for residential permits and allocate a maximum number of permits to encourage residents to use on-street parking judiciously.

Primary Goals

- Balance Parking Needs
- Consider Limited Land Resources
- Address the Need to Maintain City Transportation Infrastructure
- Streamline the Administrative Process
- Is Fair and Transparent
- Is Market-Responsive

Discussion

In the study of comparable communities, Burlington is the only one that administers and enforces residential parking permits without a fee. In line with the goals to help manage valuable on-street public parking, charging for parking is a key lever to encourage residents to be more thoughtful about the use of public on-street spaces.

In addition, the City of Burlington currently does not have a maximum number of residential permits issued to each dwelling unit. For example, if a unit has four members who all have vehicles, they may each get a resident bumper sticker for their vehicle. If a building has eight units and each unit has four resident permit stickers and two guest permits, this amounts to 32 resident permits and 16 guest permits from one building address. Bilodeau Court currently has 65 permits issued for 24 on-street public parking spaces. Given that 14 percent of units had more than four passes in 2013, limiting the number of passes to no more than four per dwelling unit will reduce the number of passes in circulation.

Similar to all other comparable cities studied, Burlington’s existing RPP does not guarantee on-street parking spots for residents with parking permits. In order to control the number of active on-street parking permits, particularly on streets with limited spaces, resident permits should be limited to a maximum number of permits. The quantities of parking permits per dwelling unit should be tiered to balance the parking needs of different residential developments with the parking availability on and off street. As such, up to 4 permits should

be available for a property with one living unit; up to 3 permits should be available per unit for a two-unit property (single family homes with accessory units or duplexes); and up to 3 permits should be available per unit for a property with 3 or more units. The cost structure should charge incrementally increasing rates to discourage residents from having more permits than needed (Table 5.1).

BPD staff, or upgraded software, would verify that each new permit application does not exceed the maximum number allowed per the dwelling unit. To ease the introduction of this new system the existing T2 software system can be programmed to track the permits issued per dwelling unit. To allow flexibility and to streamline administration, residents may also have the option to purchase a two-year permit. Permits will be issued for each “dwelling unit”, as defined in the City ordinance.

The goal of establishing permit fees and limiting the number of available parking permits is to discourage residents from obtaining more permits than needed, encourage residents to be more thoughtful about the use of public on-street spaces and to be able to use generated revenue towards administering, enforcing, and improving the RPP. When used in conjunction with the City’s parking requirements under the zoning ordinance, the RPP can help balance on- and off-street parking resources.

TABLE 5.1: PROPOSED RESIDENTIAL PARKING PERMIT FEE STRUCTURE

| Annual Resident Permit Cost* | |
|------------------------------|------|
| 1st Permit | \$10 |
| 2nd Permit | \$20 |
| 3rd Permit | \$30 |
| 4th Permit | \$40 |

*same fee for replacement permit

Based on the number of permits issued in 2013 (less the number of newly capped permits) and at an average rate of \$20 per permit, this program may generate up to \$55,000 per year. This is only a portion of the total program cost, which exceeds \$120,000 annually. There are several operational recommendations that would be introduced simultaneously as part of the recommended fee and permit allocation structure. These operational recommendations include permit technology, permit type, and parking fine vouchers:

Permit technology

The BPD currently uses a combination of sticker permits for resident vehicles and cardboard permits for visitor vehicles. With the current technology, both permit types can be photocopied or counterfeited relatively easily.

With the new permit fee structure of Strategy #6, it is recommended that the BPD invest in a new permit technology that will help minimize counterfeiting. Such permits can be

produced as stickers and hangtags, and would incorporate a holographic image that makes photocopying extremely difficult, if not impossible.

Permit type:

As part of Strategy #6, it is recommended to build in flexibility into the mix of permits associated with each dwelling unit. Residents can apply for up to 4 permits if their property has two or fewer dwelling units. Of these 4 permits, 2 can be transferable. Residents of properties with 3 or more units can apply for up to 2 permits, with those 2 being transferable if desired. Fixed permits would be associated with a specific vehicle and provided as a bumper decal, as with the current program.

Transferable permits could be printed on hangtags or as a placard to be displayed on the dashboard. As with the decal permits for resident vehicles (which are affixed to the vehicle bumper), the visitor permits would incorporate the holographic image to minimize counterfeiting, which is a problem with the current system.

This recommended technology for transferable permits does not eliminate the possibility that such permits could be re-sold, which is a potential problem with the current system, though not thought to be a major issue according to the BPD. However, to address this potential problem, additional technological approaches should be integrated over time after improved online resources are established (Strategy #1). One potential solution would be to have resident permit holders register visitor vehicles online for the period when the visiting vehicle will be parked. The potential to integrate this capability into online resources should be reviewed periodically.

Parking fine vouchers:

Managing the collection of parking fines can be a cumbersome part of the current program. Currently, there are cases where fines are forgiven for a variety of circumstances. Voiding residential parking violations is usually performed through the City Attorney's office, and it can create a backlog of work. For the revised permit program, it is recommended that parking fine vouchers be issued for each dwelling unit enrolled in the RPP. Two year permits would include two vouchers while one year permits would include one voucher. Vouchers would have the same expiration date as the parking permit(s) they were issued with. When a resident or their guest receives a parking ticket, the voucher and ticket would be sent to the BPD, and the ticket would be voided without questions. This will simplify the administration of the program significantly. This will not be required for large events or parties at homes within residential permit streets; residents may continue to contact BPD in advance of an event to ensure parking enforcement is aware of the increased number of guests.

Case Studies

Ithaca, NY

The City of Ithaca's Residential Parking Permit System charges \$45 per permit. Permit sales revenue goes towards the costs of administering of the Residential Parking Permit System, such as paying the three clerks who assist residents in the permit renewal process.^{xxxv}

The City of Ithaca's Residential Parking Permit System allows properties to buy up to two permits for \$45 each. In one zone, they are allowed up to four permits if there are multiple dwelling units within a property.^{xxxvi}

Charlottesville, VA

Residential parking permits cost \$25 each, and the City generates approximately \$35,000 annually in permit sales. An additional \$40,000 is generated from zone parking violations, with each fine costing \$25. This revenue goes into the General Fund, and the General Fund budgets money to many different City departments, including the residential parking program.^{xxxvii}

The City of Charlottesville's Residential Permit Parking System allows for up to four residential permits per single-family household. However, certain households may have different limits based on varying needs. For multi-family properties, the number of units usually influences what the permit limit is per household. Permits are available on a first-come, first service basis for affected households.^{xxxviii}

San Luis Obispo, CA

The City of San Luis Obispo's Residential Parking Districts allow up to two permits per residence. The City's Residential Parking Districts distributed free residential permits until Parking Services ran a cost-benefit analysis that determined that they should charge \$10 per permit in order to be able to continue administering the program.^{xxxix} The permits generate approximately \$15,000 in revenue.^{xl} It is difficult to determine how much of this budget goes towards the Residential Parking Districts because the enforcement component is wrapped up with other enforcement that Parking Services oversees.^{xli}

Boulder, CO

Residents who live in a Neighborhood Permit Parking zone may purchase up to two resident permits for each vehicle registered in their name at a cost of \$17 each per year. This price was determined in order to ensure that the program is cost-neutral. The revenue generated from permit sales funds the material costs of the program. Commuter permits, which sell at \$82 per quarter, also fund the Neighborhood Permit Parking program.^{xlii}

Fort Collins, CO

The City of Fort Collins' Residential Parking Permit Program uses a tiered pricing system for permits, with a limit of five permits per household. The prices of the permits are free for the first permit, \$15 for the second, \$40 for the third, \$100 for the fourth, and \$200 for the fifth.^{xliii} The increased cost for additional permits ensures that residents only buy permits that they absolutely need.

Implementation and Time Frame

The BPD would lead the initiation of this strategy as a mid-term strategy (1-3 years). In transitioning from the current system, it is recommended that a specific date be set at which point all new applications for resident permits, including renewals, would be subject to the new program rules. Permit applications and/or permits should clearly state that permits do

expire and the number of permits issued per dwelling unit is subject to change upon renewal. Several operational details would need to be worked out after this strategy is approved, including:

- How to transition existing permit holders?
- How to proactively manage education of the new program to all RPP permit holders as some won't return to BPD to update old permits for a year or two. Prior to initiation, ample public information will be provided on the parking webpage and at the window at BPD where in-person parking transactions currently occur.
- Will all permit holders be required to come back to renew under the new program as of a specific date, or should the new program be implemented on a rolling basis as outstanding permits expire?

In addition, to address the concern of the re-selling of transferable permits, the ordinance language should establish strong penalties should this be discovered, including higher fines and the potential forfeiture of residential parking permits by violators.

This strategy does not address the number of permits allocated to a business. The number and type of permits allocated for businesses in residential areas should be examined one to two years after Strategy #6 has been implemented to ensure that business permits work in conjunction with Strategy #6.

STRATEGY #7: CONSTRUCTION PERMITS

Establish short-term parking permits for contractors who have business at a residence.

Primary Goals

- Balance Parking Needs
- Consider Limited Land Resources
- Account for Neighborhood Need

Discussion

The city currently allows contractors' vehicles marked with company logos to park on residential permit-restricted streets. To accommodate the parking demand for contractors without overburdening on-street parking with contractor's vehicles, it is recommended that 30-day contractor hangtag permits be established, each offered at a cost of \$10. The resident receiving or contractor services will be responsible for contacting BPD to issue these permits. A maximum 4 contractor permits will be available per residence and each can be renewed for additional months as needed. Lost or missing permits will be replaced at the same rate as general residential parking permits.

Case Studies

Ithaca, NY

Ithaca's City Clerk's Office sells residents up to four visitor passes annually at a price of \$10 per pass. Depending on the zone, residents can purchase a maximum of 8 or 16 passes per

property. Visitor passes are issued to a specific vehicle, and they allow legal parking in a residential permit area for two weeks.^{xliv}

Charlottesville, VA

Charlottesville's City Treasurer's Office sells a maximum of two annual guest permits to residents in single- or two-family households. For multi-family households, the limit is usually four guest permits, with some exceptions for special cases. Guest permits cost \$25, the same price as residential permits, and they are intended for someone who visits a household and needs a temporary place to park. Residents purchase the guest permits for their visitors, and in order to buy one, they must provide proof of residency on a residential block and proof of ownership of a vehicle within the residency.^{xlv} Guest permits last for a year, with the same expiration date as residential permits. Residents may share and lend out their guest permits throughout the year.

The City generates approximately \$25,000 in revenue from guest permit sales, \$15,000 more than the amount generated through resident permit sales. The disparity is largely due to the fact that many residents do not have access to off-street parking, which qualifies them for a free residential permit. In contrast, every household that acquires a guest permit must pay \$25. The money raised goes into Charlottesville's General Fund.^{xlvi}

San Luis Obispo, CA

Since residential permits are transferrable, residents may allow guests to hang their residential permits in guests' windshields. If a resident needs to park more than the two permitted vehicles, they can receive a free, temporary permit from the Parking Services Office.^{xlvii} They apply to guest and commercial vehicles, and they can last up to a month.^{xlviii}

Boulder, CO

Each household that purchases a resident permit may receive two free visitor permits that will last for the calendar year. Visitors must park within a one-block radius of the residence address. Additionally, residents may be issued two two-week guest permits per year.^{xlix}

Implementation and Time Frame

Strategy #7 is a mid-term strategy (1-2 years) to be implemented by the BPD simultaneous with Strategy #6, which establishes a fee structure for residential parking.

STRATEGY #8: IMPROVED ENFORCEMENT AND TECHNOLOGY

As a long-term capital investment, the City of Burlington should consider License Plate Recognition (LPR) technology to reduce the need for physical parking permits, allow City administrators to oversee the database system and user accounts, integrate with the City's residential parking website, and improve parking enforcement. The goal is reduce staff time needed to administer, monitor, and enforce the residential parking program, while allowing permit holders to more easily manage their accounts online. In addition to LPR technology and before its implementation, the City should ensure adequate resources for efficient enforcement of parking violations in residential areas.

Primary Goals

- Apply for a Data Driven Approach
- Is Fair and Transparent
- Streamlines the Administrative Process
- Is Market-Responsive

Discussion

The City of Burlington uses license plate recognition (LPR) technology at the Burlington International Airport parking garage. As a long-term strategy, the City should consider a parking database system that is compatible with LPR enforcement technology for use citywide. LPR technology uses a camera and a computer to “read” license plates and then automatically verifies the plate number against a list of authorized plates in the parking database, as well as verify whether a specific vehicle has moved since the last “reading” (which would be useful on blocks with time limited non-residential parking). As an enforcement officer drives through a neighborhood, the system will issue an alert if the plate is not found, and the vehicle owner is issued a parking ticket.

Investing in improved technology could reduce the need for distributing physical permits, saving on permit supplies as well as staff time needed to administer and distribute parking permits. A parking software system that is compatible with LPR can enable collection of valuable data while greatly improving the efficiency of enforcement. For example, a parking software system that is LPR compatible would enable data correlations of land use (e.g. the number of dwelling units or bedrooms) with parking demand. This type of data would improve the understanding of population densities and correlated parking requirements in a specific neighborhood area. The BPD is aware that this technology has privacy implications and clear policies and protections must be established as LPR adoption is evaluated and prior to use for on-street enforcement.

Outside of LPR technology, the City has the authority to enforce non-resident parking within resident only parking areas, extended parking on any street, and extended parking in any time-restricted parking area (within or outside of resident only parking streets). The current ordinance restricting parking in the same place for a period longer than three days should be more widely known and receive more enforcement. Evening and weekend enforcement within resident only parking areas should also be increased.

Case Studies

Several other comparable cities have invested in LPR technology to streamline their parking management system. As noted, there have been many benefits to utilizing LPR technology, particularly in conjunction with university campuses. However, there are many different layers to the T2 and LPR technology and they vary greatly by municipality. Therefore, the cost estimates are not easily translatable to the cost for integrating the system with Burlington’s existing T2 system.

Ithaca, NY

The City of Ithaca has invested in an LPR system, which costs approximately \$50,000 per unit, including software integration. They currently use two LPR units, which also carry a \$3,000 annual licensing fee. The parking enforcement staff drives resident only streets frequently to enforce time-restricted areas and to capture ongoing data on parking usage (permitted residents and non-residents). These data are very useful for determining the need for more or less regulation of on street parking. The LPR unit also photographs each vehicle's tire stem to establish whether a vehicle has moved within a time-restricted area.

Fort Collins, CO

The City of Fort Collins and Colorado State University employ a Community Liaison, who splits half of her time working with each of the institutions. The role was created as an interface for the City and the university, and part of the job entails addressing town-gown relations, including, but not limited to, parking. The City manages a Residential Permit Parking Program, and the university uses T2 Flex to meet the demands of their students and employees.ⁱ

The City and the University work very closely on many projects, but they do not share databases with each other. Whenever a new residential neighborhood is implemented, the City communicates with the University so that they can pass along relevant information to students and staff.ⁱⁱ

The City uses T2 Flex software to enhance its administrative and enforcement capabilities. With LPR technology, parking enforcement officers can quickly identify violators while driving their vehicles, providing increased coverage for parking regulations. In addition to LPR technology, Parking Enforcement Officers also use handheld computers to write citations. The City hopes to use this technology in the future to help collect parking turnover and occupancy data.ⁱⁱⁱ

Irvine, CA

University of California at Irvine began utilizing LPR technology at two on-campus housing complexes in the fall of 2007, which resulted in a simplified permit process, 75 percent reduction in citation complaints, and significant reduction in staff resources because users could enter their license plate information themselves online.ⁱⁱⁱⁱ

Implementation and Time Frame

This strategy is seen as a long-term strategy (>3 years), to be reviewed on an annual basis. The City can evaluate how well the current system is working and the costs/benefits of integrating LPR into that system.

SUMMARY OF STRATEGIES

Table 5.2 summarizes the Residential Parking Management Strategies by implementation time frame and city department responsible for implementation.

TABLE 5.2: SUMMARY OF RESIDENTIAL PARKING MANAGEMENT PROGRAM STRATEGIES, BY TIME FRAME, AND RESPONSIBLE CITY DEPARTMENT/AGENCY

| | | Description | Responsible City Department / Agency | |
|---|----------------------|--|--------------------------------------|---|
| | | | Lead | Supporting Department / Agency |
| General Parking Management Approaches | Strategic Approaches | Improve Sustainable Transportation Modes | DPW | CEDO, Planning, CATMA, CCTA, CCRPC, CarShare VT, Institutions |
| | | Expand Satellite Parking and Incentivize Parking in Remote Lots | DPW | CEDO, Planning, CATMA, Institutions, CCTA |
| | | Improve Signage and Wayfinding | DPW | |
| | Tactical Approaches | Install Parking Meters / Paystations | DPW | BPD |
| | | Implement Parking Time Limits in Non-RPP Areas | DPW | |
| | | Stripe Parking Stalls | DPW | BPD |
| | | Improve Lawn Parking Ban Enforcement | BPD | Code Enforcement, DPW |
| | | Share Off-Street Parking | DPW | CEDO |
| | | | | |
| Short-Term Residential Permit Program Strategies | | | | |
| 0-1 year | 1 | Provide Online Resources: Downloadable Application and Renewal Documents | BPD | DPW |
| | 2 | Establish Residential Parking Permit Periods Based on Supply and Demand | DPW | BPD |
| | 3 | Evaluate Residential Parking Areas Rather Than Streets | DPW | BPD |
| | 4 | Streamline the Petition Process | DPW | BPD |
| | 5 | Establish a Process for Removing or Reallocating Residential Permit Parking | DPW | BPD |
| Mid-Term Residential Permit Program Strategies | | | | |
| 1 – 3 years | (1) | Provide Online Resources: Comprehensive Program Information | BPD | DPW |
| | 6 | Revise Program to Incorporate Fee Structure and Allocate Maximum Number of Permits per Dwelling Unit | BPD | DPW |
| | 7 | Establish Construction Permits | BPD | DPW |
| Long-Term Residential Permit Program Strategies | | | | |
| >3 years | (1) | Provide Online Resources: Online Payment of Permits and Fines | BPD | DPW |
| | 8 | Improve Enforcement and Technology | BPD | DPW |

ⁱ William Burns. DPW Traffic Foreman. May 18, 2015 email correspondence.

ⁱⁱ Commuter and Parking Services.

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Residential Parking Management Plan

Appendix A

CITYWIDE PARKING RATES



Appendix 1 details the existing fees for public parking (metered, garage, and parks) in the City of Burlington, as well as parking regulations for University of Vermont and Champlain College students and staff. This information is included as a benchmark for market-rate parking pricing at larger parking generator sites adjacent to sample areas and within Burlington.

A CITYWIDE PARKING RATES

The City of Burlington currently charges for parking in higher demand locations, primarily in the Downtown Core, but also at locations adjacent to public parks and recreational facilities. In addition, UVM and Champlain College also charge all students, visitors, faculty and staff for parking on their main campuses.

Parking in Burlington is typically paid for in three ways: Metered Parking (including new SmartMeters and pay stations); Permit/Pass Parking; and Garage/Attendant Parking.

PUBLIC METERED LOCATIONS

There are currently 1,080 on-street parking meter spaces and 176 surface lot metered spaces throughout Burlington. They cover a total of 6.23 miles of blocks within the City. They are located primarily downtown, in the area roughly bounded and adjacent to Pearl Street on the north, N. Willard on the east, Maple on the south, and Battery and Lake Streets on the west. The hours of operation for non-downtown core meters is 8 AM to 6 PM, Monday through Saturday, with Sundays and holidays excluded. For downtown core meters, the hours of operation are extended from 8 AM to 10 PM.

TABLE A.1: BURLINGTON PARKING METER RATES*

| METER TYPE | TIME LIMIT | 3 MIN | 6 MIN | 15 MIN | 60 MIN | PER DAY |
|--|------------|-----------|----------|------------|----------|--|
| Yellow Top | 30 Minutes | 5 cents | 10 cents | 25 cents | - | - |
| Gray Top | 1 Hour | 5 cents | 10 cents | 25 cents | \$1 | - |
| Blue Top | 3 Hour | 5 cents | 10 cents | 25 cents | \$1 | - |
| Brown Top | 10 Hour | - | - | 10 cents | 40 cents | - |
| Downtown Meters | None | 7.5 cents | 15 cents | 37.5 cents | \$1.50 | • 12 hr bag - \$15 • 24 hr bag - \$30 |
| Downtown Smart Meters and Pay Stations | None | - | - | - | \$1.50 | \$10 |

**Meters are free for those who display a valid, state-issued, handicapped parking plate or placard*

PUBLIC GARAGE AND ATTENDANT LOCATIONS

TABLE A.2: BURLINGTON DOWNTOWN CORE PARKING RATES

| PARKING TYPE | LOCATION | PRICE PER HOUR | PRICE PER DAY | PRICE PER MONTH |
|--------------|-------------------------|---|---------------|-----------------|
| Garage | Marketplace | <ul style="list-style-type: none"> • 1 to 2 hr – Free • 2 to 2.5 hr - \$3 • 3 to 7 hr - \$4 + \$1/hr | \$10 | - |
| Garage | Lakeview/College Street | <ul style="list-style-type: none"> • 1 to 2 hr – Free • 2 to 2.5 hr - \$2 • 3 to 6 hr - \$3 + \$1/hr | \$8 | \$80 - \$96 |
| Surface Lot | Elmwood Ave Lot | | | \$55 |

The Department of Parks and Recreation currently charges for parking at the following locations: Waterfront; North Beach; Oakledge Park; Leddy Park; and Perkins Pier. Their vehicle rates are uniform and are as follows:

- Price per day: \$6 for residents, \$8 for non-residents
- Season Pass: \$25 for students, \$45 for residents, \$60 for non-residents
- Second Household Pass: \$25 for residents, \$30 for non-residents
- Waterfront Event Parking (per day): \$10 per vehicle

UNIVERSITY OF VERMONT (UVM) PARKING REGULATIONS

UVM manages parking on its main campus through a permit system and Pay Station and metered parking zones. There is no free parking on the UVM campus except for those who display a valid, state-issued, handicapped parking plate or placard. The UVM parking policy is designed to encourage alternative transportation options and best manage the use of its core and peripheral parking zones.

Students

Currently, all first-year students are prohibited from bringing a car to campus with the exception of proof of medical need. Other students who live on campus are eligible for a permit and are designated a residential parking area by UVM Transportation and Parking Services for the restricted parking times of 7 AM to 6 PM, Monday through Friday. UVM students who live within a half mile distance in the “Commuter Proximate Area” from campus are ineligible for a day time campus parking permit, but are eligible for a Commuter Evening Parking Permit for use after 3:30 PM, weekends, and Administrative Holidays in any faculty/staff lot, excluding visitor areas and student resident areas. For commuting students who live outside the Commuter Proximate Area, the university offers an Occasional Use Parking Permit Program so that those eligible students may park on campus occasionally for \$2.00 per day (or \$4.00 per day for Third and Fourth year Medical students).

The university also offers many incentives to encourage students to not bring their cars to campus and is an active member with CATMA and has partnerships with CCTA and CarShare Vermont. Therefore, unlike typical commuting residents, their vehicles would need to occupy residential spots during the day. However, students also have access to many alternative transportation modes and they typically use their cars less than other residents.

Employees

All faculty, staff, and affiliated employees must obtain a parking permit and spaces closer to University buildings are allocated based on a waitlist system by Zone: Green, White, Brown. All off-site parking is free. The parking permit must be returned to Transportation and Parking Services once employment is terminated. Faculty and staff may pay for their parking permit pre-tax through payroll deductions and the cost is scaled based on employee’s base salaries.

TABLE A.3: UVM EMPLOYEE ANNUAL PARKING PERMIT COSTS

| ZONE | EMPLOYEE / STAFF | AFFILIATE |
|-------|------------------|-----------|
| Green | 0.64% | \$329 |
| White | 0.48% | \$247 |

| | | |
|----------|-------|-------|
| Brown | 0.32% | \$165 |
| Off-Site | Free | Free |

Visitors

Visitors may park in zoned Pay Station parking areas, metered areas, or purchase a temporary Parking Permit. University departments may purchase temporary Parking Permits for their guests or arrange for a Visitor Code to be used at Pay Stations for \$1 per hour or \$8 per day, but this must be arranged ahead of time with the Transportation and Parking Office.

TABLE A.4: UVM VISITOR PERMIT COSTS

| ZONE | VISITOR PERMIT – HOUR | VISITOR PERMIT – DAY |
|-------|-----------------------|----------------------|
| Green | \$1.50 | \$12 |
| White | \$1.00 | \$8 |
| Brown | \$1.00 | \$8 |

CHAMPLAIN COLLEGE PARKING REGULATIONS

Champlain College requires all student, faculty, and staff vehicles to be registered and parked in their assigned zone, but a parking space is not guaranteed. There are currently four parking zones on the main campus, which is a mix of lots as well as on-street parking. However, no permit holders may park on city streets between 12:30am and 6:00 am. In addition, any faculty, staff, or commuter student may park at the MIC and Summit Parking lots for up to 4 hours by using the “Pay and Display” Meters. The meters are 25 cents per 15 minute block for the first hour and then \$1 for 1 hour blocks after that, for up to 4 hours.

Currently, Champlain College is working on shifting the majority of full-day campus parking to their Lakeside and Gilbane lots in order to create space for commuting students, part-time employees, and visitors to park in the main campus lots. There is free shuttle service for those who park at the satellite lots.

TABLE A.5: CHAMPLAIN COLLEGE ANNUAL PERMIT COSTS

| ZONE | STUDENT | PART-TIME FACULTY & STAFF & COMMUTING STUDENTS | FULL-TIME FACULTY & STAFF & COMMUTING STUDENTS |
|------------------------------------|---------|--|--|
| 1 | - | - | Free |
| 2 | Free | - | - |
| 3 | - | \$150 | \$340 |
| 4 | - | \$180 | \$400 |
| 5 | \$340 | - | \$340 |
| Lakeside/Gilbane Satellite Lots | Free | Free | Free |

UVM MEDICAL CENTER (UVMCC) PARKING REGULATIONS

Employees

All UVMCC staff and affiliates who wish to park in a UVMCC parking lot must register their vehicles with the Medical Center Campus Security Department. Each employee is eligible for one parking permit and it is free of charge. All vehicles at the Medical Center Campus and in its satellite lot must display a current UVMCC parking permit for the designated lot. Permits may not be loaned and only the registered UVMCC employee may use it. Staff may also request a “Business Needs” parking permit if they need to frequently come and go to the Medical Center Campus for business reasons. Issuance of these passes is dependent on parking space availability at the Medical Center Campus.

Visitors

UVMCC has one main underground parking garage adjacent to the main entrance on the Medical Center Campus for patients and visitors. Patients and visitors may also purchase discounted parking coupon books for 2 hour, 3 hour, and daylong parking. In addition, the hospital offers a curbside drop off area as well as valet parking at its main entrance during the week between 6 am and 5 pm for \$8 per car. Valid state handicapped permits or license plates may park for free in the parking garage.

A.2 | SOURCES

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- UVMCC Visitor Parking Rates: http://www.fletcherallen.org/patients_visitors/directions/parking/
- Burlington Residential Parking: <http://www.burlingtonvt.gov/Police/Residential-Parking>

Residential Parking Management Plan

Appendix B

PUBLIC INVOLVEMENT



Appendix B contains the results from the public involvement of the Advisory Committee, Public Forums, neighborhood meetings, online input map, meetings with the City of Burlington, and emailed public comments.

APPENDIX B: PUBLIC INVOLVEMENT

The Public Involvement Plan for the Residential Parking Management Plan was designed in the spirit of the Chittenden County Regional Planning Commission's (CCRPC) Public Participation Plan. This includes effective public involvement and public outreach that involves transportation stakeholders and the broader public early in the process, checks in with them frequently, and then supports an outreach effort to present the final plan. The intent of the public involvement effort is to foster a spirit of inclusiveness and ownership of the Residential Parking Management Plan.

Public involvement and outreach was integrated throughout the planning process for the Residential Parking Management Plan, including the Advisory Committee, two Public Forums, focused neighborhood meetings, an online input map, meetings with the City of Burlington, and public comments submitted directly to the project team. These activities are detailed within this Appendix.

ADVISORY COMMITTEE MEETINGS

The Advisory Committee for this Plan was convened by Department of Public Works staff and consisted of thirteen stakeholder groups: city departments of Public Works, Planning & Zoning, Community and Economic Development, Code Enforcement, and Police; the city's Public Works and Planning Commissions; the City Council's Transportation, Energy and Utilities Committee; the University of Vermont and Champlain College; and residents appointed by Neighborhood Planning Assemblies from Wards 1/8, 2/3, 5, and 6. This Committee met five times between August 2014 and November 2015 and all meetings were open to and attended by the public. Meetings were advertised through the City's Government Meetings Calendar, by neighbors and City Councilors on their Front Porch Forums, and through an email list of interested residents and stakeholders. Meeting materials were made available online through the joint Downtown and Residential Parking Management website (www.ParkBurlington.com) and through the city's project website.

ADVISORY COMMITTEE MEETING AGENDAS AND NOTES

Meeting #1: August 14, 2014

Meeting #2: February 10, 2015

Meeting #3: July 7, 2015

(<https://www.cctv.org/watch-tv/programs/draft-residential-parking-management-plan>)

Meeting #4: October 20, 2015

Meeting #5: November 17, 2015



Burlington Residential Parking Management Plan

KICK-OFF MEETING AGENDA

DATE: August 13, 2014
SUBJECT: Burlington Residential Parking Kickoff/Coordination Meeting
LOCATION: Burlington City Hall, Contois Auditorium

ITEM 1: Introduction

Introduce Advisory Committee members, City and CCRPC staff, communication members, and consultant team. Discuss roles of each group. Is anyone missing from the Advisory Committee?

ITEM 2: Project Goal, Scope, and Schedule

- **Project goal:** Develop a comprehensive understanding of parking supply and demands in residential neighborhoods from the point of view of residents, visitors, and city officials to identify an optimal parking management strategy that best utilizes the limited parking and land resources in Burlington's residential areas.
- Walk through tasks, schedule, key meetings and deliverables.
- Coordination with other City initiatives and update on Downtown Parking Study (Peter Keating)

ITEM 3: Data Collection

Identify points of contact to function as the technical review committee to assemble and communicate the following data:

- Current regulations and parking permit zones (Nicole Losch, DPW)
- Issuance of residential parking permits (John King, BPD)
- Program management & interdepartmental communication practices (Nicole Losch, John King)
- Method of defining new residential parking areas (Jim Barr /Nicole Losch, DPW)
- Parking enforcement (John King, BPD)
- Potential zoning amendments and future development that will trigger desire for residential parking (Sandrine Thibault, Planning & Zoning / Nathan Wildfire, CEDO)

ITEM 4: Residential Parking Issues - Discussion

- Neighborhood blocks with parking demand issues? What is the source? Destinations, events, current and future development that generate parking demand?
- Policies and Permitting issues – student parking, visitors, others?
- Parking enforcement and management of parking? Clear signage and directions for parking?
- Others residential parking issues?

ITEM 5: Parking Inventory

- Identification of up to three neighborhoods to study for parking inventory in late September.
- Depending on the size of the neighborhood, the study area may be limited to a walkable radius from a major destination/parking generator.



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BTV Burlington Residential Parking Management Plan

Kick-off Meeting Notes, 8/13/204

ITEM 1: Introduction

Introduce Advisory Committee members, City and CCRPC staff, communication members, and consultant team. Discuss roles of each group. Is anyone missing from the Advisory Committee?

- Bill Ward from Code Enforcement should be added to the Advisory Committee.

ITEM 2: Project Goal, Scope, and Schedule

Project goal: Develop a comprehensive understanding of parking supply and demands in residential neighborhoods from the point of view of residents, visitors, and city officials to identify an optimal parking management strategy that best utilizes the limited parking and land resources in Burlington's residential areas. Walk through tasks, schedule, key meetings and deliverables. Coordination with other City initiatives and update on Downtown Parking Study (Peter Keating)

- **Downtown Parking Study:** Summer data collection conducted at end of July, will coordinate on public meetings and outreach
- TDM study: Incentives to not drive-alone

ITEM 3: Data Collection

Identify points of contact to function as the technical review committee to assemble and communicate the following data:

- Current regulations and parking permit zones (Nicole Losch, DPW)
- Issuance of residential parking permits (John King, BPD)
- Program management & interdepartmental communication practices (Nicole Losch, John King)
- Method of defining new residential parking areas (Jim Barr /Nicole Losch, DPW)
- Parking enforcement (John King, BPD)
- Potential zoning amendments and future development that will trigger desire for residential parking (Sandrine Thibault, Planning & Zoning / Nathan Wildfire, CEDO)

- Info to get within target zones: Total on-street spaces, and off-street spaces within that zone, units per block, and current permit count
- Number of permits per block: Take any street and break it down by house, owner, renter, or college student
- Code enforcement has a complete rental registry – but it is on paper.
- Background: The residential parking permit program started in the 1990's, directly related to Centennial Field

ITEM 4: Residential Parking Issues - Discussion

- Neighborhood blocks with parking demand issues? What is the source? Destinations, events, current and future development that generate parking demand?
- Policies and Permitting issues – student parking, visitors, others?
- Parking enforcement and management of parking? Clear signage and directions for parking?
- Others residential parking issues?

- Residents want to see fairness, particularly downtown, in the issuance of residential parking



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- Hungerford Terrace – Duplex has 10 permits due to students, when students move, the number of permits increases greatly, but unbalance between students on/off peak and other residents who want to park
 - No physical barriers on green spaces, cars end up parking on the green space – not a lot of owner occupied, so fewer complaints.
 - Should not have reserved parking spots in front of their house, wonder why certain places get “valet” parking spots in front of their house, but some don’t
 - Parking demand and parking restrictions are inefficient; all-day restrictions are not always needed
- Permits are free to any resident who can provide documentation that they live there. Even if there are not enough spaces.
 - Should not necessarily be free, but be income sensitive
 - Last time it was suggested – City Admin wanted to raise cost of parking ticket, but not charge for the permit
- Need to consider the cost of maintaining the parking, such as plowing it.
 - Rule of thumb: around \$600 per year for the land, maintenance, lost taxes of an average parking space
 - Also – prices vary depending on the demand of that particular parking space
- Driving is not necessarily a mode that you want to encourage for the future. Need to regulate on-street parking to make TDM viable
 - Landlords need to be held accountable – limit by building, not unit. Have landlords participate in the TDM.
 - Underutilized spaces in periphery or downtown that can be used for overflow residential parking
 - UVM students are offered many incentives to not bring their car, but that should also be done for the city residents. TDM for people willing to forgo their parking permits.
 - Demand: We’ve leveled out on the number of cars in VT, shift of what people are willing to do, the senior population has increased. Therefore, beginning to use incentives for people not to drive (TDM) through charges for parking should be able to harness some of the land used for parking.
 - Limited road width resources between adding more bike facilities and on-street parking. Topography plays into the downhill/uphill directions
- Origin of parking problem –
 - UVM influx of parking near their neighborhoods during the day
 - Centennial Fields – noise from baseball worsened by residents unable to find parking
 - Linkages /corridors to the waterfront, recreation centers, and parks
 - Oakledge Park – cost of parking at the park and desire for people to park for free
 - High-density housing areas
 - Where the restrictions are – those are areas that there are parking issues
- Transparency is a big issue
 - Streets have turned into resident-only parking without knowledge of their neighbors. Don’t want resident parking because it’s restrictive.
 - Would like transparency around the process used to determine which blocks can have residential parking permits.
- Guest permits: Two guest passes per dwelling unit, one of the problems currently is that people move out and the guest passes disappear, we would give everyone one guest pass and the passes went up in issuance
 - Two per dwelling unit, they have to come in to get a permit – but students move in and out
 - One or two years for the length of the guest pass (2 year bring in tax bill, or a drivers license with the address on the license); if out of state license, provide valid lease, verify with UVM, then the permit lasts for one year.



- Each apartment gets their own dwelling unit
 - Illegal to treat students differently
- Different enforcement for summer residents, year round
 - Subletting – thousands between June 1 and Aug 31, subletting community.
 - The final product should define what the word “lease” means. The landlord can be away.
- Opportunities to add or remove metered spaces
 - There may be excess meters available from the downtown that may be used for the residential areas (approx.. 300)
- Potential pilot program – hybrid meter/kiosk/permit program on certain residential streets. This allows visitors to be able to park during the day. Also discourage long term parking, such as students who don’t use their car on a day-to-day basis.
 - Parking enforcement is 3 days, the car will need to be moved
 - Long term parkers – the city has excess spaces in the periphery that can be leased for cheaper (and the residential parking is priced)
 - Pay stations are more amenable than meters in a residential area. We can now give codes to people to pay. The code wouldn’t work when the permit is up. For enforcement, the code is tied to a vehicle.
 - Permit parking during evenings in residential areas, with daytime paid spaces. Permit holders are free
 - Revenue goes back to that block – easier with Smart Meter
 - Get together with the East Avenue residents and sign (no maintenance and street beautification)
 - Unfair if some blocks have extra revenue and some don’t – rather than give revenue to a specific street, and instead pool the majority of the funds into a general city-wide enhancement fund. That way it goes into building a greater system/transportation network.
 - By unit, how many spaces are available on and off-street. → yearly lottery for parking but students typically use their car less than other residents.
- Students who live 0.5 mi from campus are not allowed to drive to campus. So their cars remain by their homes as long-term parking.
- UVM discourages students from even bringing cars. Education – people need to realize that this parking is not free, and that space could have been repurposed for other functions that may be more valuable → charge for permits and guest permits as well
- Since Jan 1st, issued 2000 parking tickets, 22% are outstanding, total \$41,500 (for 8 months of the year this year) – cautioned strategy of seeing enforcement as a revenue stream
- \$1.5 Million per year from parking enforcement – towards general revenue and operating expenses
 - Want a discussion on the abuse of guest passes – what is “abuse” and how it is dealt with
 - Do not tow for resident parking
 - People who run out of guest passes, they are advised to park anyway and then they get it voided later
- Need policy for corner houses Need whatever is the plan – need to have something implementable. “Why are we telling you now”
- Public works commission adopts all parking ordinances
- Two proposed zoning changes in the works – they would eliminate parking requirements for residential high density. Make recommendations that incorporates and resolves what effects come from those zoning changes.
- Politically viable. Parking is emotional.
- Approach to this study:
 - Data driven approach – to number of permits and how we issue them



- Address the transparency/inequality piece/fairness related to identifying which blocks are residential permit zones and who gets residential permits
 - Flexible market-responsive approach. Needs to change based on changes in the neighborhood. As Burlington grows, there will be pressures on the transition zones. Respond to changing demographics.
 - Legal process – codified and clear; build in the due process requirements
- Champlain has their own enforcement
 - Desman is counting on-street counts, not off-street or unit counts

ITEM 5: Parking Inventory

- Identification of up to three neighborhoods to study for parking inventory in late September.
- Depending on the size of the neighborhood, the study area may be limited to a walkable radius from a major destination/parking generator.

Areas suggested. The final three parking inventory areas that will be examined in this study are **bolded and shown in Figure 1.**

1. **Downtown – 3 block neighborhood, have pilot program (City Market, YMCA , UVM)**
2. **King Street Neighborhood (Flynn Theater) Winooski to Battery and some of Maple**
3. Oakledge – near park, only issue is people who are at the park – but people have driveways
 - a. Instead people parking down on Flynn, on Lakeside
4. Some chunk of UVM Central Campus – due to daytime nature of folks coming to work/play (Prospect)
5. Baseball stadium – Colchester and East Ave
6. Booth, Grove, Cathedral (park, 90% students, Burlington health and rehab employees) – not permitted
7. Fletcher Place – Mansfield Avenue
8. **Hill Section around S. Prospect Street/Summit Street**



FIGURE 1 THREE PARKING INVENTORY TARGET AREAS



BTV Burlington Residential Parking Management Plan Advisory Committee Meeting Notes, 2/10/2015

ITEM 1: Introduction, Schedule, and Scope of the Meeting

- **Committee Members In Attendance:** Nicole Losch, Chapin Spencer, Nate Wildfire, Sandrine Thibault, Sandy Wynne, Caryn Long, Jim Langan, Clare Wool, Charles Simpson, Emily Lee, Bill Ward, Peter Keating, David Saladino, Grace Wu, John Caulo
- Other Attendees: Karen Paul, Gene Bergman, Barbara Hendrick, Chris Flinn, Joan Shannon
- **Schedule:** Tentative March 24 date for the second Joint Downtown and Residential Parking Public Meeting, followed by revisions and final advisory committee meeting.
- **Scope of the Meeting (Nicole Losch):** The project arose from the need to better understand and clarify the Burlington Residential Parking Program, and to take advantage of the opportunity to jointly study Downtown and Residential Parking, as well as transportation demand management for downtown commuters and parking minimums for Zoning. This second advisory committee meeting is primarily focused on coming to consensus on the residential parking strategies to present to the public for further feedback.

Action Items

- Jim Langan – Correct to Ward 1 alternate

ITEM 2: Project Goals

- David Saladino from RSG presented the Project Goals, based on feedback from the Advisory Committee and Public Feedback from the first forum.
- The project goals for this Residential Parking Management Study are: Balance Parking Needs; Consider Limited Land Resources: Account for Neighborhood Need; Apply a Data Drive Approach; Is Fair and Transparent; and Is Market-Responsive.

ITEM 3: Best Practices Comparison

- Grace Wu from RSG presented the Best Practices, in studying four peer cities that were similar in population, and with a vibrant colleegetown atmosphere. The residential parking strategies in the comparable cities are considered as part of the recommendations in the Burlington residential parking program.
- There are five main types of residential parking strategies: Technology; Pricing; Physical; Administrative; and Petitioning Process.
- Burlington is unique in offering no-cost residential parking permits and informal enforcement of guest permit usage.

ITEM 4: Draft Residential Parking Recommendations

- Grace Wu walked the group through the city-wide (16) and specific block (4) residential parking strategies. 10 of the city-wide strategies and all four of the add-on block strategies are new to the City of Burlington.
- A packet was distributed to each member of the Advisory Committee with the 20 residential parking strategies listed. The last page showed a map, with the current residential parking streets marked, and polygons around particular streets to show how parking by area, and not street, could function in residential permit areas.
- Alongside each strategy was reasoning for why the recommendation was included for consideration.

ITEM 5: Discussion of Residential Parking and Areas

Open discussion amongst the Advisory Committee and several guests to refine or add proposed residential parking strategies. The group agreed to keep in all 20 of the recommendations to present to the public for



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feedback. More refinement and discussion needed internally on code enforcement (lawn parking specifically) and zoning ordinance parking minimums.

PHYSICAL IMPROVEMENTS

- Reducing parking minimums, along with impacts from downtown parking demand, will be an issue for residential areas.
- Discussion on parking in-lieu fees. Make sure they are equitable for the longer term (approx. 20 years. Includes maintenance and operations)
- Re-state the consideration for alternative modes to emphasize pedestrian and bike usage, then transit and carshare.
- Physical barriers to prevent lawn parking are needed. Code enforcement currently allows lawn parking overnight during winter parking bans.
- Clear wayfinding and signage is a need for residential parking.
- UVM and Champlain to provide adequate and easy-to-use satellite lots that can be used for daily and long-term use by students who commute to school. UVM's parking management plan does try to prevent parking spillover from students on-campus.
- Consideration for repurposing on-street parking spaces for alternative modes or streetscaping.

TECHNOLOGICAL IMPROVEMENTS

- A user-friendly website or printed brochures to clearly inform people of Burlington's residential parking program.
- Like the idea of mailing or online renewals for parking permits. Nervous about being able to print visitor permits online.

ADMINISTRATIVE IMPROVEMENTS

- Makes sense to have a fixed expiration and renewal cycle based on the academic calendar when there is highest turnover.
- Not sure about parking by area (and not street). Would like to keep it by street because high density and parking demand from nearby blocks and they would spill-over and take up parking on adjacent blocks.
- Need to give residents reasonable notice for when a pilot parking program will be happening.
- Like the idea of an owner-agent permit distribution scenario – when working with trust-worthy owners. In all cases, landlord should inform the tenant whether or not there is parking included off-street with their unit.

Action Items

- Gene requested Charlottesville's ordinance language, which Grace sent on 2/10.

PRICING CONSIDERATIONS

- Like limiting permits to 2 residential and 2 guest permits per dwelling unit. Perhaps limit so that studio and 1-bedroom dwelling units get 1 parking space, given that the zoning code currently requires one off-street space already.
- Allow for occasional event parking needs.
- Provide rationale for charging residents on a 15-day or 30-day basis.
- The City currently has five meter maids. The violation fee needs to be high enough to remain competitive with the market rate of parking permits on UVM campus.



SIGN-IN SHEET

Burlington Residential Parking - Meeting #2 2/16/15

| NAME | Organization |
|--|-------------------|
| Barbara Headrick barbara.headrick@gmail.com | |
| Bill WARD | CODE |
| Nathan Wildfire | CEDO |
| Jim Langan | Ward 1 |
| Chapin Spencer | DPW |
| John Coats | Champlain College |
| Charles Simpson | NPA 6 |
| Jane Wignane | Ward 1 |
| DAVID SALDANO | PSG |
| Clara Wool | NPA 6 |
| Caryn Long | Ward 1 |
| Peter Kestir | CCRPC |
| Emily Lee | Planning. |
| Chris Flim cwalkyflim@aol.com | |
| Nicole Lisch | DPW |
| Grace Wu | KSA |



MEETING NOTES

DATE: July 7, 2015

SUBJECT: Residential Parking Advisory Committee Meeting #3

<https://www.cctv.org/watch-tv/programs/draft-residential-parking-management-plan>

ITEM 1: Attendees

The following Advisory Committee members were present:

- John King, BPD
- Jim Barr, UVM /DPW Commission
- Max Tracy, TEUC
- Caryn Long, Ward 1
- Sandy When Ward 1 (in place of Richard Hillyard)
- Tony Redington, Ward 2/3
- Phil Hammerslough, Ward 2/3
- Abby Mattera, Ward 5
- Charles Simpson, Ward 6

The project team present for the meeting was:

- Nicole Losch, Burlington DPW
- Chapin Spencer, Burlington, DPW
- Peter Keating, CCRPC
- Robert Chamberlin, RSG
- David Grover, RSG

ITEM 2: Introduction to Presentation

Chapin explains the purpose of this study, to review the residential parking program, and why it has come about. There have been a number of issues over the 25 years since residential parking was implemented.

ITEM 3: Mayor's comments



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There has been quite a bit of discussion within the community about this study, I want to be clear that I'm paying attention to this issue, working with Chapin, and following the debate. I hope that people take from this report that the city is listening.

The residential program serves a real need and no one wants to remove this program. That's a different question than are there adjustments that we can consider changing for the program. It makes sense to do this review after 25 years. The program has grown substantially and there are changes in the City such as changes in the downtown.

The next steps are that this plan will be presented to the Public Works Commission next week, but no action will be taken at that meeting. There are many other steps after this.

Comment: Please explain the real need of the residential parking program.

Mayor: It was first instituted in the Centennial Field Neighborhood. The core values of the program is that residents should be able to park when they come home at night, and they should be able to have guests park near their home. There have been other quality of life issue, e.g. cut through traffic on dead end streets.

Comment: The original intent of the program was that the residents did not feel like their streets should be parking lots for baseball games. It was expanded elsewhere where people could not find parking on their streets.

Mayor: Since this study began approximately a year ago, there has been another study going on. We are putting quite a bit of energy into the ten year capital plan, examining what are the assets that we are committed to maintaining and what would we like to expand on, e.g. the bike path. We published a draft of the plan this spring, submitted to the city council, we just passed a budget that will fund the first year.

There is a gap between what we have funding sources for and what we want to maintain, particularly in sidewalks and streets. We will replace about 2 miles of the 90 miles of City streets. I think we should be talking about commuter permits to see if there is a way to protect all of the important values of the residential parking program, especially from non-property taxpayers.

Caryn commented that she supports what was said earlier. She received residential parking on Henry street due to Medical Center employees parking on their street. It really took away from the quality of life. She and her kids bike, and park cars are not safe. It doesn't seem like a good way to raise money.

ITEM 4: Consultant Presentation

Bob presented the findings and recommendations to date from this study.

RSG was retained by the city to do this study. The public input is incredibly important. The project team is on front porch forum and hears what people are saying.

Bob explained the project steps:

- Overview of public outreach
- Overview of Best Practices



- Highlights of best practices
- Overview of strategies
 - 4 current strategies
 - 10 new ones

ITEM 5: Public Comments: Advisory Committee

Charles: Resident only parking is one of the most democratic of policy creations. A move to area parking affirms this democracy. There is a movement to move satellite parking and mass transit, but nothing specific is mentioned in the report. The study mentions that there is no impact of resident only parking on property values. A realtor said that there is a very positive value to resident only parking. Also Boston offers free residential parking.

Tony: This study needed to happen. The basic value of a surface parking space is about \$600 per year. A parking garage space is about \$2200 per year. This should be reflected in the study. Some of the parking should be repurposed for bicycle lanes, but that's not in the report. The first recommendation is to support sustainable transportation, which includes bicycles and zero emission vehicles. When talking about safe bicycling, that means cycle tracks. Consider the needs for safe bicycle infrastructure. While the plan is good, it needs to consider the need for this safe infrastructure. Lastly, the population has decreased by 200 people, people are aging, there are more seniors, that means there will be a need to repurpose some of the parking for these people.

Phil: The first thing that was spoken of was that this is public space, public means people. We are so car centric, but cars are not compatible in a city such as Paris, London, Mexico City. Kids used to play in the streets, but they can't do that around cars. We all use cars, but we need to increase our multimodal transportation. In a neighborhood where 98% of the people are transient, how do you get the property owners to go along with this? Consider the idea of leapfrogging, so that we are using the streets for family. It is difficult for families to get out into the streets, 80% of people who would like to bicycle don't feel safe.

Sandy: Question about the University's parking plan. Two of the institutions have a huge impact on parking. What is the University's parking plan? How does this fit into those plans. She is in real estate, the value of your home is reflected in if you have a parking space. Approves of using organizations that have extra space, e.g. churches. It would be good if DPW will manage it. When there was a winter ban, years ago when you could not park on the streets all winter, where did the institutions put all of their cars then?

Comment: One of the big issue in heavily rented neighborhoods is parking on green space, and that is polluting our waterways, so why do we allow parking on the lawns, and green spaces? Before the City considers reducing parking requirements, it needs to figure out how to deal with lawn parking.

Jim: Echoes the idea of enforcing ban on parking on lawns. Striping parking spaces is important to prevent blocking of driveways.



Concerned with strategy #9: transferable permits. If somebody lives in a dwelling and purchases two permits and only uses one, how will it be guaranteed that they don't let someone who doesn't live there use that second pass?

If it becomes zone based instead of street based, why would these new places be forced to have commuter permits when existing streets are not forced to? How would that be fair to these new places?

Bob: It would be required in every case for new streets, the public works commission would evaluate whether it makes sense. There would have to be a study to determine if there is capacity and demand.

Jim: I live on Chase Street, where it's all renters. They would not be interested in residential parking.

Max: It feels like it's people who are better off in better homes getting a benefit. For example in Ward 2 where it's mostly renters they don't have these benefits. If only do homeowners who live there can request residential parking, it favors people who have additional time, can follow the public process, who aren't working 2 or 3 jobs. This study must be understood not in isolation but in conjunction with the Downtown plan and the bike/ped master plan. Understand how changing parking minimums will affect residential parking, and what is the class dynamic. For example, if we take away the downtown minimum, the downtown parking will spill into rental neighborhoods, and how will they be able to take care of this?

Specificity is key in the lawn-parking ban. Who should people go to to address this? It has been a problem for a while.

Park and ride lots are a big thing in the city right now. There may be a desire to park outside the city, and this hasn't been reported in this report or the downtown one.

Jim: Addressing the intermodal facility at Exit 14, there isn't funding for it right now, it was earmarked funding, that isn't available right now.

Max: It would be great to recognize this in the study since it is being talked about.

Abby: I like that the plan is trying to utilize existing capacity rather than build new capacity. I support that piece of the plan. There may also be a chance to repurpose parking for other uses along main corridors. We also should give people a way to get downtown without using the roads. 40% of our citizens are drivers, so addressing the public means helping walking and biking. I also support repurposing parking downtown.

Sandy: where does the 40% come from?

Abby: That accounts for everyone, including children and elderly.

Nicole summarized the points so far:

- Expand specificity in terms of park and rides, satellite lots, lawn parking
- Mixed comments on charging of permit fees,
- Talk about tax implications
- Talk about coordinating City parking policies with those of the institutions



- Illegal parking on lawns, specifics on how that will be enforced
- Consider how transferable passes may be used by non-residents.
- How will this project affect lower income residents?
- How will this plan tie into the broader plans (e.g. downtown, walk-bike)

ITEM 6: Public comments: General Public

Comment: All for charging for passes, but the implementation is flawed. Currently, the sticker has to be linked to a license plate, with transferable passes, it will be easy to sell. Someone was selling passes for \$100 per month. Right now, the guest passes, per ordinance, must be use by someone visiting. I would call the police when I saw I violation and tell them that they had to knock on someone's door and see if the person was there. The police were not helpful and were resistant to enforcing guest pass violations unless pushed. The pass needs to be linked to a residence and a license plate.

The other question was about the \$75 citation. There was talk about changing the amount. Is there still talk about changing that?

Chapin: No, there isn't discussion to change it.

Comment: I really appreciate the process of this. Both the plan and the comments that have come out after demonstrates public support. We are on a dead end street, we had a lot of non-residents parking on our street, and an ambulance couldn't get through. Over parking is a safety issue. It's good to know that you can knock on the door so that someone would move their car. The change to area parking would be a problem because you wouldn't know whose car it is. I love the idea of having the cost to limit the number of cars. I also have kids in the area who are renters, they're not all bad. The approved landlord, I love that you're thinking beyond that. I think it's better to have the person who lives there, they will be more invested. I think that the landlord won't try to find parking spaces, if he can get away with renting it without them.

Comments: There had been talk about public thoroughfares. Our roads are built by city dollars, that includes tax dollars, including from renters. We are already paying for the maintenance and building of these streets. I'm surprised that we are willing to sell this to out of town commuters. The major issues discussed here is what is the quality of life, can we get more money out of our streets, and there's a plan to develop Burlington a lot. Is the plan to expand parking permits to accommodate all of this additional development? We should be dealing with how to keep neighborhoods livable. I'm not sure if selling permits on city streets is the way to deal with tough fiscal times. People who live here are paying for the streets.

Comment: The capital plan: only \$16 million of the \$62 million is for maintenance, the rest is for expansion. I'm not sure that there's public buy in on all that. The part on sustainable transportation sounds like it is written by someone who owns a bus company. There should be more talking about biking and walking and the rest of the strategies should follow to help bikes and walkers. It should talk about people using satellite parking coming in from out of town, not just students. That would reduce parking on residential streets. I think that parking in zones is a bad idea because a developer will create a huge building that will pass on it's parking needs to the rest of the zone. The zone issue was to help address corner lots. I live on a zone boundary, so it's not going to help my corner lot. I'm



also against zones because it ties into reducing parking needs for downtown parking needs. It will lead to abuse of people who want to house a lot of people.

Ithaca: I've lived there, I'm familiar with it, I've lived in College town. We don't want to create this. 90% of the information in the report is wrong about Ithaca. I met with the director of parking there and he said it's wrong. I should meet with you after. Example include: residents have to switch sides of street. That's not true. In Ithaca, you receive only 2 permits per building if it's a single family home. In Burlington, we give unlimited permits per building. An 8-unit apartment building get 32 passes with this plan. Don't do it by dwelling unit, do it by house. You should get 2 or 4 permits per building, not dwelling unit, that's how they do it in Ithaca. Permits per bedrooms is even more ridiculous. We don't need all neighborhoods to look alike. In Ithaca, they only want 20% parking on the street. In the report where you say permits per household, household is not defined, change it to dwelling unit, or home.

A lot of this report looks like it was influenced by UVM, and there's a conflict of interest here.

License plate reader: They make a ton of money on this in Ithaca, It pay for itself and is a very effective way to regulate parking.

Comment: I live on a street with low utilization and residential restrictions. I'm concerned with guest passes not being appropriately used. Giving 4 passes for 180\$ is not going to work. The vast majority of households use those passes appropriately. Our house will store our car on the street and walk downtown. This method will encourage me to go outside of town rather than have a guest come to my house. All of my neighbors appropriately use the current system. The people who are parking in neighborhoods instead the parking garage can't afford to pay for the parking garage. You're not going to be able to raise a lot of money here. Taking away onsite parking doesn't make sense in the Snowbelt.

Comment: The 4 permits is related to 4 unrelated residents rule, but the landlords are required to provide a parking space, so we are rewarding landlords who did not provide the required parking space.

Comment: If you look at the grand list, properties that have residential parking have a higher value than those that don't. We live in a place that has much higher tax values of comparable sized lots without residential parking.

Mayor: I can't respond to everything that was said tonight, I want to speak to one thing that has come up, and has come up in Front Porch Forum. I have been clear that I think we need additional development in the downtown. I think it will create much needed development. We have never wanted the residential parking study to support this development so that people can park on residential streets. I think that we have a perverse downtown parking policy, we've spent a lot of money on those assets. We put the downtown study on hold so that we can have this study to look into whether expanding the downtown will create added pressure on the residential neighborhoods. We want to be sure we are addressing this in this study.

ITEM 7: Next Steps

The committee would like to see this report again after these comments are incorporated.



Questions: What will the Commission vote look like? Is this all or nothing, can they just approve some things?

Nicole: At the July meeting, we will recap how we got to where we are. Then we will come back to the Commission for them to authorize the DPW to move these forward. They will have the option to change things after this, but when the final draft goes to them, they are voting on the final document as a whole. These strategies won't be adopted until they are brought forward as an ordinance.

Comments: There is a lot of concern that this will never be brought up to elected representatives.

Gene, City Council: The City charter is set up so that the Commission has sole say over parking. Charter change is the only way around this. The City Council has the option to inform the Commission.

Question: What about the parking minimums?

They are part of zoning, so that would be the Planning and Zoning Commission, the not Public Works Commission.





AGENDA

DATE: October 20, 2015

SUBJECT: Burlington Residential Parking Management Plan: Advisory Committee Meeting #4

- A. Summarize what has been done to date
- B. Summarize the recommendations in the current draft plan
- C. Note how things have changed from the last meeting
- D. Advisory Committee comments
- E. Public comments
- F. Next steps



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MEETING NOTES

DATE: October 20, 2015

SUBJECT: Burlington Residential Parking Management Plan: Advisory Committee Meeting #4

ITEM 1: Introduction

Chapin Spencer, DPW, introduced the meeting and explained the Residential Parking Study within the context of the other parking studies currently being conducted in Burlington.

ITEM 2: Work Done to Date

Robert Chamberlin, RSG, reviewed the work that had already been conducted for the Residential Parking Study:

- Origins of the Residential Permit Program
- Origins and purpose of this study
- Project steps
- Public outreach
- Best practices in comparable cities

This project work had been covered in previous Advisory Committee meetings

ITEM 3: Recommended Strategies

Robert Chamberlin gave a high-level overview of Chapter 5 of the Draft Plan. He highlighted areas where the recommendations had been changed to address public concerns.

ITEM 4: Next Steps

Robert Chamberlin explained the next steps in the process:

- October 28 Public Works Commission Meeting - presentation of recommendations (discussion only)
- Revise strategies based on Advisory Committee/DPW Commission/Public Feedback
- Subsequent Public Works Commission Meetings to:
 - Vote on the Residential Parking Management Plan
 - Discuss specific revisions to City Ordinances



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- Other coordination as needed

ITEM 5: Advisory Committee Comments

Tony Reddington, Wards 2/3, approved of the new language stating that parking may not be the best use of the public ROW in some areas. He was concerned that removing residential permit restrictions required approval of residents. Consequently, converting parking to sustainable transportation facilities, e.g. bicycle lanes, could not be done in some areas without the approval of residents. He would like to see specific proposals about how to reduce the amount of parking including satellite lots.

Nicole Losch, DPW, responded that the process outlined in the report only applied to removing the residential permit restrictions in a particular area. If all parking along a corridor were to be removed, it would likely be a different process.

Caryn Long, Ward 1 Alternate, noted that she did not see changes to specific parts of the plan that she disagrees with. She disagrees with the fee structure, disagrees with using area instead of streets, disagrees with commuter permits, and thinks that 85% on-street parking occupancy is too high for a residential neighborhood. The biggest problem in her neighborhood is that single-family homes have been converted to multi-family homes, and there is now more cars than the street can handle.

She also asked to have the role of the Advisory Committee clarified. She feels like her comments have not been listened to.

Nicole Losch responded that her role is to represent her NPA and Ward, to bring information back to her neighborhood, and to bring comments back to the Committee. She also noted that there were changes to the fee structure and the commuter permit strategies in response to public comments.

Robert Chamberlin noted that the Plan does not recommend changing permit-restricted streets to areas everywhere. It is a tool that should be available to the City for times where areas would be more appropriate than streets.

David White, Planning and Zoning, noted that there may be places where designating an area as permit restricted would be more appropriate than designating a street.

Charles Simpson, Ward 6 Alternate, noted that his read of the plan was that the DPW would have the ability to remove residential parking restrictions, and he was opposed to that. He also noted that 85% on-street parking occupancy was not appropriate for the City. The 85% was about cash return, but the City streets should be about living. The streets should not be a parking lot. There is nothing specific about adding mass transit or new parking structures. He also thought that license plate reader technology was too intrusive for the City. It catalogues people like a department store. He was not comfortable with it and thinks it is inappropriate.

In relation to parking minimums, he thought that it was not fair for neighborhoods to have minimums while the downtown would not. He was happy to see it out of the Plan.

Emily Lee, Planning Commission and Ward 8, stated she lives on Bradley Street, close to downtown. There are not residential permit restrictions on her street, and there is often 100% occupancy. She can never find a place to park near her residence. She worried that, if her street was restricted to



residential parking and each dwelling unit received four passes, it would encourage students to use the street for long-term parking.

She also stated that there should be compensation to residents whose street has commuter permit spaces. She might be open to it if there was compensation. She noted that parking is valued at \$30,000 per space for developers. Residents should be compensated more than \$10. She would like to see a consistent number used when the City talks about parking. She thinks that the City could charge more for a space given the prices and long wait lists at downtown garages.

She was glad to see the lawn-parking ban mentioned, but she does not think increasing the fine will help. The issue is that people move out after one year, so the new residents do not know the rules when winter comes. The only thing that would actually stop lawn parking would be physical barriers such as boulders or fencing in yards.

She also noted that it would likely be impossible for this Plan to receive approval from the Public Works Commission without the approval of the Advisory Committee. As it stands, she does not think that the Plan has the Committee's approval.

Richard Hillyard, Ward 1, agreed that the Plan does not represent the feelings of the Advisory Committee. Comments from the 7/15 meeting were not addressed. The City noted at the 7/15 meeting that rental properties are more valuable to the City than single-family homes. The Plan will not work as long as that attitude continues. He noted that he lives on a street with 4 parking spaces and 13 properties and the residents on that street make it work. He worries that it would not work if his street was brought into a larger area.

John King, Burlington Police Department, noted that there was no mention of how to handle requests for passes from businesses located in residential permit restricted areas.

Nicole Losch responded that there was no consensus on how to handle commercial properties, so that will be dealt with at a later date.

Clare Wool, Ward 6, stated that the purpose of the Residential Permit Program is to protect the livability of the neighborhoods. 85% occupancy is not livability. The short-term goal should be to fix the problems that already exist, such as striping, not introduce a new program. She felt that the vibe of the study was "We don't own the streets" and that the City is selling the streets. Why is commuter parking being introduced before fixing what is broken?

ITEM 6: Public Comments

Linda Risdy, lives in Ward 8, thanked the Advisory Committee members for their comments. She felt well represented. She noted that three years is not a pilot study, it's a change in policy. She found the 51% part complicated and did not understand it. She was very much opposed to parking meters in residential neighborhoods. Even New York City does not have meters in residential neighborhoods. She is opposed to the use of areas rather than streets. These issues were not raised in the Concerns and Responses sheet.

She asked if there had been any feedback from the residents of the cities in the best practices study. She noted a friend in Cambridge who lives in an area with a recently updated parking plan, and they are just as frustrated as they were before the plan. She is not sure what has been accomplished here



what will actually be fixed. She says that this process creates the illusion of doing something about spillover but it does not actually do anything.

Sandy Wynne asked about the status of guest permits in the Plan. She was sad that the meeting was not being filmed by Channel 17 and that there were no City councilors present. She would like the Public Works Commission to request that the City Council vote on the Plan, even though she knows it would not be a binding vote. She was also disappointed that more pressure was not being put on the University. UVM must provide more student housing and not allow students to bring cars unless they are stored on campus.

Barbara Headrick stated that she was disappointed in the study. UVM does not want to want to pay for its own parking needs and does not want to change the way things are. She said that, according to the JIPMP, the Gilbane lot is not in use as a satellite lot. The UVM Master Plan stated that UVM would build numerous satellite lots on the periphery of campus. This means that the lots would be on the residential streets just outside of campus and would bring cars through the neighborhoods. They should build lots on the outskirts of the City to prevent bringing the cars into the City.

She also noted that it makes no sense to have UVM bus students around campus when they can walk. The bus goes by her house over 100 time per day. She states that UVM does not allow trucks on campus streets so they end up on City streets, which leads to more maintenance costs to the City.

Barbara stated that developers will benefit from the Plan, and that it allows too many passes per dwelling unit. Ithaca allows 2 permits per single-family residence and 4 permits per multi-family building. The 85% occupancy is too high if commuter permits are instituted. How can a child learn to ride a bike on a street with 85% occupancy? She supported the changes proposed for corner lots.

Faye Barber, lives in Ward 6, noted that South Willard Street is already essentially a commuter lot and that the project team should look at it.

Caryn Long noted that this area is problematic. It is full between 9 and 5. It is patrolled by Champlain College, and they ticket students that park here. That means that Champlain College has been making money off the City streets. She also noted that the 85% goal was not right.

David White explained that the 85% number was not a goal but the industry standard for the optimal parking occupancy. It does not address safety concerns for walking or bicycling. That tension is part of the many competing needs for the public ROW.

Caryn Long asked if planning does not improve people's live or the environment, why do it? She also asked how Burlington benefits from the opinions of other Cities, how do they pertain to us? She noted that people have tight communities in Burlington and like to know who is parking on their street. If there is an issue with a parked car, residents know who to talk to about it. She is worried about narrow spots on the street and commuters' cars blocking access to emergency vehicles, among other things.

Nicole Losch closed the meeting by saying that she would bring these concerns forward to the Commission and City Council when the meet to discuss the Plan. She will note that the Plan does not have the support of the Committee. She also noted the City would receive more information over the 30-day review period.





DATE: November 17, 2015

SUBJECT: Burlington Residential Parking Management Plan: Advisory Committee Meeting #5

Attendees: Chapin Spencer (DPW Director), Nicole Losch (DPW), Jim Barr (Public Works Commission / UVM), Emily Lee (Planning Commission / Ward 8), Abby Mattera (Ward 5), Charles Simpson (Ward 6), Meagan Tuttle (Department of Planning & Zoning), Tony Redington (Ward 2/3), Richard Hillyard (Ward 1), Caryn Long (Ward 1), Peter Keating (CCRPC), Clare Wool (Ward 6), Adam Roof (City Council, Ward 8), Jane Knodell (City Council President, Central District), residents Liz Curry, Barbara Headrick, Jonathan, Michael, Molly Walsh (Seven Days), Public Works Commissioners Tiki Archambeau and Tom Simon

Chapin Spencer, DPW Director, summarized process since last Committee meeting and upcoming schedule, preparing for December Public Works Commission meeting. Asked Committee for comments on November 13, 2015 draft plan and on revisions since October.

Comments from Advisory Committee

Charles Simpson, Ward 6: thanked Chapin and Nicole for updates. Sustainable Transportations section needs work: Pg. 59 encourages closing UVM bus routes through campus and instead circulate outside of campus, instead it should identify remote lots on Colchester Ave, Main Street, 189 exit, Lakeside Ave.; UVM's South Prospect shuttle duplicates other buses; Lakeside Ave lot may be compromised by Champlain Parkway and should be addressed. Applauds discussion of in-lieu fees for developers to fund satellite lots instead of on-site parking but needs to be more specific. Still need a clear statement that metered parking isn't to be applied in residential neighborhoods. Still need to avoid UVM building parking structures adjacent to residential neighborhoods. South Prospect should have parking on one side and bike lane, with resident only parking on west side. LPR should be eliminated – large investment, winter presents challenges for enforcement and handicapped parking; too complicated. (written comments provided at meeting)

Tony Redington, Ward 2/3: TDM section and buses – TDM talks about city employees but Burlington School District isn't included and doesn't recognize how many employees and students drive at BHS. Question: how can parking be repurposed for other projects? Does it take place with the other projects? Primary concern is for arterials.

Chapin: plan does address mention process as it relates to other plans – planBTV Walk Bike will dictate where we will have those conversations

Richard Hillyard, Ward 1: regret that there isn't a greater onus for institutions in this plan. They should participate more in satellite parking – needs to be more specific and in JIPMP. Appreciates and respects work done to date, significant change in tone and collaboration between City and Committee, residents. Felt trust had been abused 3 weeks ago but have taken steps to mitigate this and is grateful. However, where does the city

Page 1 of 5

stand to make tactical changes not reflected in plan: how will the public be notified if meters and new RPP is established? One size doesn't fit all, so areas like East Avenue have different issues and needs than Prospect and Maple.

Caryn Long, Ward 1 alternate: Plan doesn't address root of the problem which allows unlimited bedrooms in rental properties without review. Thought this was what this parking study would be about. Suggests block-by-block review of residential development and bring non-complying units into compliance. More enforcement won't really help. Pg. 18 assumes less car ownership but how can this be proved? Should be removed if data can't support it. Neighborhood Livability: worthy goal but what specific actions are being taken to achieve this? Doesn't want Henry Street to become a wall of cars and how is this plan preventing this. Is 85% still a goal? Many people don't like the idea of paying for permits – taxpayers pay for many things that aren't direct services (schools, library). Are costs to manage the program accurate? BPD isn't very efficient e.g. tenant had to return 4 times because new information is needed each time. Need to clarify what information is needed and make it available online. Efficiency would lower the city's costs. Meters: unfriendly for guests, even in the downtown. Downtown residents already have a very difficult time finding parking. Being told that downtown has excess parking doesn't match the reality for downtown residents. Instead of contractor permits why not just allow guest passes? Past practice was that contractors with their name on their truck wouldn't get a ticket. Can that just be kept? North Winooski new development charges a fee for parking. How was that allowed? Tenants are parking on the street and seniors can't access Multi-Gen Center. (written comments provided at meeting)

Chapin: 85% was in Commuter section, which has been removed. 85% threshold is still within DPW staff / Commission review and approval process to clarify how to initiate residential parking. Contractors could use guest passes or contractor pass – allows greater number of permits and for longer term. Will check with BPD about contractor policy, still could allow contractors commuting to park in neighborhoods. Developments that unbundle parking may benefit from management tools we are proposing to prevent tenants parking on street.

Emily: Planning Commission is working on how to address unlimited bedrooms in rental properties. For unbundled parking with new developments, paying for parking does change tenants behavior e.g. won't look for a second car, but unintended consequences may result. Whether fee is within rent or extra fee, tenants are paying for parking either way. This still allows unused parking to be rented to other users.

Richard: Bill Ward on Committee to respond to enforcement of bedroom issue?

Nicole: Bill is on the Committee and has received all communications but hasn't been able to make many meetings.

Emily Lee, Planning Commission / Ward 8: lives in high-density neighborhood. Allowing 4 permits per unit would allow too much parking. Many commuters, students, and renters park long term. Very high occupancy. If their street obtained RPP, YMCA and commuters couldn't park but the street would still have very high occupancy. For this type of neighborhood extra permits should be more expensive than UVM permit fees (e.g. YMCA rents spaces for \$100/mo so more than 1 permit should be \$100 / mo) and revenue could fund satellite parking. Meters: seems unfair to only consider neighborhoods near downtown when she would like to park on streets near campus to attend lectures, etc. – restricting parking in those neighborhoods doesn't only restrict students and employees but other residents.

Chapin: very valid perspective – different neighborhoods have different needs. Maybe different pricing for different neighborhoods? If RPP is merged with other tools e.g. time limits, could allow 2 hour time limit for public and still preserve options for neighborhood. Current system allows unlimited permits, so 4 permits would be a reduction of permits citywide.

Liz Curry, resident: engagement with institutions is critical. Reasonable to ask colleges to provide off-campus student addresses, charge their parking fees to city. Lives in Ward 3, densest part of the city: from a policy perspective to balance needs – “residents” includes all types of renters and low-income renters can’t afford meters during the day in high-density neighborhoods. For developers: if incentives are given to build fewer parking spaces and save development costs then they should put that saved money into a transportation fund.

Chapin: meters can be with or without RPP (also time limits, striping stalls, etc.) – reviewed proposed language from plan. Current system requires residents to pay for meters. Could constrain where meters go with sensitivity to low-income neighborhoods. Oakledge neighborhood example: moving to parking kiosks in parks. Meters will also require additional process with neighborhood and consideration by Commission.

Meagan Tuttle, Planning & Zoning Department: new to Committee and process – many recommendations are tools and process-related, which aren’t one-size-fits all approach. Should add references to other plans and policies E.g. Street Design Guide will review types of streets and what would be implemented on them.

Abby Mattera, Ward 5: as mostly homeowners on this Committee it’s easy to put the blame on renters but they also pay a lot to live in the city and are taxpayers. Some strategies could help discourage multiple vehicle ownership but also understand some situations require more vehicle ownership than others. Need to consider equity. Recognizes difficulty balancing competing needs in different neighborhoods. Likes context of higher fees for permits in different neighborhoods but what is the right number?

Chapin: permit costs above 1 permit have been made less expensive to respond to issues of equity. Very real concerns for low-income equity vs. management of high volume of parking.

Jim Barr, Public Works Commission / UVM: Chase Street resident surrounded by apartments – trouble understanding how 4 permits is going to be helpful. Doesn’t have a solution but it is a challenge. Is there a need for a transient renter to have 4 permits? Is it based on the definition of a dwelling? Satellite parking: Champlain and Medical Center do have satellite lots. Concern for requiring institutions or requiring landlords to have people park in other areas, how could that be enforced? UVM leases peripheral spaces to Medical Center and others.

Chapin: 1 community has issued permits by parcel but none have tried bedrooms.

Emily: use permit fees for satellite parking lot / system.

Barbara Headrick, resident: root of the problem is too many renters in buildings and too many permits in each building. Ithaca gives 2 permits for building and 4 per multi-unit building. // Plan doesn’t require use of satellite lots but “encourages.” Should be targeting more intercept lots – all employees, residential students, everyone. Satellite lots on campus but at the periphery creates students driving to those lots and then buses added to serve the students, which ends up degrading the neighborhood. Would like #1 goal / strategy to be getting commuter parking out of neighborhoods and into intercept lots. This actual metrics - # of lots, ID specific

locations, ID target deadline, include some type of enforcement if it isn't completed. // One-size doesn't fit all, should have a vote but multi-unit building should only have 1 vote so as not to overwhelm smaller properties. Votes should be within neighborhood and not Commission. Need more enforcement, could generate more revenue. // Permit fees for construction are too cheap (should be \$10/wk or \$60/mo). Redstone sells \$660 annual permits, which is double the UVM permits. Creates overflow on streets. // Pg. 60 "Install sustainable transportation facilities on main streets that go through neighborhoods." Very concerning phrase because not transparent – could be CNG buses which are not sustainable. Doesn't feel that bicycles need facilities. Also add language that UVM shouldn't create satellite parking in neighborhoods. Should strike "sustainable transportation" and replace with bike facilities, sidewalks, or active transportation. // LPR doesn't work in winter. // Meters should only be limited to downtown where residents know what they are moving into. // Thought permitting by area would be removed? DPW can change to area in 5 years after review, or if new request submitted can consider areas. Areas will help special interest groups and developers and should be deleted from report. // Cornell does collect vehicle info for everyone. Should include UVM map from their transportation plan pg. 84. // Pg. 33: Maple Street remains 30% occupied? Should remove commuter parking and just create a bike lane. // JIPMP says UVM wants to push traffic to streets surrounding campus and the parking plan shouldn't support this. "Close central campus to cars...satellite parking in peripheral areas." Jim clarified core would be pedestrianized and other parking is on campus. Plan can clarify intercept lots would be off campus. // Pg. 67 Work with institutions to explore access to shuttles. Should be...shuttles traveling between intercept lots and campus. // Corner lots: if homeowner should be able to choose side, except multi-unit should only park in front and not on side and shouldn't have more spots than they have building frontage on the street. // Some ideas should be presented in maps – meters, zones, etc.

Emily: supports zones.

Tiki Archambeau, Public Works Commission: process question – many suggestions for changes, what will be next?

Chapin: public comment through 24th. Taking all notes and making a final draft. Will take all ideas and try to distill the general sentiment for the final draft, posted online in early December, before Commission, then to Commission for action/deferral. Committed to successful completion, but completion. Many granular items will need Commission attention to implement.

Tom Simon, Public Works Commission: one problem: students all with cars on the streets for long periods of time. Trying to create disincentives by incremental permit fees, but maybe try Ithaca approach for parcel / unit with possible application for exception and hardship e.g. if residents have PT jobs outside of town. Who decides waiver? Commission?

Clare Wool, Ward 6: appreciates everyone's feedback and the change in tone. Room for growth in # of permits – likes concept of per parcel or per building. Landlords have gotten away with relying on streets. Is it environmentally responsible to fill street with cars? How do we ease streets to have fewer cars? Look to institutions, developments that don't require parking, Champlain growth has destroyed some streets. Institutions are still building in anticipation of large events in buildings, bringing more people to the city, but the city should be protecting their streets and neighborhoods. Pg. 59 "encourage" should be "implement"

Chapin: Councilors Knodell and Roof, the City is working through many issues beyond policy for parking. Could you address big picture negotiations with institutions?

Adam Room, City Council Ward 8: Institutions Committee is advising Mayor on direction for negotiations to go with institutions. Expect update within 2 weeks. In initial questions and meetings the Committee was very straightforward and clear about the need for institutions to take serious steps and partner with city on the issues brought up here and on housing implications. Will update FPF and City website for how negotiations are going.

Tony: thanked Chapin and Nicole for taking over process. UVM population is not growing. Champlain admissions capped. Traffic is leveling off. CarShare is expanding and showing reduced car ownership as a result. This Plan is happening while there is an opportunity to change pressures in neighborhoods where it may have been more difficult in the past. TDM and other options to help make parking available to residents.

Caryn: anything added for Bill Ward / John King to use residential permit to enforce no more than 4 unrelated? If 6 people live in an apartment, the RPP could prove it. Ithaca model could provide that information.

Chapin: will follow up with Bill Ward.

Charles: why LPR? Have functional system for handicapped hang tag, would be feasible for transferable passes.

Richard: is the plan finite or organic? To be reviewed regularly? It has come a long way and we will continue to learn as it is implemented. Suggests that if something is still in need of work, just remove it now and note to revisit it during review.

Chapin: Plan proposes 5 year review, will likely be in sections to make it more digestible.

Barbara: didn't understand proposal for public access for 2 hours to attend lectures.

Chapin: Olympia allows anyone to visit any RPP street for 2 hours once per day. Would require more process and review before that could be changed.

Chapin thanked everyone for their time and comments.

PUBLIC FORUMS

The first public meeting, held on November 19, 2014, was a joint “open house” for Downtown and Residential Parking Management. The project team introduced the Goal and Outcomes of the Residential Parking Study, a summary of the existing Residential Parking Permit Program and enforcement, lessons learned from the analysis of parking trends and habits of three sample areas, and thoughts on the price of residential parking.

This forum coincided with the launch of an online input tool and public comment period from November 19, 2014 – December 14, 2014. As with the public forum itself, the month of online input collected residential parking stories, feedback on the residential parking permit program, and feedback on best practices from other communities managing residential parking programs. The last half of the forum opened the auditorium for the public to visit feedback stations and leave comments in writing or with the project team. A summary of the collected comments are attached.

The second public meeting, held on April 14, 2015, was again a joint forum for Downtown and Residential Parking Management. The project team reintroduced the Goals of the Residential Parking Study—modified based on input at the initial public forum—and lead “myth busting” of the most commonly misunderstood components of the study. The team also described the preliminary strategies that would improve parking technologies, permits and pricing, the parking experience, program administration, the process for establishing residential permit parking, and block-specific strategies for flexibility at the neighborhood level. While an open house format was available for the public to comment on the strategies, most preferred to maintain the public forum for a question and answer session with the project team. The open house “votes” and comments are attached, along with a summary of the comments received during the question and answer period.



BURLINGTON

Burlington Downtown & Residential Parking Initiatives

Public Forum #1

November 19, 2014



Meeting Agenda

Welcome/Introductions

- Peter Keating, Chittenden County RPC
- Chapin Spencer, Burlington DPW

Downtown and Waterfront Parking

- Andy Hill, Desman Associates

Residential Parking

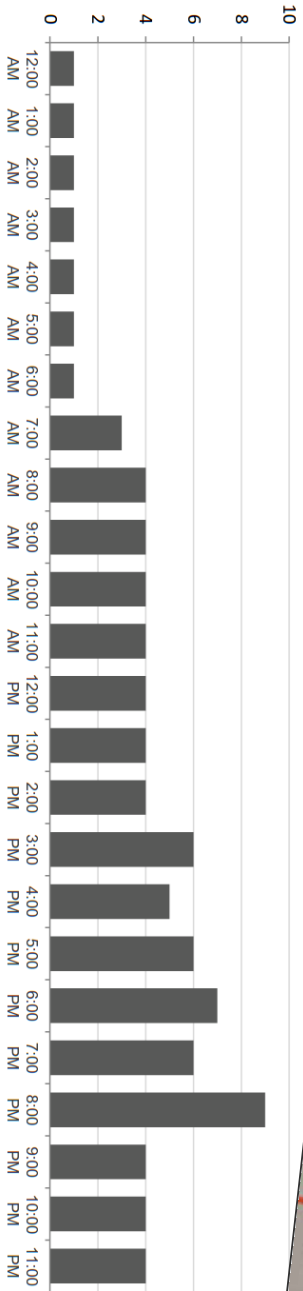
- Grace Wu, RSG

Break-out Stations for Public Comment/Questions



NOVEMBER 19, 2014 PUBLIC FORUM INPUT

What time(s) do you generally have the most difficulty finding residential parking near your home?



Comments

No Problem because we have 24/7 residential parking. Without it, I would not be able to find a space!

If we didn't have residential parking, I would not live in our city! We need residential parking

What are obstacles that make it difficult to find residential parking in Burlington?

As a student with 2 parking spots, 7 roommates, but 3 cars at the house, street parking is the only option for us as students living off campus in residential areas.

We have 1 car, and a driveway, we both walk to work so no trouble parking. We just stay parked.

People taking up 2 spaces

Residential parking is great! It protects the spots in front of our home!

Dealer.com (and other Pine Street businesses?) make parking on Hayward street very difficult for residents.

Too many single family homes have been turned into rentals without off-street parking.

Friday between 3 pm and midnight because of Arts Riot Truck Stop

2nd block of N. Champlain St: We have multiple small streets nearby with residential passes, so anyone without a pass fights for parking on our block and the next down by Sustainability

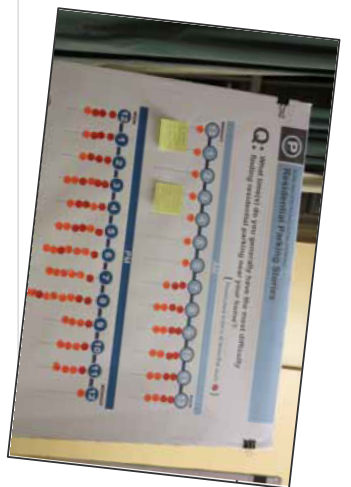
A. One side street parking with very dense housing.

Never!

No parking spaces in front of our house (come lot). Student neighbors use spaces all day and night.

Not enough spaces on street we have permits for.

Maple between Willard and Union is pretty constantly full--surrounding restricted parking on other streets put pressure on Maple St.



How do you typically park your car at or near your home? How would you characterize your parking experience at or near your home?

| | Convenient | Inconvenient | Available | Unavailable | Pleasant | Unpleasant | Safe | Unsafe | Inexpensive | Expensive |
|------------------------|------------|--------------|-----------|-------------|----------|------------|------|--------|-------------|-----------|
| Own garage or driveway | 19 | 1 | 18 | | 13 | | 13 | 1 | 15 | 1 |
| On-Street Parking | 4 | 1 | 4 | 5 | 2 | | 2 | 3 | 3 | |
| Surface Lot | 2 | | 1 | | 1 | | 1 | | 1 | |
| Parking Garage | 2 | | 2 | | 1 | | 1 | | 1 | 1 |
| I don't own a car | 1 | | | | | | | | | |

It varies (Please tell us why) There is no off-street or street parking on my street (Church Street) and only meters on nearby streets. After long wait (4 plus years), for space in garage to become available, I pay \$96/month for space. We have only 1 car in household and are Carshare VT members
Nights and weekends Henry Street becomes a parking lot for nearby streets.

Why do you want a residential parking permit program on your block?

| I have trouble finding a place to park near my home | My guests have trouble finding a place to park near my home | I don't like visitors parking in front of my home | I have concerns about safety in my neighborhood | Other (please tell us any other reasons why you want residential parking on your block) | I don't want a residential parking permit on my block (Please tell us why not) |
|--|---|---|--|--|--|
| <p>3</p> <p>Why make it tough on home owners. We need residential parking</p> | <p>5</p> <p>Guest AND roofers, painters</p> | <p>4</p> <p>Support families, keep residential parking</p> | <p>6</p> <p>The residential parking maintains the character of the neighborhood. Parking would be very dangerous for the children, people would abuse these quickly (dangerously) looking for parking</p> | <p>7</p> <p>The Blidde/Case and other neighborhoods around there are communities where parking makes it dangerous for kids crossing the street (hard for cars to see) and more fast/frantic traffic. It would completely bother the neighborhood!</p> | <p>13</p> <p>Small side streets should have parking both sides to discourage through traffic. Eg. Wilson st. 1 block long now used as through street to avoid speed bumps on North.</p> |
| <p>Corner lots should be allowed to have a permit on each street or either street. Many corner lots have no parking on street of house's address</p> | <p>Guests have had vandalism: 2 tilt-tres, 2 broken windows, 1 broken side mirror in past 16 months</p> | <p>The residential parking prevents students (probably from W mooski area) from driving. There is enough UVM parking as always spots. So would de-incentivize students from using mass transit or walking</p> | <p>I live on a dead end, residential permitted street where children frequently play in the road. If our street became fully utilized, it would be unsafe for children, reduce property values, and generally change the character of the neighborhood due to increased traffic. Many of us would move</p> | <p>I live on a corner lot and I would like to have a permit to park on the street that my driveway is on- not the street that my house faces. I live at 235 Colchester Ave and Thibault Parkway. I would like to have my permit back to park on my street, Thibault, in particular. 802-864-6586</p> | <p>I think there should not be my residential on street parking on any streets in the city. Streets are public rights of way and should be open to all on first come first serve basis. Also residential parking allows for overcrowding in non-permitted areas.</p> |
| <p>Yes! Champlain College, UVM, Medical Ctr. Everyone parks in our neighborhood. It's not fair</p> | <p>7-5 enforcement is tough on guests in 6 am-6pm Zone. Change 8-5 to match work hours</p> | <p>Students leave their car and we have numerous car break ins. We want residential parking so to prevent transient vehicles</p> | <p>Vandalism is problem when cars are not observable</p> | <p>Concerned about bias against "underutilization" since it did not take into account the nature of neighborhood and why people bought our homes there.</p> | <p>My street is not having issues with parking now (no limits), but there is a lot of development nearby to cause concerns. Plus, today's housing projects need only half a space per unit!</p> |
| <p>No spaces exist in front of our house when we have a permit for...when we park where we can't keep an eye on the car, we get a lot of vandalism</p> | <p>Please don't change</p> | <p>I believe each street is unique and we should have residential parking to promote single family homes in our city</p> | <p>Apartment in neighborhoods. Removing residential parking will change the economics and choices relating to rental properties.</p> | | |

I have trouble finding a place to park near my home

My guests have trouble finding a place to park near my home

I don't like visitors parking in front of my home

I have concerns about safety in my neighborhood

Other (please tell us any other reasons why you want residential parking on your block)

We live in a city with families that want to maintain a neighborhood. Why get rid of residential parking? We need it.

Residential parking is a lifeline for residents on East Ave. I object to residential parking anywhere in our neighborhood as it is inconsistently applied and enforced.

Did you talk to hospital, UVM, Champlain about their parking plans and what they do now?

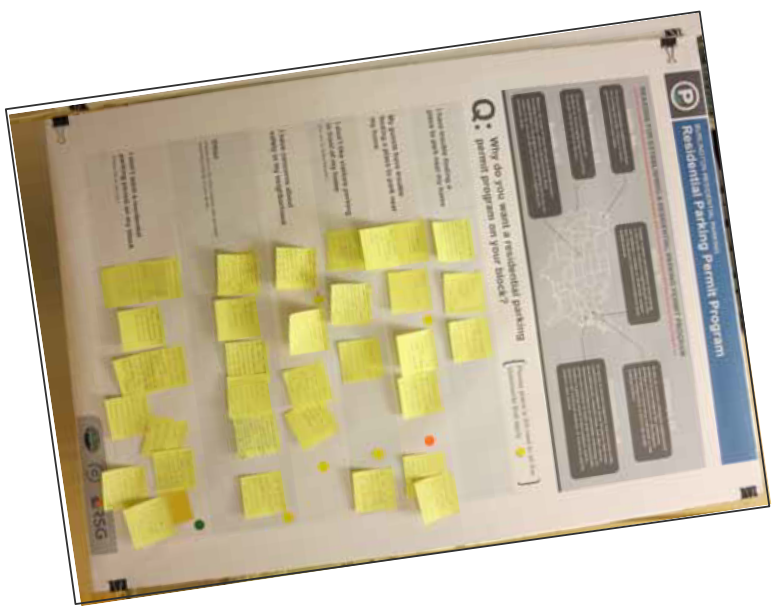
Possibility of getting rid of residential parking

Ownership or rental of property does not entitle one to free parking on a public street. They are rights of way and should be made more safe for all modes of transportation

Resident-only parking not available to residents who bear the burden of people forced out of resident-only parking

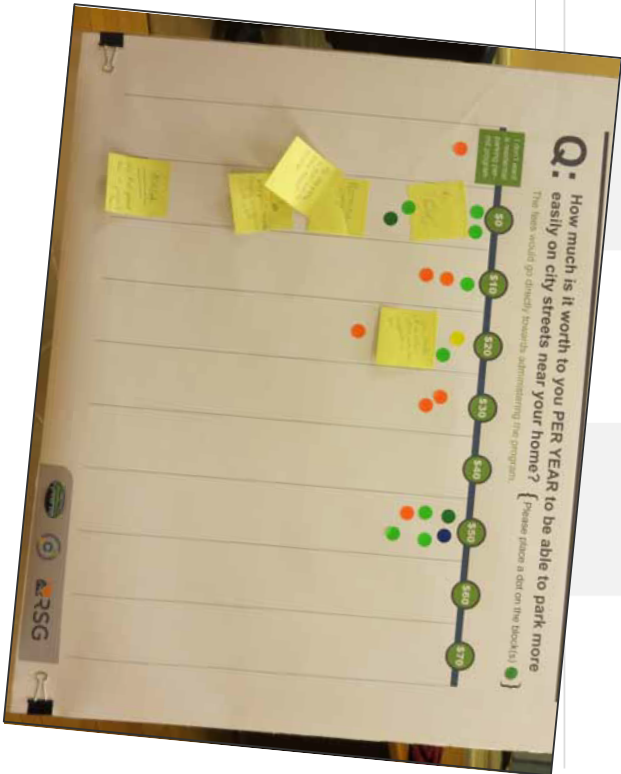
Although my block is on maple St is mostly full 24-7. I do not feel that residential parking is right for public streets in most cases. Maybe meter.

Streets are a public asset and available to be used by anyone at any time
Residential Parking makes this (guest parking) worse
This is a problem. Current permit system makes it worse for day time visitors



How much is it worth to you PER YEAR to be able to park more easily on city streets near your home?

| | \$0 | \$10 | \$20 | \$30 | \$40 | \$50 | \$60 | \$70 |
|--|-----|------|---|------|------|------|------|------|
| | 9 | 3 | 4 | 2 | 0 | 6 | 0 | 0 |
| Nada. Pay \$10 grand now in property taxes. | | | Yes, look at similar cities. We can support a fee | | | | | |
| Nothing. However, better public transportation and bicycling infrastructure is worth a lot | | | | | | | | |
| The high fine is best way to fund permit program | | | | | | | | |
| Nothing | | | | | | | | |
| I pay enough in taxes | | | | | | | | |



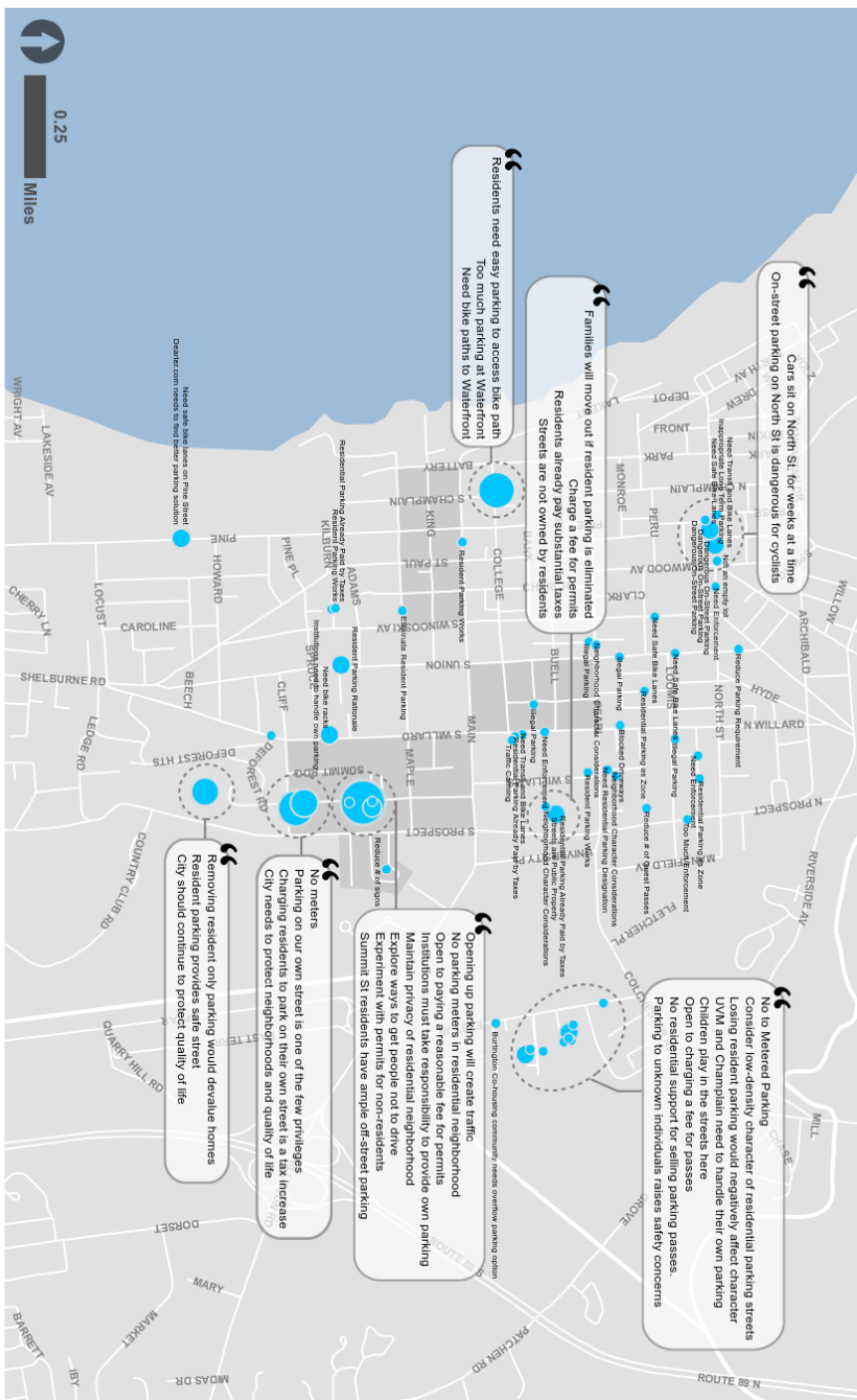
What are your top three favorite strategies for improving residential parking in Burlington?

| Service | Pricing | Design and Land Use | Policy and Programs |
|--|---|--|--|
| <p>Make it easy to park and visit parking permits online and printout at home</p> <p>Distribute permits throughout an owner/agent, instead of the city</p> | <p>Add more carshare pods to reduce car ownership for every day commuters</p> <p>Improve transit service to help reduce the rate of residential permit violations</p> <p>Enforcement: increase fines for residential permit violations</p> <p>Charge for permits to help offset city administration costs</p> <p>Charge for visitor parking annual parking rates</p> <p>Offer offpeak daily, weekly, and annual parking rates</p> | <p>Add pay stations in high traffic locations of the neighborhood</p> <p>Move parking off the street: relocate street parking with bike/hood/street improvements</p> <p>Increase parking: Add more off- street parking lots and garages, encourage parking to utilize lots on the property</p> <p>Improve wayfinding and signage on land and understand complementary uses to share parking</p> <p>More shared parking lots and design for the ability for complementary uses to share parking</p> | <p>Require passes to be renewed annually on a fixed academic calendar</p> <p>Offer non-resident passes</p> <p>Provide more information on the residential parking program</p> <p>Limit the number of parking permits issued to residents based on total parking capacity</p> |
| <p>3</p> | <p>1</p> <p>1</p> <p>7</p> | <p>3</p> <p>9</p> <p>3</p> <p>2</p> <p>3</p> <p>13</p> <p>5</p> <p>6</p> <p>6</p> | <p>2</p> <p>3</p> <p>1</p> <p>8</p> |
| <p>Maybe- my street (N. Champlain, 2nd block) is surrounded by permit parking Charge for guest passes not permits. This way residents with driveways can No. The \$35 fine pays for program management</p> | | | |

Comments for "Other"

- Zone for parking permits not streets
- UVM plus Champlain employees take up residential parking
- There is considerable counterfeiting of permits today, and a black market (i.e. Craigslist)
- Zone not streets for residential parking
- Have all UVM students be required to park on UVM property
- UVM should offer parking on campus for all students, the 3-7% off campus kids have cars
- Let permits by neighborhood zones rather than streets.
- No residential parking
- Bike infrastructure means more than lanes and racks- places to change, incentives for business like support for showers, places to stash gear, designating, normalizing
- Keep resident parking!
- Champlain College and University and Medical Center neighboring streets will be lost if we take away residents spots
- We should have residential parking! Support family streets!
- Remove residential parking in favor of streetscaping
- Adding more off street parking will ad to storm runoff problems and impact our beaches

TOWN COMMENTS SUMMARY MAP



Source: Residential Comments from rTown online commenting tool: November 19 through December 14, 2014

Comments from rTown: 11/19/2014 through 12/14/2014

| ID | REFER_ID | SUBJECT | COMMENT |
|----|----------|----------------------------------|---|
| | | | <p>Our street, North Williams Street, is the only one in the area (besides Lower Brookes) that doesn't have resident-only parking. As a result, our street has become an auxiliary parking lot for Fletcher Allen and UVM. If we have guests or need to have a plumber come to our house, there's nowhere for them to park at all.</p> |
| 14 | | Parking on North Williams Street | <p>We applied for resident-only parking last year, and despite the wholehearted recommendation of the city employee who surveyed our street and said it was a "textbook case" for resident-only parking, and despite 100% supportive testimony from residents on the street, our request was basically summarily dismissed. It was tabled from one meeting to the next, and we were not given notice of the meeting at which the vote was taken. We found the attitude of the commission to be fairly paternalistic and it seemed that they were making some sort of statement about the way they personally felt about the city's parking ordinance, rather than making a ruling according to the current state of the law.</p> <p>Also, we felt that they were making their ruling based on a very outdated conception of what a "family" is - their reasoning was that most driveways on the street contained room for a couple of cars, and that for a family, this would be adequate. This doesn't allow at all for the current economic reality of inter-generational families in which three or more adults require a car to get to work. (It's worth noting in this context that the driveways on upper Brookes, which does have resident-only parking, are far larger than those on our street, so the whole "size of driveway" argument is actually irrelevant anyway, and should not have been used as a justification for the ruling.)</p> <p>We were very unhappy with this experience. It made us feel that city commissions do not exist to serve the residents.</p> |
| 17 | | Inappropriate street parking | <p>On many streets, North St. most notably, which serve as primary conduits, on street parking makes alternative transit, bicycles and mass transit, difficult and dangerous. When a car door opens, buses literally cannot pass until the door closes, not to mention the danger to cyclists. This on-street parking needs to be removed, and promote mass transit and cycling. Same for so many other streets, such as Pearl, College, Willard - all potentially excellent byways for cyclists and buses to serve the immediate transit needs for those living in Burlington. Parked cars are a huge waste of usable space, and most are owned by renters! Thus, our tax dollars, rather than being used for productive mass transit to increase efficiency and quality of life, are subsidizing landlord profits!</p> |
| 18 | | Enforcement? | <p>There are white lines denoting parking spaces, but even police have told me that they are meaningless. People also park at the bus stop because for some reason that is legal according to the signs.</p> <p>Clear and better enforcement and no parking at the bus stop, please and thanks!</p> |
| 19 | | Parking in the bicycle lane | <p>I commute on Willard everyday, and I see on average about 1 car per commute parked in the bicycle lane. Enforcement should happen, as the lane is well marked and signage clearly states that there is no parking on the east side of the street.</p> |
| 22 | | Residential restrictions | <p>THIS BLOCK AND THE NEXT ONE SOUTH HAVE RESIDENT PARKING ONLY OVER NIGHT. WHY?</p> |
| 23 | | Residential restrictions | <p>South Union from Adams south to Cliff have residential permit parking, but not any other blocks. What's the logic?</p> |

Comments from TOWN: 11/19/2014 through 12/14/2014

| | | |
|----|--|--|
| 35 | Rose & North | There are two problems at this intersection. First, cars often pull up and park on Rose Street in front of the store at the corner, where parking is not allowed, and there is not room to turn onto Rose if there is an oncoming car. The second problem is that parking is allowed on North Street very near to the corner, and this obstructs the sight lines so that cars turning off of Rose St. can't see if there is oncoming traffic until they are basically in the traffic. |
| 49 | S. Willard St. as Champlain Coll parking lot | Champlain College's use of surrounding residential streets (such as South Willard Street) as their de facto parking lot degrades safety and neighborhood quality of life. There should be NO relaxation of resident only parking areas to allow Champlain College to avoid providing appropriate parking options for its students/faculty/staff/visitors. |
| 51 | Parking on Henry St. | "No Parking" zones on Henry Street are routinely ignored by customers of the Henry St. Market. Police do not consistently ticket. Double-parking and illegal parking make it unsafe for drivers, walkers and bike riders. |
| 52 | perkins pier | I meet my daughter everyday to walk the bikepath from Perkins Pier but see there's a new sign indicating parking is for businesses only. The residents of Burlington need easy parking to access their bike path |
| 53 | Residents Only parking on Henry St. | People who live on Henry Street west of Weston are not allowed to park on the street east of West Street. This is highly unfair. Parking on the upper part of the street is "residents only" but those of us who live west of Weston ARE residents of Henry. This discriminatory system MUST be changed. |
| 56 | Residential Parking Permits, Cost and Revenues | The argument is made that the Burlington is not charging for residential permits and there is a cost associated with this parking spots. The resident of Burlington are already paying for the the residential parking spots direct or indirect through property taxes. In our case it appears that the parking along South Willard is under utilized and one consideration could be to remove the residential parking permit to open to parking up. If you remove the benefit the residents get from the residential parking that they already payed for via property taxes, than make the parking a revenue source for the city. This could be done via parking meters or special fees that the business and schools that profit the most from the new parking spaces. |
| 57 | Alternative Use Residential Parking | Since the parking spaces on South Willard are underutilized. Remove them, create a second bike lane heading south. Encourage the use of public transportation and non car transportation modes. As a resident riding my bike on South Willard this would be a great solution. |
| 58 | Traffic Calming Measures | What ever parking solution is implemented on South Willard street, it should be part of solution that calms the traffic. Living on the east side of the street there is no side walk, we are forced to cross the street to walk. Currently there is a 25 miles per hour speed limit which is often ignored. Free parking will likely increase the traffic, which can make crossing the street mode difficult and dangerous since car drivers are looking for free parking spots. Any measure to increase the safety along the street for pedestrian and bike needs to be considered. |
| 59 | Occasional parking on East Avenue | I am part of the Burlington CoHousing Community. On rare occasions we host events of interest to others outside of our community. We have been able to notify the city when we think we need some overflow parking on East Avenue and have always been able to have that option. We would like it to continue. |
| 63 | Downtown needs better bicycle parking. | We need more bike racks on the sidewalk downtown and in commercial areas of neighborhoods. |
| 64 | 17 Re: Inappropriate street parking | To add to this comment, cars sit on North st for weeks at a time. |

Comments from rTown: 11/19/2014 through 12/14/2014

Background:
This section of N Willard is used for parking by patients of local doctor's offices; students at UVM & Champlain; employees at "Fletcher Allen"; downtown shoppers, as well as local residents. Many too many vehicles for the number of vehicles who want to and try to park here.

Parking is allowed only on the West side of the street, cutting down by half, the number of potential parking spaces. Parking segments between driveways vary in length. Some will accommodate 3 vehicles, even trucks or long cars; others easily provide space for 2 vehicles, while other segments are tight when 2 standard sized vehicles park carefully.

Problems:

1.) Vehicles are often parked so far from a driveway that they take 2 spots, reducing the number of available spots dramatically.

2.) Vehicles are too often parked far from a driveway, reducing the room other vehicles need to safely fit. Some who want to park there lose the spot realizing there's not enough room, or, park anyway and block a driveway.

3.) Cars blocking driveways make it difficult to enter and exit those driveways for property owners and their guests. It may not even be possible to enter or leave one's own driveway. Even a partially blocked driveway is a dangerous situation, as one often has to swing into oncoming traffic to make the turn out or spend more time in traffic trying to get in to the blocked driveway.

4.) Parked vehicles blocking driveways may block the driver's vision from seeing oncoming traffic, making it unsafe to leave one's driveway. It is more unsafe when oncoming "traffic" is coming fast. That traffic may include vehicles, bicycles and runners. More dangerous still, is when this fast "traffic" is on the sidewalk, as the driver leaving the driveway has even less time to react.

5.) Vehicles blocking driveways may be ticketed and towed.

77 Parked Vehicles Blocking Driveways

78 Resident only parking
I have lived on maple street between church and S. Winooski for many years. Many areas in that vicinity are designated "resident only", even right around the corner from my house. Our street is not, as it is harder to get the required resident participation in an area with mostly multi-family buildings. This has often made it impossible for me to park near my home. I have been ticketed, and even towed as a result. I think the resident only areas should be eliminated. Certain streets close to downtown are magnets for Parkers, being the only non-resident parking available. But that makes it very difficult for the people who live on those blocks.

99 Robinson Parkway
Too many signs! We don't need signs every 50 feet to tell people not to park on one side of the street. If they see 1 or 2 signs as they enter the street, they'll get the point (and can't say they didn't pass them!). The same goes for the resident only parking signs on the other side of the street.

105 Random on street parking creates a hazard
Certain sections of this road segment allow residential on street parking, which is rarely used, except for 1-2 random cars. This creates hazard and confusion for drivers & cyclists. Parking should be eliminated here to make room for real protected bike lanes.

106 On street parking creates hazard
Certain sections of this road segment allow residential on street parking, which is rarely used, except for 1-2 random cars. This creates hazard and confusion for drivers & cyclists. Parking should be eliminated here to make room for real protected bike lanes.

Comments from rTown: 11/19/2014 through 12/14/2014

107 Dealer.com on street parking lot
The fact that dealer.com is using Pine St and the surrounding neighborhoods as a parking lot leave me scratching my head. There has to be a better solution so we can get back the northbound bike lane on Pine St.

110 Lack of street parking for residents
It can take upwards of 10 minutes to find a parking spot if you are a resident of Green Street and the surrounding areas, plus the time it takes to walk the 2-3 blocks to your house with heavy groceries, etc. It is unclear why a few streets are resident-only (like Booth) and resident-only for all hours, some are resident only during business hours (part of Loomis), while a majority are not resident-only. Are there enough parking spots on each street or cumulatively to accommodate the units on the streets without driveway spots? Perhaps this area should be made resident-only but for multiple streets (not street specific) -- the area including Union, Pearl, North Street, and Willard. The ideal, imo, is when a resident knows where to go to find reliable parking, even if it is going to take a while to walk home. As is, an extra parking space could be anywhere, so I waste time and gas circling. Maybe parking for folks driving into town who work downtown could be accommodated through an underground or above ground parking structure.

117 bike safety, Flynn Ave parking, Oakledge
On-street free parking along Flynn Avenue near the entrance to Oakledge Park creates a hazard for bicyclists - opening doors and random U-turns.

121 Keep Res Parking in Res-Low Density districts
I was dismayed when the presenter (and also on p. 46 of PowerPoint) used the term "underutilized" to describe the use of parking in Residential-Low Density districts. These areas are mostly family communities where children regularly cross the streets, play on the streets, and learn how to ride their bicycles. Removing the res parking restriction would make the area less safe for these children. In addition, before the Residential Parking, another safety issue was that the fire trucks could not get around the court. Before the residential parking, most of the parking was students. Since now UVM has many more off-campus students and many more have cars, it would only serve to be used as a parking lot for UVM students. UVM provides parking for students over 0.5 miles from campus, so removing the Res parking would entice students within the 0.5 limit to move their cars and park closer to campus, which also would not align with our desire for people to walk or use mass transit, as much as possible. The residents of Case Parkway live here to raise families safely, have a community, and also be close enough to be able to walk to work. Of the 14 houses right on the court, 4 of the houses are owned by retirees, and of the 9 working households, 8 walk to work (either UVM or Health dept). I am very concerned that the value judgement that the parking was "underutilized" did not take into the residential nature of the Residential-Low Density neighborhoods. Please keep Residential Parking in Low-Density Neighborhoods. I am in complete agreement that you should start charging fees for the Residential parking stickers and Guest passes.

122 Centennial neighborhood parking
I want to voice my concern that residential streets in the Centennial neighborhood should not be turned into metered spaces that would potentially draw more traffic and frequent student parking onto these streets. East Avenue and Colchester Ave already see quite a bit of traffic, often at speeds that exceed local speed limits, especially on East Ave. My concern is that a transition from resident only to meter spaces on the side streets off of East Ave and Colchester Ave would result in more side-street traffic, higher speeds on these side streets as parkers "cruise" neighborhoods looking for space, and threats to the safety of children and elderly living in our neighborhoods.

I've heard that the parking consultant hired to help the city evaluate parking referred to our neighborhood as "under utilized" with respect to parking. Please keep in mind that the liveability of this area, and the current property value on which our taxes are based, are tied to the maintenance of low density residential conditions on these streets. A conversion to metered parking would certainly affect these conditions.

Comments from TOWN: 11/19/2014 through 12/14/2014

123 East Ave traffic - negative impact

I am very concerned about some of the options that appear to be under consideration for the neighborhoods surrounding UVM (e.g., East Ave, Blodreau Pkwy, Case Pkwy, University Rd). These are Residential-Low Density neighborhoods and parking is primarily residents-only. Removing the residents-only designation, or changing to metered parking would negatively impact the character of these neighborhoods. It would create even more traffic congestion on East Ave during peak commuting times, with more cars turning off and entering East Ave while looking for parking. Traffic on East Ave during these times can already be bad, with long queues that cause some frustrated drivers to attempt unsafe maneuvers. The afternoon peak commuting time is a time when there are neighborhood children playing outside. Adding more cars with drivers scanning for parking would be bad for the safety of the children in these areas. Removing residents-only parking would be a disincentive for maintaining the primarily owner-occupied nature of these areas. Losing more owner-occupied houses to rental properties would not be good for the city of Burlington.

124 Centennial area parking proposals

As a 28-year resident of Blodreau Parkway, I've had to deal with baseball and UVM/hospital students/staff parking overloading our small neighborhood, and blocking our driveways and disrespecting our safety. There were many good reasons why these neighborhoods were the first to go to "resident only parking." To now hear this given the description of "underutilized parking" is crazy-talk. Underutilized for whom? Certainly not for the people who live here, raise kids here, invite friends to visit here. The point of city living is not to turn our residential neighborhoods into parking lots - or is it? Regarding East Avenue metered parking --- I respectfully ask that anyone considering voting for this spend a couple of days observing East Avenue from 7:30am to 9AM and again from 3pm to 6:30pm, and consider what people cruising for parking, or trying to exit or enter a parallel parking spot, would ADD to the existing gridlock traffic. And in addition to observing, sit in a car at the intersection of Case and East, or Blodreau and East, at 5pm and just try to enter East going either north or south. Consider what adding the parking cruisers, entering/exiting parking spaces would add to this. It's simply out of the question to consider this, if you see for yourself what current conditions are like. Our houses are close together on these cul-de-sacs, and that means the kids use the streets to play --- a lot. We know to be careful and watch for them, but vagabond parkers won't and don't, in our experience prior to resident only parking.) Don't solve the UVM and the hospital parking problems on our backs. It's their problem. There are no other entities who would "need" more parking in our neighbors - put it on them to solve.

125 123 Re: East Ave traffic- negative impact

UVM and Medical Center should take care of their own parking needs. We already suffer their increased traffic.

126 Residential Parking

We live on Blodreau Court, a residential street near UVM and UVM medical health center. If we do not have residential only parking, our young children who like to play outside and ride their scooters/bikes will be at risk as cars drive up and down our street searching for parking. This is unacceptable. We do not need extra traffic on our residential street. We chose to live on this quiet, dead-end street for the proximity to the university and hospital, as well as the limited traffic. It needs to stay that way. Ultimately families will choose to move out of these residential neighborhoods if resident only parking is eliminated. I would happily pay a fee for my on-street parking pass and my guest passes.

128 residential parking

Blodreau ct is a quiet dead end family neighborhood with 10-15 kids who use the street fro bikes, scooters, ball, etc. the street is seldom used by non-residents. allowing parking would greatly change the dynamic of the street as fletcher allen (now UVM med center) employees would use the street and traffic would increase exponentially. this would greatly impact the basic structure of the neighborhood. i would be willing to pay for pass (\$100+)

140 52 Re: perkins pier

The residents of Burlington also need safe, comfortable cycle ways to access their bike path.

145 As a resident and employee of a downtown busi

As a home owner, I have been disappointed to see how particular certain parking enforcement employees are when it is extremely obvious that a homeowner is having work done to repair or maintain a home. Even on my tiny, rarely-traveled residential street, contractors get ticketed if they do not have a vehicle that has painted-on business information. Smaller contractors do not often have this on their vehicles. Burlington has a bad reputation for parking regulations and even as a resident, I was ticketed for parking across my street while my street was being paved! I had moved to allow the pavers to complete their job, and was ticketed, with no option to further pursue my appeal without paying a huge amount. Things were better years ago; now more people are staying away from Burlington. As an employee in a downtown business, I witnessed more peoples' cars being towed due to the efforts of one particularly aggressive parking enforcement agent, even without having exceeded their meter time. They check the licenses for tickets that have not been paid, and then tow without even a warning. Why not give a warning before towing the vehicles for having \$50 in outstanding tickets? I don't believe that people should not pay their tickets, but receiving a warning would be better than walking to your spot on a winter day with a toddler only to find that your car is gone. I believe, after talking to many shoppers and diners from outside Burlington, that the parking is a big reason that many are deciding to stay out of town. Is it worth it to the city to lose valuable businesses ?

154 Front Yard Parking

Consider the white gravel parking spaces that have obliterated the front yard green space on this corner. These are illegal spaces that are disrespectful of the city and the neighborhood. They are no less inappropriate than turning City Hall Park into a parking lot would be. They demonstrate that cars are a blight in residential neighborhoods and that reducing off street parking requirements for developments and conversions would be eyes-closed and incompetent planning. A city in which parking is well planned and managed does not look like this.

155 Wild West Parking -- Hungerford & Bradley

There is actually a site plan for this front yard in-your-face parking lot, but it shows 4 spaces with landscaping when the reality is 10 or 15 cars in a variety of hodgepodge configurations and not a blade of grass. The message is, take it and it's yours and that cars can overrun neighborhoods with impunity. The idea that we need less parking in neighborhoods does not comport with a chaotic corner like this one.

156 Parking Blight Follows Residential Conversion

Some management practices and housing types generate enormous parking demand. Here cars and asphalt overrun a prominent corner just blocks from Church & Pearl. When this was a "non-conforming" oral surgeon's office the impact on the city and neighborhood was positive. Now that it's a "conforming" residential use, it's an embarrassment to city planning, and in the winter the parking up against the sidewalk prevents plowing and blocks pedestrian traffic. Parking is visibly out of control and cars clearly come before people in this instance.

158 Public Servants Knowing Better

The experience of residents on Williams with an unresponsive commission is disturbing. On-street parking along residential streets should be for residents, their visitors, and guests, a use secondary and supplementary to the street's use as a transportation corridor, but even this primary use in the case of quiet, residential streets is reserved to a considerable extent for residents and their associates. Williams should not be a truck route. It's not 89, and by no means should it be a parking lot for properties that have irresponsibly drawn cars into the neighborhood without making any provision for parking them. In such instances, private profit is generated and subsidized by the free parking and diminished quality of life (blocked driveways, street noise etc.) that the neighborhood and adjacent streets provide.

Comments from rTown: 11/19/2014 through 12/14/2014

| | | |
|-----|---|---|
| 159 | Resident Only Parking | Paying a fee for you or your guests to park on your street is intrusive, heavy handed, and arrogant governmental over-reach. Residents already pay substantial property taxes and most owners occupying residential properties mow and otherwise maintain the city owned greenbelt fronting their properties. The city much less responsibly does not hold property owners accountable when they fail to maintain the greenbelt, drive or park over it, or even pave it to add or expand self-authorized curb cuts. Residents and their guests have a fundamental and well-deserved and paid-in-full right to park on their streets much more soon than the city has any presumptuous right to charge them to do so. |
| 160 | Egregious Front Yard Parking | When I first encountered this, it took my breath away. Folks desirous of off street parking simply spread a load of asphalt on the lawn right up to the sidewalk and parked away. Recently they've added some squiggly stripes to squeeze in a third space and the car may hang into the sidewalk a bit, but no problem. Plenty of parking. |
| 161 | empty lot | On this version of google maps it shows a large empty lot on the northwest corner of elmwood ave and north st. This lot has since been developed and is now a building. Please do not consider this area when assessing the parking availability to residents. |
| 162 | Changing Residential Parking Rules | I can understand the City's desire to standardize a process for residential parking and to determine when residential parking only should apply. However, in providing for any protocol it needs to recognize the uniqueness of every area. For example, there are areas where residential parking has been established to prevent an onslaught of centennial field spectators from parking in a residential area. There are also areas like Summit Street and Overlook where over 50 children live and whose safety will be impacted if student's driving to park with the resulting increased traffic. Furthermore, allowing non residential parking on Summit and Overlook, for example, whether for pay or not, will destroy Champain's enlightened environmental efforts to keep cars off the Hill to the extent possible. Allowing non residential parking will also allow people who are attending night events at the soon to be expanded alumni house to park in the area with the resulting traffic and noise when there are events. Finally, should the City do this it would be cutting off your nose to spite its face because ending residential only parking in the applicable neighborhoods will lower the value of the homes thus reducing the assessment value of these homes, their resale value and the resulting tax revenue for the city. |
| 164 | Summit Street resident-only parking a waste | Resident-only parking on Summit Street is a waste of the public right-of-way. Residents of this street have ample off-street parking, and there is no reason to reserve on-street space for their exclusive (non) use. Permit parking on streets like this would make better use of this public resource while preventing over-parking. |
| 166 | Offstreet Parking Required by Zoning | the required 2 off-street spaces per unit (4 total) for a duplex is outrageous for two 1-car households, intent of law = good, reality is not |
| 167 | Biking is Treacherous | North Street is main thru-way for bike traffic and it is one of the most dangerous streets to bike in Burlington because of all the on street car parking and already narrow road. |
| 168 | Bike Lane is Great | Plenty of room for everyone! |
| 169 | Bike Lane is Great | Plenty of room for everyone! |

The parking study's conclusion about under-utilization of parking in residential areas misses the point. I think the key question here is do residents in Burlington who currently enjoy the parking protection on their streets need this protection? In the case of the East Avenue/Centennial neighborhood (East Avenue, Case Parkway, Blodreau Court, Blodreau Parkway). I think the answer is YES WE DO! If residents who were removed from these streets, they would soon be inundated with people with residential interests such as UVM students, UVM Medical Center employees, patients, visitors, etc. seeking to find parking spaces. The residents, their guests, care takers (we have a number of elderly residents) and various other service providers to the residents (plumbers, handymen, etc.) would be squeezed out!

170 124 Re: Centennial area parking proposals

If this is an economic question, i.e. how to raise more money via parking meters, meters on residential streets would defeat the purpose of having residents only parking because metered parking would be open to all and residents would have to compete with non residents to pay for places that were previously provided for free! And, would this not be a de facto tax increase for the residents?

A better solution to the revenue problem would be to put meters in streets around city parks such as Oak Ledge, North Beach and Ledge, where thousands of people park for free throughout the summer months in order to avoid paying parking entrance fees. In the case of Ledge, parking fees could be charged year round due to the ice rink. Of course, residents could avoid these parking fees by purchasing city passes for entrance to the lots and these revenues plus those from the meters would be a new source of parking income for the city.

John Cane

The parking study's conclusion about under-utilization of parking in residential areas misses the point. I think the key question here is do residents in Burlington who currently enjoy the parking protection on their streets need this protection? In the case of the East Avenue/Central neighborhood (East Avenue, Case Parkway, Billedieu Court, Billedieu Parkway), I think the answer is YES WE DO! If residents were removed from these streets, they would soon be inundated with people with residential interests such as UVM students, UVM Medical Center employees, patients, visitors, etc. seeking to find parking spaces. The residents, their guests, care takers (we have a number of elderly residents) and various other service providers to the residents (plumbers, handymen, etc.) would be squeezed out!

171 Residents Only Parking
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A better solution to the revenue problem would be to put meters in streets around city parks such as Oak Ledge, North Beach and Ledge, where thousands of people park for free throughout the summer months in order to avoid paying parking entrance fees. In the case of Ledge, parking fees could be charged year round due to the ice rink. Of course, residents could avoid these parking fees by purchasing city passes for entrance to the lots and these revenues plus those from the meters would be a new source of parking income for the city.
John Cane

172 Residential restricted street
Elm Terrace has resident only parking and it has been helpful. Before it was in place, non-resident parking on both sides of the street during winter sometimes prevented garbage and recycling trucks from being able to get down the street because people tend to park far enough from the snow banks to allow room to get in and out of their cars. There were times when it was tough to maneuver a mid-sized car through. That stopped with resident only parking. If it's eliminated, I'm worried emergency vehicles won't be able to get down the street.

The street is a couple of hundred feet south of Church Street and we used to get a lot of commuter parking. I get that public parking isn't free, but with the substantial real estate taxes in town it seems residents should have reasonable access to on-street parking near their homes.

173 Residential Parking
I have lived on Elm Terrace for over 25 years. It is a narrow, dead end street. For a long time we just put up with the parking issues on our street, not being able to get to our driveway because people parked too close to each other to get by, missing a garbage/recycling day because the trucks couldn't get by. When our older neighbor fell and the ambulance couldn't get down, we knew we had to ask for residential parking. It is a matter of safety. If off street folks park on the street, we have no way of getting in touch. There are inconveniences for us in having residential parking, but they are far outweighed by the relative comfort we have in knowing that services can get through. I am very concerned about any thoughts about ending parking on our street. Come by at night. Daytime is not a good representation of our challenges. Thanks for listening. Martha

Comments from rTown: 11/19/2014 through 12/14/2014

| | | |
|-----|---|---|
| 174 | Winter parking problems | We've lived on North Street long enough to remember when our block was a free daytime parking lot for staffers at the hospital and UVM. Having residents-only parking has made life better. When snow comes, some of our narrower streets become scary. Part of the problem is people who part "left to curb" and leave extra distance between the driver's side and the curb to get out. I doubt most people know this is prohibited on two-way streets in BTU. |
| 175 | Emergency Vehicle Access | Even with resident parking restrictions, parking on Elm Terrace is an issue. We have several rental properties on the street with multiple car owning tenants. Our houses have one car garages, if that, and most home owners have two cars so there's not alot of parking on the street. If we need to get hold of someone who has parked too close to the end of a driveway or due to snowbanks and poor parking judgement has reduced the width of the street so it's barely wide enough for one small car to pass through, atleast we can locate the owner of the car because they're a resident on the street. If we lose our resident parking status and allow anyone to park here we will lose communication access to the owner of the car which could have serious implications. Resident parking can be a pain but if it means we have access to the people creating the parking issues, it's an inconvenience I'm willing to put up with. Please do not take away our resident parking status. |
| 176 | Residential Parking | Single family home owners in Sample Area #3 provide an important balance to our growing city. Residential parking is needed and a necessity! |
| 198 | 23 | Re: Residential restrictions |
| 209 | Sample Area #3 - Summit St Residential Area | Low density single family homes Low Density = Single Family Homes 12K students and employee parking needs create a thruway of traffic not neighborhoods. |
| 210 | Keep Residential Parking on Summit Street | I oppose metered parking on Summit Street. Residential parking was created in part to protect the neighborhood due to the expansion at Champlain College. The city should continue to protect the quality of life in the neighborhoods. It is these neighborhoods that help make Burlington a special place. This neighborhood is sandwiched between two large ever expanding institutions and to maintain the family character of the area, it needs protection from that growth. Such metered parking urbanization will also likely reduce home values and thereby tax revenue negating any financial gain from meters. This proposal would be a move in the wrong direction. |
| 214 | residential parking | I went to UVM and have done a lot of work with Champlain College. I live between the campuses in a neighborhood with many children and homes. I hope that the institutions continue to flourish and that respect for our adjacent neighborhood continues without parking meters one would expect in a commercial or downtown area. |
| 215 | Resident only parking in the Summit St area | We are responding to the ill-conceived proposal to meter those traditional single-family house neighborhoods that now enjoy "residential only" parking restrictions. The neighborhood successfully fought the battle 20 years ago of an area jammed with student, UVM and FAHC employee parking that had created tension and angst between residents and commuters. As a result of the program of restricted parking, these neighborhoods have once again become the most sought-after areas in town for folks to live and raise families. It is one thing to meter Main, College or Pearl Streets, which are urban thoroughfares and nearly exclusively multi-unit housing with a commercial mix, and totally another to radically change the face of quiet, traditional single family neighborhoods. Solve this problem in the commercial core or with the campus administrations. The city must find other ways to feet its appetite for increased parking revenues. We are strongly opposed to losing our "residential only" parking but would be open to paying a reasonable fee for the purchase of permits to meet the needs of our guests and extended family. Pat Robins and Lisa Schanberg |

Comments from rTown: 11/19/2014 through 12/14/2014

| | | |
|-----|---|--|
| 216 | 162 Re: Changing Residential Parking Rules | Sample Area #3 is LOW DENSITY Single family homes create neighborhoods that support our city. Maintaining Residential parking is critical to create and KEEP neighborhoods alive in this city. Safe street with low impact provide single family home owners neighborhoods that keep a healthy balance. |
| 217 | 214 Re: residential parking | Meters in residential neighborhoods do not belong. UVM and Champlain must take responsibility for their employee and student parking needs. They have the resources and the real estate to do so. Our city must listen to the YEAR ROUND residents that take pride in their neighborhoods. Maintaining a sense of residential unity rather than revenue from parking must be a goal of our Mayor and our City. |
| 224 | Parking meters | Please do not put into jeopardy the very residential character of Summit Street leave the meters off the street please Thank you for your attention |
| 225 | Parking Meters on Summit Street | It's hard to believe that a few parking meters on Summit Street could generate enough revenue to justify the destruction of the street's quiet character. What kind of analysis suggested that parking meters would be a good idea? |
| 226 | 225 Re: Parking Meters on Summit Street | We pay very high property taxes on Summit Street, receive no city trash or garbage collection, have a streetlight that has been out of order for eons and can't get anyone to fix it. Parking on our own street when we have more than two guests is one of the few privileges, besides a quiet neighborhood. For the small change the city would receive, it risks losing families who covet a quiet tree-lined street. Several have already moved away from Summit Street, where there kids once were safer. Add more stops by meter cops, tow trucks, etc. and there is less to hold homeowners. |
| 227 | Number of cars | Fortunately we have a driveway and park there. If one person needs to switch cars around there are rarely street spaces available and we have to park on the wrong side of the road for a few minutes or in a neighbors driveway. The number of passes - especially guest passes is too many and I think non-residents routinely borrow guest passes to park. there are no parking spots marked on the street and often cars are jammed in so tightly they cannot get out. |
| 228 | Protect Burlington's Family Neighborhoods! | Residential Only parking may seem, at a cursory glance, as a privileged luxury and a waste of revenue and resources. Upon further reflection, however, it becomes glaringly obvious that what makes our city a wonderful place to live are the family neighborhoods tucked in between multiple Colleges and a world class medical facility. If we are willing to compromise the neighborly nature of our neighborhoods in order to create revenue, we are simply misguided. We've heard from neighbors who remember the older days of public parking on our streets. Maintaining the privacy of our neighborhoods is of tantamount importance as we move further into the wonderful development of our city. It is good that our colleges are thriving. It is good that our Hospital is growing. It is good that our neighborhoods are wonderful places to live. Changing the nature of our neighborhoods, which public parking would definitively and negatively accomplish, is shooting ourselves in the foot. |
| 229 | metered parking in residential neighborhoods | Metered parking on and around Summit St. is a terrible idea and will ruin the neighborhood feel. If city revenue is the issue, there are variations on permit parking, including a limited number of non-residential permits, that could be reasonable. |
| 230 | Sample area 3 metered parking | Metered parking in Burlington's residential neighborhoods is a terrible, destructive idea. Meters are suitable for commercial areas or some thoroughfares but will absolutely change the visual appeal and invite high traffic volumes. I have been a strong supporter of Champlain College's growth but entirely on the pretext that its impact on the neighborhoods would be carefully managed. This will be an invitation for student and staff commuters to bypass the low impact strategies that have been successfully implemented in recent years. |

Comments from rTown: 11/19/2014 through 12/14/2014

232 Parking for the Institutions

People looking for parking in this area are either residents or people affiliated with UVM, the UVM Med Center, or the Lake Monsters. These institutions are doing a good job managing their parking, and the residential parking designation here is a part of it. As residents, we still see people trolling for parking now. Without a resident-only designation, this area would be inundated with non-residents. It would hurt the safety and character of our neighborhoods. It also would make it harder for the institutions to manage their parking and would snarl traffic on East Ave, which is already bad during peak hours. Lastly, it would run contrary to the City's policies. More parking, more congestion, and less institutional management would increase GHG emissions when the Climate Action Plan states the City should be reducing them. The 2011 Transportation Plan suggested selling parking passes in residential neighborhoods if there's residential support, there isn't.

233 162 Re: Changing Residential Parking Rules

I oppose metered parking on Summit Street. Residential parking was created in part to protect the neighborhood due to the expansion at Champlain College. The city should continue to protect the quality of life in the neighborhoods. It is these neighborhoods that help make Burlington a special place. This neighborhood is sandwiched between two large ever expanding institutions and to maintain the family character of the area, it needs protection from that growth. Such metered parking urbanization will also likely reduce home values and thereby tax revenue negating any financial gain from meters. This proposal would be a move in the wrong direction.

234 230 Re: Sample area 3 metered parking

I would like to add my voice to those of many others opposing this idea. Metered parking simply does not belong in a residential neighborhood. Rather than focusing so narrowly on revenue potential, we should be thinking about the quality of life and the destructive long-term effects that this proposal would bring about--destructive effects that many others have already outlined. Summit Street, Juniper Terrace, and the surrounding neighborhoods have much more to offer Burlington's families by way of lemonade stands and street hockey than they do via additional revenues from metered parking.

235 Keep Residential Parking for Safety

I have lived on Case Parkway for 51 years and before residential parking restrictions, cars would park on the street, go to Centennial Field with a few six-pack of beer, walk through our yards, and be drunk on the way back, and it was a very unsafe situation. I had beer bottles thrown in my pool and other issues. With unrestricted parking, it was unsafe because the fire trucks could not get around the court. The residential parking keeps our neighborhood a community where people want to live here and raise families. Keep residential parking in these neighborhoods to keep the families and keep the community feel.

236 225 Re: Parking Meters on Summit Street

I am surprised that residential parking would be converted to metered parking on Summit Street and surrounding streets. Would this be on a one-hour basis? This would significantly change the nature of the neighborhood and warrants more discussion and consideration. How would residents access the street parking that we are able to get permits for now?

237 East Avenue & Case Parkway

We have been residents of East Avenue & Case Parkway since 1961. Changes have occurred with Residential Parking permits and Guest Passes. The current method of usage for the above streets works reasonably well with use of appropriate signage in cars or on cars on a designated street. This proposal presents a safety issue, an inconvenience issue with unknown folks using the meters. The cul-de-sac of Case Parkway and Blodreau Court have an ambulance as a neighborhood where children can reasonably safely play in their yards and environs and ride bikes in the streets. That would all be gone with random folks utilizing parking meters. We would have less security for our children playing outside their homes as they can now. It would certainly have an impact on property values as well. Cul-de-sacs are a different entity than a through street as far as having convenience of parking one's car on the street with appropriate sticker for short periods of time or visitors in one's home.

Comments from rTown: 11/19/2014 through 12/14/2014

240 Case Parkway and East Avenue
 The proposal to install parking meters in low density residential areas is fraught with several potential problems affecting safety, convenience, and neighborhood quality of living. At present, parking is restricted to residents and their friends. Opening up parking to unknown individuals in these areas raises safety concerns, particularly putting children at greater risk. The proposed on-street parking represents a major inconvenience for those residents by restricting temporary guest parking. It would also adversely affect real estate values in these neighborhoods. Finally, meters would be unsightly and change the desirable ambience of these residential areas.

241 Meters on Summit Street
 Meters on Summit would destroy the residential character of the street. That doesn't just affect us, but the many pedestrians who walk on our street to enjoy the relative quiet and beauty. Changing us for parking (or allowing our guests park) in front of our own houses would be an outrageous tax increase on the residents of one street. We pay too much already. Slipping this in without notifying residents that a BIG change is being contemplated is pretty obscene. This is a VERY short-sighted and ill conceived plan. My prediction is that we will fight it--and the city will lose more revenue than it gains. You folks should know better.

242 Changing Summit Street
 What else besides more revenue are the goals? Without fully understanding who needs parking and what the issues are, I am not understanding why this proposed solution makes any sense.
 Why would only some residents in some parts of Burlington be charged for their street parking? Seems like we are opening up a can of worms by changing what we get with our current taxes for some tax payers, but not others.
 Are there many people who need access to parking that the city is looking to accommodate? Rather than put meters on a very residential street that clearly people are saying they feel strongly about what that will do to the character of the street, at the very least, use a machine that could be placed somewhere that is not as detracting as meters and have those who want to use day permits who do not live on the street pay for the parking.
 Changing new fees and taxes to our Burlington residents right now doesn't seem the way to go. People are feeling the increased costs of living here. It does seem reasonable to experiment permitting a certain of day passes for non Summit residents that could generate revenue. Perhaps the machine could only issue a certain number of passes a day.
 If meters are to go up, it seems the city would follow the same kind of "notice and warning" that we get if our neighbor is putting up an edison, shed, etc. through the zoning process. Why not also look at selling day passes/permits where we do have excess capacity, like out at the airport, or at some of our park parking lots- Ledy, Oakledge and continue to encourage public transportation into the city. Especially given that UVM and Champlain already run transportation and have overflow parking areas.
 Can we continue to explore ways to get people to NOT drive and to take public transportation, walk, bike, etc? Let's try and make Burlington greener if we can!

243 241 Re: Meters on Summit Street
 It may be time for a change at City Hall if this is the sort of proposal they cook up. We need an administration that protects the neighborhoods not one that destroys them.

244 241 Re: Meters on Summit Street
 Time for a change at City Hall if this is the way the plan to degrade the quality of life in our neighborhoods.

249 Parking/Drop-off at Sustainability Academy
 Parking/drop-offs needs to be further restricted at the back of the Sustainability Academy on Murray Street. Parents dropping off children who need to do so by automobile should be directed to use the actual parking lot on the Champlain Street side. Dropping off and parking on Murray Street creates hazardous situations for all modes, but particularly cyclists and pedestrians. Residential driveways are frequently blocked or used to perform turn-arounds to exit back out onto North Street, creating more confusion and hazard.

Comments from rTown: 11/19/2014 through 12/14/2014

| | | | |
|-----|-----|--------------------------------------|--|
| 250 | 167 | Re: Biking is Treacherous | I'd like to add that the drive-away parking in front of The Shopping Bag and the laundromat frequently creates hazardous situations, as motorists there often have nothing in front of them when they pull out, so after picking up their smokes or what-not, they roar out of these spaces at high speed. It adds another random variable when one is trying to cross the street or merge into traffic. |
| 254 | 52 | Re: perkins pier | Why don't you try walking or biking to the BIKE path? There is already far too much parking down at the waterfront and it is a blight on the landscape, no matter who is using it. |
| 256 | 159 | Re: Resident Only Parking | Sorry, the fact that you own property adjacent to the street does not entitle you to the street or parking on it. Yes, as a citizen of the city and that neighborhood you get a voice in how the street is used and maintained, but it is not yours. There is no "right to park." Streets are Rights of Way, they're not Rights of Stay. |
| 257 | 107 | Re: Dealer.com on street parking lot | There are better Park and Ride solutions nearby but Burlington won't explore them, it seems, as they don't want to upset Dealer.com. In fact, at least one (the lot off of Lakeside) will disappear when they ram the Champlain Parkway through. |

Comments from Emails

| Date Received | Name/Email | Comment |
|---------------|--|---|
| 12/15/2014 | Charlie Smith | <p>I think that metered parking on the quiet residential streets of sample area 3, or any other quiet street in Burlington, is a horribly misguided idea. If the objective is to raise revenue, I would not object to selling a target number of permits - made available first to residents with the remainder sold to non-residents.</p> <p>My objection is in part to the visual aspect of meters - it would add a commercial / non-residential feel that is destructive. My bigger objection is the increase in traffic. If there has to be a change, I strongly favor a permit system.</p> <p>With regard to the consultant's website, the fact that there are very few comments, I suspect, is because the damn thing doesn't work as advertised.</p> |
| 12/16/2014 | Harrison Terrell | <p>I am a resident of Saint Paul St between Main and College. As you can imagine, the new Core has made some changes in my personal life. I used to park on Saint Paul St and pay the meter out of convenience. Arms laden with grocery bags, books sometimes just a long day, would make me pay the meter on Saint Paul versus going farther down for the long term meters. Well you can imagine, at a 210% (\$1.50/hr, 14 hours of operation) increase in fees at the new meters, this is no longer an option, at anytime, day or even night now.</p> <p>I am used to paying parking tickets. It goes with where I live, but I've just been informed that I cannot get a resident parking permit because there is no resident parking on Saint Paul St. This was a shock. No options, no how, just boot leather and park on Adams St? Could the City be induced to make Browns Ct, a residential parking area for folks in the downtown core? No one ever parks there. The spaces are always empty. It's kind of scary down there. I don't know how safe my car would be overnight, but it would be worth a try, and it would be less of a trek than Adams St.</p> <p>My block gets used more by special events (and the Farmer's Market all summer long,) the Criterion, the Marathon, block parties, Burton snow boarding ramps... than any other in the City. Part of what makes Burlington special are the people who live in it. The last Criterion, I asked one of the organizers if they realized that there were people who lived on Saint Paul St and I was told it's only one day a year. Well it's really one MORE day a year if you live here. It's getting harder to live here. More expensive, noisier and less convenient.</p> <p>Thanks for taking the time to hear me out. Thank you for your efforts to keep Burlington liveable.</p> |
| 12/14/2014 | ukolowicz@gmail.com | <p>Hi Emma, I want to comment on the website but can't figure it out so I'll leave it with you. My comment is simple - I don't like the hourly increase from 6-10pm. My wife and I like going downtown for dinner on Fridays and now we have to pay. I've heard the reasons for the increase and it makes no sense - making people pay for convenience is not an improvement. I would have voted "yes" for any tax increase to improve roads, parking garages, etc. but this increase is ridiculous and punishes people who live in Burlington, plain and simple. Dan Ukowicz, Arlington Ct.</p> |
| 11/12/2014 | Julia Curry (curry.julia@gmail.com) | <p>I work on King St, which gives me lots of opportunity to see how people park on unmetered blocks. I often see sloppy parking that eats up what should be two spaces. I would like to see the city paint lines to demarcate parking spaces in those areas.</p> |

Comments from Emails

After calling parking enforcement again today because I cannot get into my driveway, I decided to put into words what I am feeling as a citizen here on North Williams St.

Over a year ago (2/13), every, single resident on the entire street signed a petition in favor of resident parking. Joel Fleming from Public Works did an extensive investigation and recommended that our street was eligible for said parking (see attachments). I believe he said something to the effect that it was a "textbook case" for the application of resident-parking ordinances. He was very reassuring that we would succeed in our long-overdue endeavor.

We (the residents of North Williams) went to the June 19th meeting of the Public Works Commission and spoke to the Commission regarding the various parking issues we experience as residents. We felt the tone of this meeting was dismissive and left feeling that our request was of little concern to the Commission. However, there wasn't a quorum present and a vote on our request was tabled until further notice. We were told we would be informed when we would be on the agenda again.

After hearing nothing for a couple of months, we called to see if the Commission had decided on a date when our request would be back on the agenda. We learned, instead, that the matter had already been decided. We were never notified that it was even under discussion.

We did, after the fact, obtain video of both the June meeting and the September meeting, at which our request was voted upon. In particular, I hope that you will take a look at the video of the September meeting (see link that follows), at which Commissioner Porter moves to deny our request, despite the clear and overwhelming recommendation to the contrary by Mr. Fleming, the City's Engineer. Mark Porter lives on Brookes Avenue. It is perpendicular to N. Williams. There is resident parking on the half of the street where he lives, and it is notable that during the day this part of the street is quite empty, in contrast to North Williams Street, which is crammed with UVM and Fletcher Allen cars. It is my interpretation, after seeing the recording of the September 18th meeting one of Mr. Porter's reasons for the recommendation to deny was that if North Williams Street had resident parking, it would put pressure on the Brookes Ave. part of the street that does not have resident parking.

cont'd: Questions that I have are:

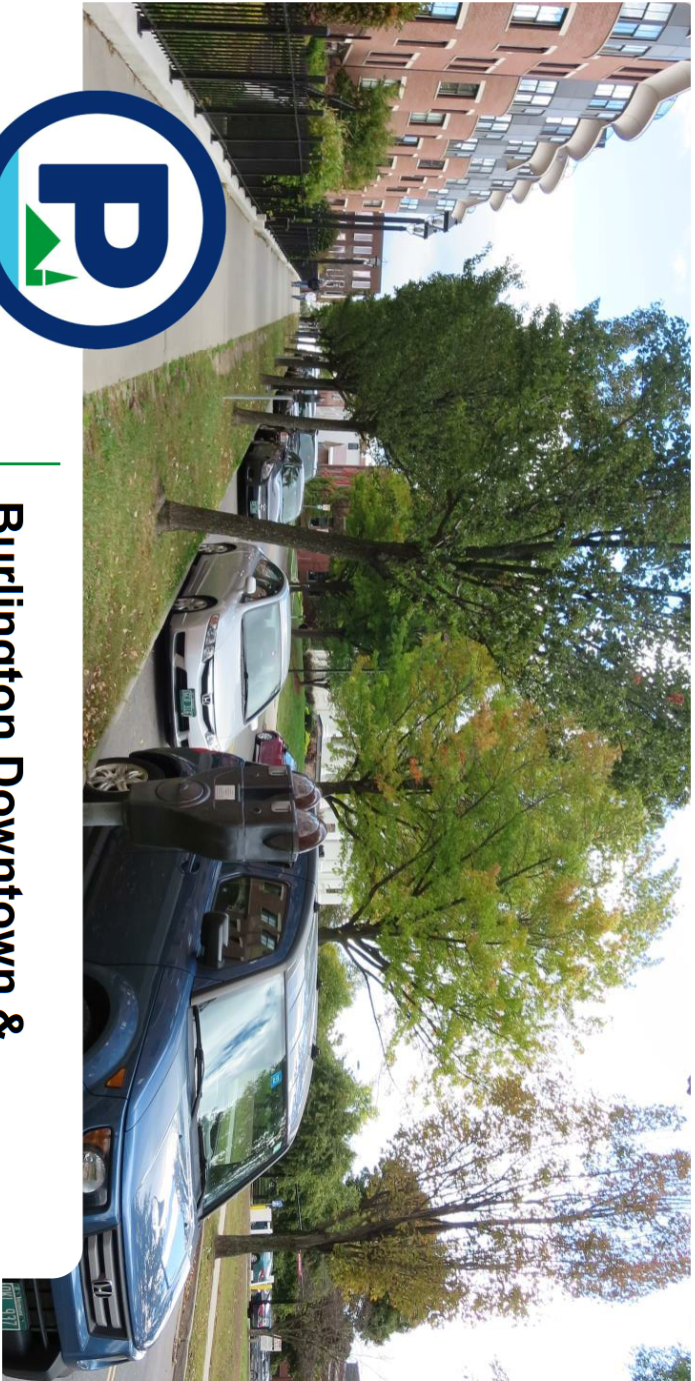
Was it a conflict of interest for Mr. Porter to have been involved in the decision at all let alone move the motion to deny?

Why does the city pay for an engineer who is hired to recommend or not recommend resident parking when the Commission totally disregards the recommendation?

11/19/2014 Maria Sciarcalepore
If 100% of the residents on North Williams St. desire resident parking and engineer Fleming recommended it, has the Commission, by denying the petition, served the citizens of Ward 1 well?

I assure you, I do not stand alone with these sentiments. Neighbors speak of frustration on a regular basis when we can't get in and out of our driveways, there is no place for friends and family to park, plumbers, painters, etc. have no where to park or the fire hydrant is blocked. Surely there is record of how many times we call to have a car towed. It is several times a week and we are blocked more often than we call.

I am not a disgruntled complainer who goes on a rant for whatever reason. I write you today in hopes you can shed light on the situation. I (we) continue to have a hard time understanding why the parking on this tiny street cannot be "Residents Only".



BURLINGTON

Burlington Downtown & Residential Parking Initiatives

Public Meeting #2

April 14, 2015



Residential Parking Agenda Tonight

1. **Project Introduction**
2. **Project Considerations**
3. **Preliminary Residential Parking Strategies**
 - Citywide
 - Block-specific
4. **Tonight's Stations and Online Feedback**
 - More detail on Burlington Residential Parking Strategies
 - Online opportunities for comment

Learn more
and tell us
what you
think!



April 14 Parking Forum Sign-In Sheet

| NAME | EMAIL | Did you come to hear about downtown, residential, or both? | Are you interested in parking-related email updates? | How did you hear about this event? (FPF, friend, physical poster, email from City staff, etc.) |
|------------------|-------|--|--|--|
| Dea Perkins | | Yes | Yes | Searched high + low |
| Greg Eglewood | | ? | Yes | FPF |
| Lee Buffinton | | on both | Yes | Planning Commission |
| Bob Blount | | Both | Yes | FPF |
| Tom Hyde | | Yes | Yes | Karen Paul |
| Tom Curwell | | yes | yes | FPF |
| Rah Byrnie | | both | yes | Person |
| John Cane | | both | yes | Friend |
| FAMELA ASHINGTON | | Yes | Yes | FRIEND |
| Babs Headeck | | Both | Yes | FPF |
| Debra | | Both | Yes | FPF, etc |
| Deborah | | Both | Yes | FPF, etc |
| Charles Wool | | Res | Yes | FPF |

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|-----------------|-------|--|--|---|
| Candace Pegg | | residential | yes | word of mouth |
| Linda Lopez | | residential | yes | Newspaper |
| Mitt Hoover | | Both | Yes | FPF |
| Nick Gorrell | | residential | yes | FPF |
| Sami Taylor | | | | |
| Nora Hunt | | | | |
| John LaRocca | | | | |
| Ezra Myers | | Yes - not sure | yes | FPF |
| Sandra Lyngne | | not | yes | |
| FRANK BAKER | | not | yes | |
| DAN BRADLEY | | | | |
| Steve Ford | | yes | NO | FPF |
| Gabrielle Sealy | | both | yes | Front Porch Forum |

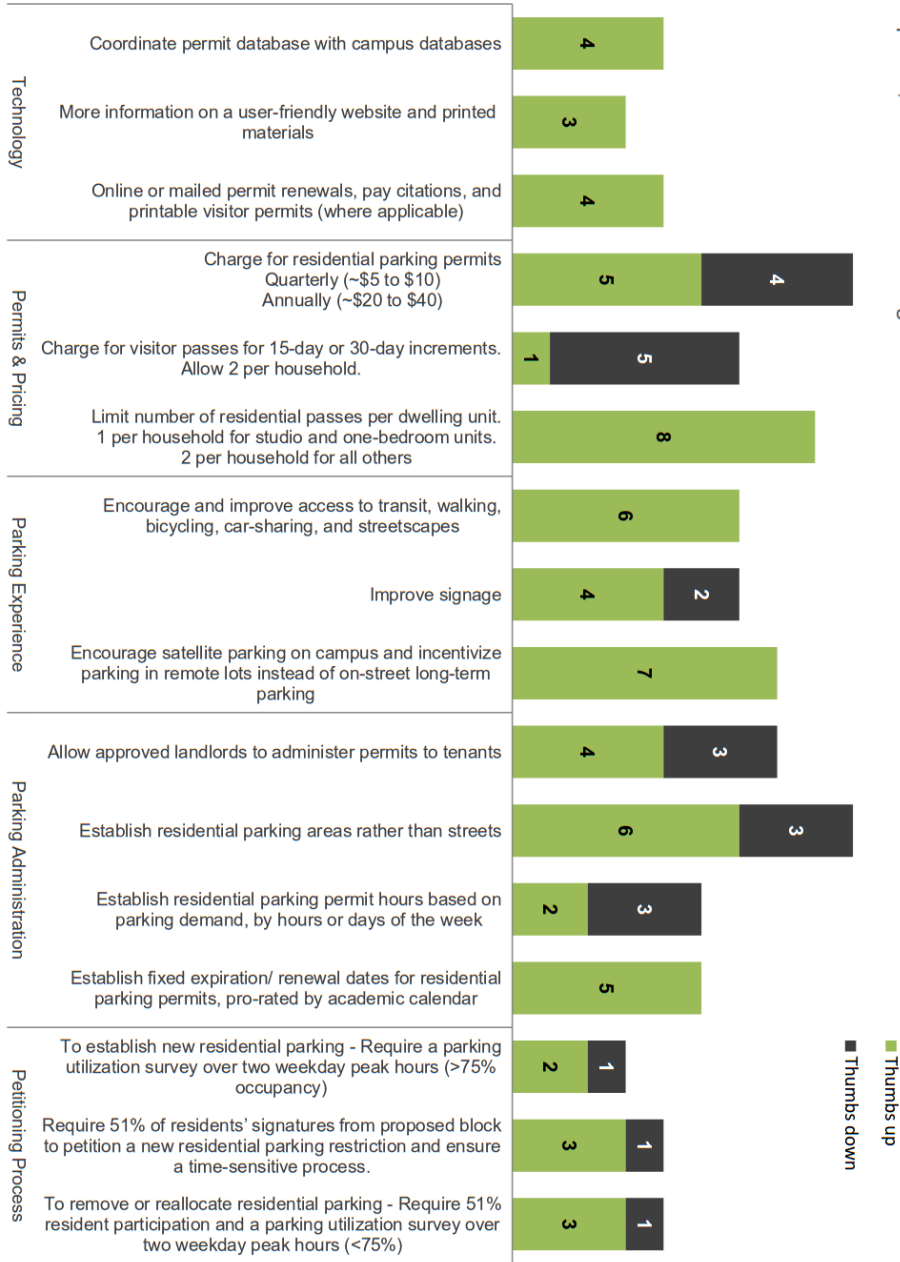
April 14 Parking Forum Sign-In Sheet

| NAME | EMAIL | Did you come to hear about downtown, residential, or both? | Are you interested in parking-related email updates? | How did you hear about this event? (FPF, friend, physical poster, email from City staff, etc.) |
|-----------------|-------|--|--|---|
| Sam Giovanni | | both | yes | FPF member |
| Adam Reif | | both | yes | FPF |
| Blaise | | both | yes | email word of mouth |
| Jess Baker | | " | " | |
| Charlie Baker | | " | yes | |
| LEE WONG | | " | " | |
| Sharon Basher | | both | yes | |
| Annita Razing | | both | yes | |
| Charles Simpson | | both | yes | |
| Cliff Morgan | | both | yes | FPF |
| Amanda Hunsford | | both | yes | FPF |
| Paris Ren | | both | yes | FPF |
| Betsy Pond | | both | yes | FPF |
| Nick Hillyard | | both | yes | FPF / word of mouth |

April 14 Parking Forum Sign-In Sheet

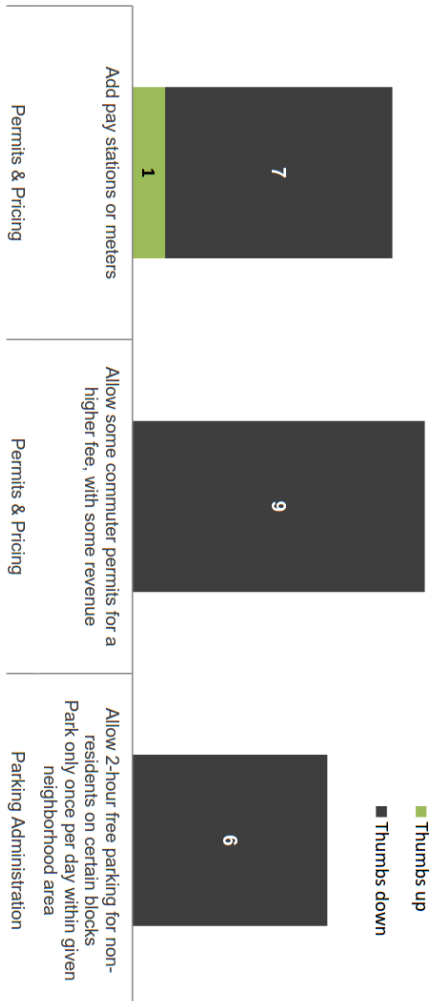
| NAME | EMAIL | Did you come to hear about downtown, residential, or both? | Are you interested in parking-related email updates? | How did you hear about this event? (FPF, friend, physical poster, email from City staff, etc.) |
|------------------|-------|--|--|---|
| Ryker Owens | | BOTH | Yes | FPF |
| David Grover | | BOTH | Yes | FPF |
| Teasella Nguyen | | both | no | |
| Kemar Bell | | both | no | |
| Maryanne Kampman | | both | | FPF |
| Ashlynn | | both | Yes | FPF / Church |
| Andy Mortal | | both | | |
| CAROL LONG | | both | yes | FPF |
| LA DAVITON | | RES | yes | Karen Price |
| Aime Breña | | in res | yes | Caryn Long |
| Art Hull | | res | yes | FPF |
| Tommy Redinger | | RES | Yes | ADVISOR FROM MURKIN |
| | | | | |
| | | | | |

Citywide Residential Parking Strategy Votes
 April 14, 2015 Public Meeting



Block-Specific Residential Parking Strategy Votes

April 14, 2015 Public Meeting



TECHNOLOGY IMPROVEMENT

Create/utilize app to locate open spaces using sensors in parking spaces • Do not allow UVM or Fletcher Allen to use our residential streets to meet their parking needs • In the age of smart phone and easy-pass, you could limit visitor pass abuse with technology--sign on when and have quote need to use • We need trolleys. We need more municipal garages. • We need to keep onsite parking mandates downtown

PARKING EXPERIENCE

More mass transit. • Put commuters and long term students in satellite lots--with bicycle and shuttle service • Yes, I agree! (highlighting "incentivize use of satellite lots for long-term parking") • There are already too many signs on the streets. Consolidate them. • Agree! (referring to above comment) • Mass transit, add a level to municipal garage. • Keep on-site parking mandates

PERMITS & PRICING

Why is parking on my street a privilege when I pay thousands of dollars in property taxes?!

- Strongly opposed for paying to park on my street.
- After hearing people's comments, I think residence-parking should be expanded.
- Residential parking will not work if it is by zone or district, residential parking must be by street.
- Zone parking will cause more traffic on my small street with drivers looking for spots. Streets are publicly-owned and managed.
- Residents wanting to use that "PUBLIC" space should "ABSOLUTELY" have to pay a fee!
- Why should residents subsidize UVM and Med Ctr and downtown development?
- Put the commuters in satellite lots and provide/charge them for shuttle to downtown
- Commuter parking will cause traffic, garbage, and strangers parking poorly in our neighborhoods.
- Commuter spaces would need to be marked AND limited--> time, only so many per block
- Why do we want to spend \$9 mill! This whole plan is increasing costs without commensurate improvement!
- We've been collecting parking \$ for years--what happened to that money?

PARKING ADMINISTRATION

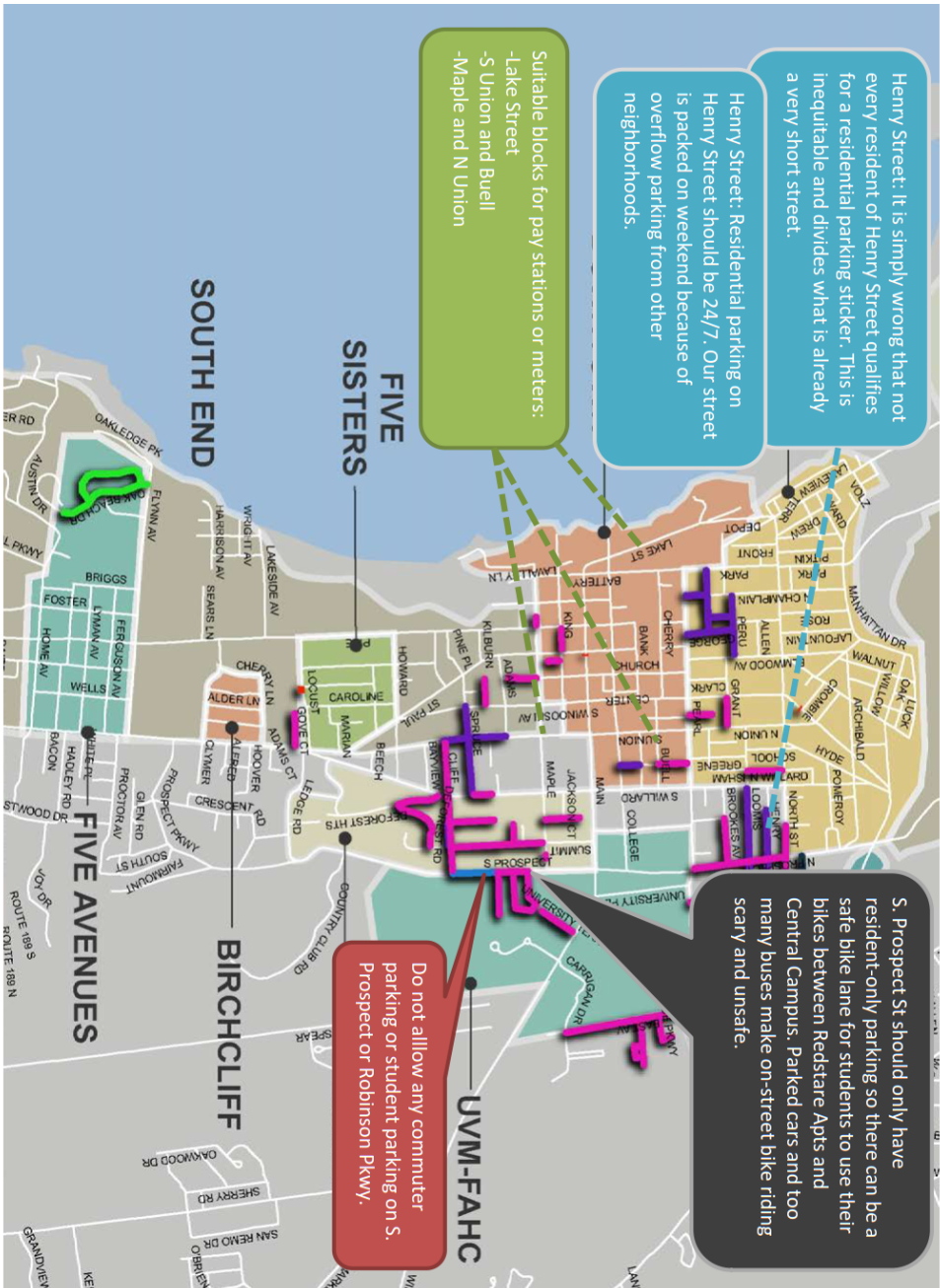
Improve the pleasantness of the staff in parking dept. They are humorless, bureaucratic, and make the experience unpleasant--this includes parking staff and meter maid!!

- Some landlords are going to cheat the system.
- No used resident-only parking areas by commuters as students

PETITION PROCESS

Give residential parking to more streets. If requested by homeowners, grant it.

Open Comments - by Strategy Type



BLOCK-SPECIFIC STRATEGIES

DPW already is funded to pay for neighborhood improvements. Using this payment for parking as a way to do this is a red herring • 2 hours of free parking on permit streets will only increase the number of non-visitors and use up the few parking spaces we have on Harrington Terrace. • 2 hour free visitor parking in some cities like Burlington is limited to maybe 2 spots per block in designated, marked parking spot. • Would be very difficult to enforce 2-hour rule! • No one street only permits. Resident-only parking. • Change visitor parking pass to readable card (like EZ-pass) to track and discourage misuse • Most folks still need visitor pass--limiting benefits to residents • I am strongly opposed to "area" parking zones for South Prospect St. All the students in UVM dorms or Redstone Campus would park along the entire length of S Prospect St, and commuters would follow street making it unsafe for bicyclists because of parked cars and buses on S. Prospect St. • Full neighborhoods zones are broad, although for people "on corners" or other such situations, maybe permit street and nearest corner street. • Events (waterfront, etc.) Incentivize/require satellite parking and alternative modes--trolley, bus, funicular

OPEN FORUM REMARKS

Ithaca doesn't support commuting because of negative effects on the residents. • Who are the Burlington residents complaining about residential parking? • Residents without residential parking experience spillover and are adversely affected by the current program. • We should make tweaks to the current system, not override it completely. • We should coordinate with UVM and other institutions so that they utilize the space they have. • Concern over on-site parking minimums being lifted. • Forget about cars, we need to repurpose the land for bikers and multi-modal transportation. • We should look to improve mass transit and alternative modes of transportation. • As residents, we want predictability with our parking. • People who have permits love it.

NOVEMBER 19, 2014 PUBLIC FORUM

ITEM 1: "Speak out about parking" comment board

"I want residential parking- why do some get it and some don't? People flood my block while block next door is empty since it has permit program."

"Fundamentals of residential parking are working!"

"Differentiate in cost between smart cars and BFTs or suburbans. One size fits all doesn't work."

"No meters on Maple Street!"

"Customer service training for parking admins and street staff please."

"No meters on South Union Street"

"Do not reduce parking requirements downtown! Take a look at Buell, South Union, Hickock, Isham. All neighborhoods close to downtown- all yards, greenspace lost to parking lots. Our planners are responsible for these lost neighborhoods."

"Would like to see different parking initiatives cover zoning change proposals in the residential neighborhoods."

ITEM 2: Comments during Q&A

Specific encouragement of mass transit?

Eliminating on-site parking for development downtown, shouldn't we wither do the same for residential or else keep minimums?

I haven't heard residents complain, mostly commuters who don't want to pay institutional rates. Who's complaining?

Don't want to torn our streets into parking lots. We don't pay for stickers, but we pay for it in our property taxes. I get spillover all the time.

The 51% requirement to get residential won't work because landlords won't want it so they can pack people into units.

Where's the collaboration with UVM?

The current program works, we don't want to lose it.

Let's repurpose some parking for better bike facilities.

For large events, our neighborhood is packed. Are you looking at satellite parking?

Charging for permits doesn't do anything to encourage alternative transportation."

UVM Gutterson underutilized- making sure institutions are participating

Mansfield St. and Wilson Ave.- when they got residential parking it improved the situation. Better to have residential then not, but don't want to sell spaces to commuters and students. Corner lots are an issue. Tweaking is better than wholesale charge.

DT residents have trouble finding parking.

Study should be called "neighborhood parking"

Eliminating parking mins (?) will cause pain.

Don't change residential near Centennial.

Cars are the problem. Let's incentivize public transport.

Need a way to have our infrastructure maintained. Hard to have service people get to residences.

Commuters paying is unfair, they don't pay high property taxes.

Enforcement is mis-managing the system. Also giving out too many parking permits. Solve the zoning problem. Don't pack students into apartments.

Make people use remote lots (institutional partners)

Give reasonable number of permits and guest passes. Too many for the number of spaces.

Anxious about no parking requirement for downtown development. It will impact neighboring areas.

What's the incentive for developers to bring their assets into the system?

Residents need predictability.

Safety is important.

ITEM 3: Open House poster comments

Burlington app with parking info:

"So far, all I see are a lot of gimmicks. I hope we tax payers didn't pay too much for this."

Parking overseen by a public/private team:

"How do you tell what garage is Burlington and what is private and are they operated differently?"

"Yes, could really help with customer service. Bring it all together!"

More smart meters downtown:

"Too tall- can't reach or read- impossible to access in snow."

More payment choices like pay-by-cell:

"Yes, convenient payments improves customer service."

Better access to private parking downtown:

"Yes, open up the private parking supply!"

"Don't end on-site parking mandates for downtown developments."

"Do not change the parking requirement for new downtown residential construction."

Parking rates based on parking use data:

"Yes, maximize utilization with better pricing!"

"I worry that the increase in fees/fines will reflect poorly on visitors- more so than parking difficulty."

"Don't sell our curb spaces in residential areas."

NEIGHBORHOOD MEETINGS

To understand the unique parking trends in neighborhoods, Department of Public Works staff accepted several invitations to meet with residents and hear their experiences and concerns with parking in their neighborhoods. This helped inform the flexible strategies that are needed to accommodate the various parking trends throughout the city. Full meetings notes from the small neighborhood meetings are attached.

Case Parkway

On April 11, 2015, Case Parkway and East Avenue neighbors Peg and Richard Boyle Single, Councilor Sharon Bushor, Al Aronshtam, Patrick Kinner, Lena Kremenstova, and Nina Mazuzan met with DPW staff at the Boyle-Single's home. Flaws in initial data were described for correction and neighbors summarized the existing program components that work well, those that could be improved, and commented on the preliminary strategies that would not work for Case Parkway and East Avenue.

Robinson Parkway

On May 13, 2015, Robinson Parkway and Ward 6 neighbors met with DPW staff at the Ruggles House. The unique characteristics of Robinson Parkway and Harrington Terrace were described, making it clear that parking zones would not be ideal on those streets. In addition, the proximity to campus creates unique challenges for commuter parking that residents worried would be abused by students and decrease quality of life for residents.

Brookes Avenue

On June 3, 2015, Brookes Avenue and Williams Street neighbors Jen Adrian, Maria Sciancalepore, Linda Bowden, and Liz Metcalfe, met with DPW staff at the Adrian's home. The most common concerns of both streets were the heavy parking demand by non-residents who frequently block driveways. Residents acknowledged the difficulty of enforcing this issue without an ordinance to support it and reflected on retaliation from owners of towed vehicles. North Williams Street residents expressed continued interest in resident parking, which was denied by the Commission in a very confusing process. Brookes Avenue residents expressed interest in timely restrictions that would help blocked driveways..

Oakledge Park neighborhoods

On June 4, 2015, Oakledge Park neighbors and Councilor Joan Shannon met with DPW staff to discuss parking effects of Oakledge Park on adjacent neighborhoods. Residents expressed frustrations with parking impacts on Flynn Avenue, Lakeside Avenue, Austin Drive, Lake Forest, and Oak Beach and suggested strategies to improve these impacts.

Ward 8 / Downtown Periphery

On August 31, 2015, DPW staff met with Councilors Adam Roof and Selene Colburn and Ward 8 neighbors from the downtown periphery. Neighbors expressed concern over housing and zoning regulations that encourage more vehicles than can be accommodated on-site and commented on residential parking strategies for commuter permits, parking meters, and the petition process.

Neighborhood Planning Assemblies

Public Works staff also visited Neighborhood Planning Assemblies (NPA) in neighborhoods with existing residential parking permit programs. On December 18, 2014, DPW staff visited the Ward 5 NPA. A brief

introduction was provided on the study's goals and objectives, the project approach, and the project schedule. On February 4, 2015, DPW staff visited the Ward 6 NPA and introduced the study's goals and objectives, the project approach, and the project schedule. Updates and conversations on preliminary strategies also occurred at the May 13 and November 5, 2015 Ward 6 NPA meetings. On January 14, 2015 DPW staff visited the Ward 1/8 NPA for a brief introduction to the residential parking study. The Ward 6 and Ward 1/8 NPA meetings are recorded and available at www.cctv.org. DPW staff also reached out to the Ward 2/3 NPA but were unable to coordinate a meeting.

APRIL 11, 2015

NOTES FROM THE CASE PARKWAY NEIGHBORHOOD MEETING

Chapin Spencer and Nicole Losch of the Department of Public Works were joined by Councilor Sharon Bushor and residents of Case Parkway and East Avenue, Peg and Richard Boyle Single, Al Aronshtam, Patrick Kinner, Lena Kremenstova, and Nina Mazuzan to discuss resident parking on Case Parkway and the impacts of UVM, the Medical Center, and Centennial Field.

Peg kicked off the meeting by asking for more communication directly with neighborhoods and noted that findings from the data collection in the study are flawed, which creates concern for the validity of the recommendations. In particular, the graph of violations per mile is normalized by the length of the street, which skews the data. She has discussed this with Grace Wu from RSG but is concerned that DPW staff did not closely analyze the consultant's materials.

Other comments and concerns included:

“Limited” parking is a misleading term.

The city needs to describe the context of resident parking in larger city plans to show the broad vision e.g. Climate Action Plan, Municipal Development Plan.

Conclusions of the data collection are that there is a desire for parking in residential areas because of a high number of violations, but violations change with enforcement changes so the reasons for violations need to be considered before making the assumption about demand.

Removing the waiver for tickets would be problematic for residents and their guests. Neighborhoods have businesses and meetings which create occasional parking demand that needs to be accommodated. The process to waive or rescind erroneous tickets is cumbersome and should be easier.

The data collection for the three sample areas should have included Ward 1.

Case Parkway and resident parking streets need options for visitor parking. Pursue better employee parking incentives for UVM and students, instead of employee parking on streets. Issue visitor passes, not commuter passes.

Parking meters would reduce the quality of life and increase traffic. There is no interest in meters on East Avenue or Case Parkway.

The number of parking permits per house should be addressed.

If restrictions are removed on Case Parkway, all the students that live beyond the ½ mile car-restricted zone would take over their streets and would decrease property values and decrease taxes for the city.

Permit fees would be acceptable for get a system that works.

The idea of landlord-issued permits is appealing.

Clarify the intent of the study. Neighborhood specific was lost in the context of a citywide study.

The \$75 fine is working well for parking violations.

Allow deviation in the program for conditional permit applications?

MAY 13, 2015

NOTES FROM THE ROBINSON PARKWAY NEIGHBORHOOD MEETING

Chapin Spencer and Nicole Losch of the Department of Public Works were joined by Councilor Karen Paul and many residents of Robinson Parkway and Ward 6. An attendance sheet was not circulated, but the meeting room was full to standing room only and overflowing into the next room.

Chapin kicked off the conversation by describing the residential parking challenges that led to the preliminary recommendations presented at the April 2015 public forum. The known challenges are the number of permits distributed and how they are distributed; policies that complicate permits for corner homes; an unclear process for establishing new residential permit zones; a community conversation about the public use and access of public rights of way; unique challenges of each neighborhood; and the need for a toolbox of strategies that allow flexibility in the program. Chapin and Karen summarized the most frequently heard concerns heard from Robinson Parkway and Ward 6, which are the recommendations for permit zones, commuter permits, and resident parking permit fees.

Tom from Robinson Parkway noted that this neighborhood is not downtown but suffers from student parking demand, which has no set schedule. If we allow parking zones to their neighborhood it will only provide parking for students.

Susan Patterson from Robinson Parkway asked how the parking zones would be implemented and how homes without driveways would be able to park on near their homes. She also noted that Robinson Parkway is a narrow, windy, wet street with a sidewalk on only one side. It's quiet but students park for fraternity access and it really can't accommodate any more traffic without creating a safety hazard. Before resident parking on Robinson Parkway the street was overcrowded, had circling traffic, and saw a mass exodus at 5pm.

Susan Shull from Robinson Parkway wants UVM and Champlain College to take responsibility for student cars.

Mary Grinnell from Robinson Parkway lives on the inside of Robinson Parkway, on the parking side. Without resident parking there was parking all hours of the day and night, with students cutting through lawns to campus.

Lauren Glenn, Harrington Terrace resident, reiterated that each street is unique. Harrington intersects between UVM and Champlain College. It doesn't have enough capacity for those that live or visit there and it's already at a tipping point. Enforcement is good now, but moving to parking zones would be problematic. Asking residents to pay for permits is unreasonable when property taxes are being paid to cover that and they are already very high. She understands it is public spaces but use of the permit fee revenue is not compelling. Also, the UVM Garden project will pressure the neighborhood more.

Dan Feeney from Robinson Parkway and the end of South Prospect Street noted that the corner lot issue could be resolved by issuing one permit for either street. He also suggested that UVM build peripheral parking.

Gloria DeSousa, from South Prospect Street south of Ledge Road, asked about the number of commuter permits that would be issued and if that would be more than the available parking. She worries about parking after midnight and the number of renters per home.

Ellen from Robinson Parkway lives next to renters who are very noisy, have multiple cars, and a short driveway.

Keith from University Terrace noted that enforcement is good but the violations are all UVM. The UVM periphery lots aren't full. Robinson Parkway is having housing and zoning issues but the neighborhood is all single family; for-sale parking isn't a single family use.

Katherine from Robinson Parkway encouraged shared parking resources to create a collaborative neighborhood. She asked if commuter permit fees would offset property taxes.

Claudia from Robinson Parkway lives on the curve of the street. Kids play in the street but students still race through looking for parking. Parking zones on Robinson Parkway is not ideal.

Huck noted that redevelopment changes parking patters and events create parking challenges.

Karen from Robinson Parkway is concerned that neighborhood opinions may be overruled by the Commission and wants a comprehensive parking plan for the city.

Cliff Morgan from University Terrace and Henderson Terrace asked that DPW respond to emails. He noted that these neighbors pay higher property taxes, which is influenced by the presence of resident parking. He is frustrated by the ambiguity in "concept."

Brian from Summit Street noted that the street is wide with speeding cars, but before resident parking speed was an issue but safety concerns and crashes were more common.

Other comments included:

South Prospect Street has parking restrictions on one side, commuter parking at Redstone, and no changes are desired.

UVM should have more representation beyond Jim Barr.

The Advisory Committee includes UVM and Champlain College but they aren't taxpayers.

Development needs to include parking off street.

JUNE 3, 2015

NOTES FROM THE BROOKES AVENUE NEIGHBORHOOD MEETING

Nicole Losch of the Department of Public Works was joined by Brookes Avenue and Williams Street neighbors Jen Adrian, Maria Sciancalepore, Linda Bowden, and Liz Metcalfe to discuss parking challenges on their streets and in their neighborhood. Brookes Avenue east of this neighborhood has resident parking restrictions, but no other streets have resident parking restrictions.

North Williams parking trends include heavy parking that blocks driveways (making visibility difficult to exit), leaves no available spaces for visitors or contractors, and blocks fire hydrants. Residents petitioned for resident parking restrictions, which were recommended by DPW staff but tabled at the Commission because there was no quorum. Residents were not notified of the next meeting time, so the petition was denied and led by Commissioner Mark Porter. This puts stress on other streets. UVM and Medical Center staff and students park and circle looking for parking or for parties. DPW's license plate study showed that parking was mostly commuters, residents and guests, with differences between daytime and nighttime parking trends. The street also has many apartments, with many cars. When vehicles have been towed, residents face retaliation and vandalism. If parking restrictions can't be established, and parking spaces be better defined or restricted?

Lower Brookes Avenue residents are reluctant to request parking enforcement for blocked driveways because of repercussions. They also petitioned for permit restrictions because Loomis Street established parking restrictions and they now have a very open street for parking. The petition was supported by all residents except one, but the petition was dropped. There are too many cars on the street and no ordinance to enforce improper parking. The quality of life would be improved if enforcement were easier. There is no clear process or follow through from DPW.

Potential strategies?

- Define a clear process for establishing resident parking and for parking enforcement at driveways
- Parking restrictions by area or zone instead of by block or street would prevent overflow
- Visitor parking options are needed with residential restrictions and there should be easier options to obtain a permit
- Complete a parking inventory to understand who is parking on the street, the time of day difference, and the time of year differences. This will help inform the most appropriate parking restriction.
- Alternate time of day parking, especially in winter, to help create turnover

JUNE 4, 2015

NOTES FROM THE OAKLEDGEPARK NEIGHBORHOOD MEETING

Nicole Losch of the Department of Public Works was joined by Councilor Joan Shannon and neighbors of the Oakledge Park area, Beth, Cathy, Chris, and Sherry of Lake Forest Drive; Candace of South Wind Drive; Joan and June of Austin Drive; and a resident of South Cove.

Residents inquired about lowering parking rates in Oakledge Park to encourage parking within the park, but wondered if there are enough parking spaces to accommodate the demand. Could adjacent businesses open their spaces after hours, or could the corner of Briggs Street / Flynn Avenue be used? Could meters be used on Flynn Avenue? Flynn Avenue is used more often and fills up before the park does, so the fees or the fines for street parking should be higher than in the park. The park's parking lot is full in the spring, before fees are collected anyway.

Oakledge visitors also park on Lakeside Avenue and Dunder Road. Drivers also turn around in Lake Forest since Flynn Avenue is too narrow, or use Lake Forest as a cut through to avoid Flynn Avenue. Lakeside is used as overflow parking for Oakledge beach.

Flynn Avenue is too narrow for parking and creates 1 lane of traffic and conflicts as people try to exit their cars with their gear. The sidewalk is also too narrow and has the same conflicts. The sidewalk ends up as an unloading zone and then people have to walk in the street. Austin Drive suffers the same issues as Flynn Avenue.

Southwind has parking restrictions that have just pushed the problem elsewhere. The Oak Beach restrictions are over-restrictive.

League representatives need to enforce the use of the parking lot instead of on the street, or their league permits shouldn't be renewed. The notifications and options for seasonal passes should be improved.

Potential strategies?

- Increase parking spaces in the park and lower parking fees
- Either remove parking on Flynn Avenue or add meters
- Add meters or time of day restrictions to Lakeside Avenue
- Open up business parking, even charge for it
- Rebalance Oak Beach resident parking to be less restrictive
- Enforce or restrict parking if the vehicle has a parking pass
- Park Patrols should enforce parking, not just Police
- Trim trees and shrubs on the south side of Flynn near the park to improve visibility
- Coordinate League parking
- Complete a parking inventory to see availability

AUGUST 31, 2015

NOTES FROM THE WARD 8 / DOWNTOWN PERIPHERY NEIGHBORHOOD MEETING

Chapin Spencer and Nicole Losch of the Department of Public Works were joined by Councilors Adam Roof and Selene Colburn and four residents of the Ward 8 downtown periphery neighborhood.

Neighbors expressed concern with proposed zoning changes and housing regulations that may negatively impact their neighborhoods. The proposed Shared Use expansion and the associated parking changes were the most concerning issue. Residents also noted that current zoning regulations encourage more vehicles than can be accommodated on-site.

In regards to the preliminary strategies for the Residential Parking Program, residents were concerned about the commuter pilot program; a three-year pilot seemed very long and thresholds for evaluating the program are undefined. Initiating a request for resident parking by requiring property owner signatures would be good because those involved wouldn't be transient residents. However, it would be difficult to find the property owners. Residents had mixed opinions about parking meters in neighborhoods and worried that, if tried as a pilot, the meters would be difficult to remove once installed. Residents did support the proposal for parking passes for guests or visitors.

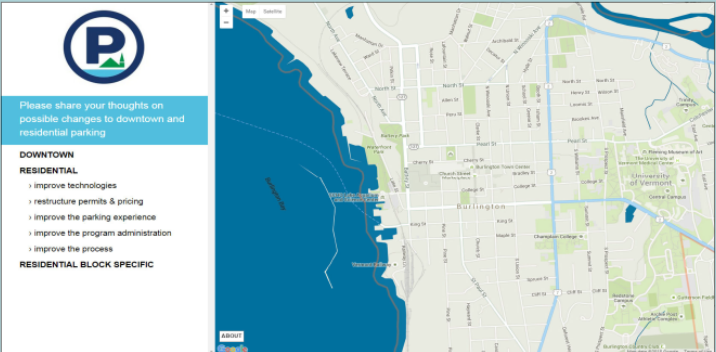
ONLINE INPUT TOOL

The City of Burlington hosted a map-based online input tool from April 14 through July 22, 2015 to collect input on the preliminary recommendations for the Resident Parking Program. Visitors could "like" or "dislike" proposed strategies, add their own comments and "like" or "dislike" comments. The results of the online input tool feedback are attached.

The City of Burlington launched a map-based online input tool and collected feedback on conceptual strategies between April 14 - July 22, 2015.

Viewers could "like" or "dislike" proposed strategies, add their own comments, and "like" or "dislike" comments.

The comments received and number of votes up / votes down on the strategies and comments are represented in this Appendix.



Please share your thoughts on possible changes to downtown and residential parking

DOWNTOWN

- RESIDENTIAL
 - improve technologies
 - restructure permits & pricing
 - improve the parking experience
 - improve the program administration
 - improve the process
- RESIDENTIAL BLOCK SPECIFIC

| Section | ProposedStrategy | CommentText | VotesUp | VotesDown |
|--------------------------------|---|---|---------|-----------|
| Improve technologies | Proposed Strategy: Coordinate permit database with campus databases to ease administering, monitoring, and enforcing parking in residential areas | | 24 | 8 |
| | Proposed Strategy: Create a user-friendly website and printed materials on how to get a permit, why permit areas were established, and how to petition for new residential permit areas | | 18 | 1 |
| | Proposed Strategy: renew or receive permits, pay citations, and print visitor permits (where applicable) online or through mail | | 14 | 2 |
| | | Allow all neighborhoods to be residential parking only-let UVM and FAHC employees or students park on the green of UVM! | 5 | 8 |
| | | Change the hours and days of 'residential parking only' to when residents need it most and compete with shoppers/tourists the nights and weekends Enhance enforcement of these better days and hours. Why is it residential parking only from 6am to 6pm M-F when most residents need easier access to on street parking at night and on weekends? | 4 | 1 |
| Improve the parking experience | Proposed Strategy: Encourage and improve access to transit, walking, biking, car sharing, and streetscapes to reduce traffic and the demand for on-street parking | | 12 | 0 |
| | Proposed Strategy: Encourage satellite parking for campus and incentivize parking in remote lots instead of on-street long-term parking | | 14 | 0 |
| | Proposed Strategy: Improve signage to make it easier to find suitable parking or understand parking restrictions | | 14 | 0 |
| | | Brookes and North Williams have a constant strain of over parked streets adding to poor quality of life issues. Have UVM and FAHC add more parking garages or satellite parking areas and shuttle employees in. Or make our streets residential parking only as are neighboring streets to Brookes and N. Williams. | 2 | 2 |
| | | Brookes Ave and other neighboring streets should enforce one car between driveways where houses are close together. UVM and FAHC cars take over streets and make it impossible to enter one's own driveway, have service people to the house (unable to enter driveway or find street parking) or actually have a social event at one's own house. One car between driveways. | 1 | 2 |
| | | Improve quality of life in surrounding neighborhoods to UVM and FAHC to have residential parking only. Brookes and N Williams are getting a continual overflow adding to poor quality of life. Make the system fair. | 1 | 2 |
| | | Limit the use of residential parking restrictions to areas where residents lack any off-street parking. Don't grant residential parking only status to neighborhoods with driveways and garages attached to most homes - there is plenty of parking available to these residents. | 2 | 2 |
| | | Re. the Oakledge Park area: 1) make parking free after 4pm (people who want to enjoy the park in the evening can park for free) 2) reduce the parking rates (cut in half for Burlington residents, reduce for non-residents) 3) don't allow parking on Flynn avenue and keep residential parking restrictions (otherwise, it's mass chaos in the summer) I live on Oakbeach Dr. and I DO NOT want cars parked in front of my condo ALL THE TIME in the summer | 8 | 3 |
| | | Reduce or remove the on-site parking requirement for small properties (single-family, duplex, and maybe triplex/fourplex) in areas with plentiful on-street parking. Having backyards used permanently for parking reduces quality of life for people in those properties (can't use backyard for kids, gardens, pets) and makes those properties and neighborhoods with lots of backyard parking look run-down and unappealing. If you want to risk a guaranteed parking spot every day in exchange for full use of your own property, that should be your own decision, particularly in neighborhoods with tons of on-street parking at all times of day. | 2 | 1 |
| | | Restore the bike lane on Flynne Avenue. Reduce the speed limit and paint the speed limit on the street pavement on Flynne Avenue. Also, if parking is allowed on Flynne Avenue move it to the north side of the street so that the pedestrians will have full access to the sidewalk. In the past people parking on Flynne will overtake the sidewalks and make u-turns on the street stopping traffic. Bikers riding west on Flynne Avenue must ride in the center of the road and they are at risk when the drivers make u-turns to head back east on Flynne Avenue. Parking on the north side may discourage u-turns and therefore they would turn around in or pay at the entrance of Oakledge Park. There can be as many as 30 or more cars parked on Flynne Avenue at one time. Also, there is an increase of trash and broken glass left behind by some of those parking on Flynne Avenue. | 1 | 1 |
| | | This comment goes to residential parking that borders downtown. In the unmetred blocks around the area I regularly see poor parking that takes up two spaces. I'd like the meter staff to check those blocks bordering downtown, and have a printed notice to leave on those vehicles encouraging them to park more carefully. | 6 | 2 |

| Section | ProposedStrategy | CommentText | VotesUp | VotesDown | |
|------------------------------------|--|---|---------|-----------|---|
| Improve the process | Proposed Strategy: Establish a neighborhood-driven or city-initiated process to remove or reallocate residential parking restrictions, requiring 51% resident participation and a parking utilization survey over two weekdays | | 7 | 3 | |
| | Proposed Strategy: Require 51% of residents signatures from proposed block to petition a new residential parking restriction | | 9 | 1 | |
| | Proposed Strategy: To demonstrate a parking problem when petitioning a new residential parking restriction, require a parking utilization survey over two weekdays (& 75% occupancy) | | 8 | 1 | |
| | | Reduce the number of parking citations being issued erroneously, in hopes of restoring trust in the taxpayer/city parking relationship. | 2 | 0 | |
| | | North Williams St. had all residents on the street sign a petition for resident only parking over 2 years ago. All paperwork is on file on both the Mayor's and Commission office (Commission voted to deny request). We are in a constant struggle with UVM and Medical Center people for parking spaces; can't even have guests or work people have a place to park. Hard to understand why we, as taxpayers cannot have this basic request especially when ALL want it. Maria Sciancalepore | 2 | 2 | |
| | | Survey's around UVM and FAHC (Brookes and N Williams) need to be done at different times of the week, as well as during and not during holidays. When UVM is on break our streets miraculously become liveable. As soon as students are back from break our streets are over parked. | 3 | 0 | |
| Section | ProposedStrategy | CommentText | VotesUp | VotesDown | |
| Improve the program administration | Proposed Strategy: Allow approved landlords to administer permits to tenants | | 1 | 9 | |
| | Proposed Strategy: Establish fixed expiration / renewal dates for residential parking permits pro-rated by academic calendar | | 8 | 2 | |
| | Proposed Strategy: Establish residential parking areas rather than streets, allowing residential permits by walkable area | | 10 | 3 | |
| | Proposed Strategy: Establish residential parking permit hours based on parking demand by hours or days of the week | | 9 | 1 | |
| Section | ProposedStrategy | CommentText | VotesUp | VotesDown | |
| Restructure permits & pricing | Proposed Strategy: Charge for residential parking permits quarterly (\$5 - \$10) or annually (\$20 - \$40) following the academic calendar, to generate revenue to administer the program, account for the privilege of on-street parking, and account for student/subletter needs | | 12 | 3 | |
| | Proposed Strategy: Charge for visitor passes for 15-days (\$5 - \$10) or 30-days (\$10 - \$20), 2 per household, to account for the privilege of on-street parking, encourage turnover and lower black market permit exchanges | | 8 | 9 | |
| | Proposed Strategy: Limit the number of residential passes per household | | 13 | 4 | |
| | | Allow all neighborhoods residential parking-current system/technology is unfair. Brookes for example allows upper Brookes residents to have residential parking while lower Brookes does not have residential parking. Overflow from Upper Brookes as well as UVM and FAHC all park on lower Brookes and N Williams... | 3 | 3 | |
| | | Consider city-wide residential parking permits that allow residents to park on any street, so that areas with ample parking and those with constraints balance out. | 3 | 0 | |
| | | Consider neighborhood-specific parking permits where you can park on any street in your neighborhood. Along with these permits and residential parking areas, consider a small allocation of visitor parking spaces per street (about 2 per block), so that visitors can easily park for a short term to visit friends. | 2 | 1 | |
| | | raising taxes further on residents to park on their own residential streets and are preparing to allow random parking in residential areas to disrupt communities, families, and residential areas. We pay HUGE taxes, and now we are told we will be taxed more for parking on our own streets and then have to fight for spaces with non-resident invaders. All the while having non-residents cruising our residential streets day and night in family and residential areas. Is the purpose of the mayor and the entities concerned to undermine any semblance of community left in Burlington? Tom Simone 46 Robinson Parkway Burlington, Vermont | 1 | 0 | |
| | | I actually think residential parking is a problem. Why should a taxpayer that lives on a particular street get exclusive rights to park on that street, while a taxpayer living a block away can't use that stretch of public pavement? Granting residential parking passes essentially makes a publicly funded and maintained street the private parking lot of an individual. | 7 | 1 | |
| | Restructure permits & pricing <i>(technology glitch resulted in these topics being hidden from view after 2 weeks of the input tool's launch)</i> | **Add pay stations or meters to encourage turnover, allow free after-hour parking, and generate a portion of the revenue to improve the neighborhood | | 2 | 0 |
| | | **Allow 2-hour free parking for visitors in certain neighborhoods | | 2 | 2 |
| | **Allow some commuter permits for a higher fee, with some revenue to improve the neighborhood | | 3 | 0 | |

MEETINGS WITH THE CITY OF BURLINGTON

Department of Public Works staff presented an early draft of the Residential Parking Management Plan to the Public Works Commission on July 15, 2015 and again on October 28, 2015. Meeting minutes are attached and meeting coverage is available at www.cctv.org.

A joint presentation of the Downtown and Residential Parking Management Plans was provided to the City Council Transportation, Energy, and Utility Committee on February 18, 2015. Meeting minutes are attached. City Council subsequently authorized a Resolution relating to the Downtown and Residential Parking Plans, authorizing the Residential Parking Plan come before the City Council for comments and feedback prior to the Plan's going before the DPW Commission for action and implementation (Resolution attached). A follow up presentation of the Downtown Parking, Residential Parking, and Transportation Demand Management Plans were jointly presented at City Council special work session on October 26, 2015.

DPW staff presented the Parks-related Residential Parking Management Plan strategies to the Parks, Recreation and Waterfront Commission at their November 3, 2015 meeting. The draft Plan was also presented to the Planning Commission at their July 9 and December 15, 2015 meetings, and to the Police Commission at their October 20, 2015 meeting.

Meeting minutes are attached chronologically.



CITY OF BURLINGTON, VERMONT
**CITY COUNCIL TRANSPORTATION, ENERGY &
UTILITIES COMMITTEE**

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Transportation, Energy and Utilities Committee

DRAFT MEETING MINUTES:

Wednesday, February 18th - 2015 at 4:30 PM

**Burlington Public Works Department – Front Conference Room
645 Pine Street – Burlington, VT**

Members present: Chair, Maxwell Tracy (TEUC)
Tom Ayres (TEUC)
Chip Mason (TEUC)

Others present: Chapin Spencer, DPW
Norm Baldwin, DPW
Nicole Losch, DPW
Damian Roy, DPW
Kelly Devine, BBA

Chair Tracy called the meeting to order at 4:45 pm.

1. Agenda

Chair Tracy moved to approve the agenda.

All in favor

2. Public Forum

3. Minutes of 01/13/15

Motion to approve the minutes from the 01/13/15 TEUC Meeting.

All in favor

4. Residential Parking Management Study – Nicole Losch, DPW

Ms. Losch began by introducing the RPMS by defining its methods of study by area, by demographics, neighborhood characteristics, and comparisons with similar cities to help identify new strategies in evaluating residential parking and to best understand the changing dynamics that may impact residential parking. Three areas were specified representing a variety of characteristics. These characteristics range from land use, on-street and off-street available parking, rental properties vs. owner-occupied, etc. Various public outreach were conducted to obtain residents perspectives on the existing residential parking program. More public outreaches are planned for March to help structure the RPMSs strategies based on how to balance the different parking needs, how to consider the limited land resources, to balance the different needs in different neighborhoods, applying data to help inform those decisions, develop a program that's fair and transparent and a program that can be responsive to the changing environment.

5. Downtown Parking Study – Chapin Spencer, DPW; Kelly Devine, BBA

Mr. Spencer and Ms. Devine addresses Task 5 to recommend a parking management plan and lists it's objectives. States that Desmond has recommended the addition of a new entity called "GO! Burlington". Mr. Spencer lists its goals as improving public and private participation with a focus on mobility and parking in the downtown. The data found thus far shows the greatest vacancies in the downtown area are in privately owned lots and garages. Desmond suggests looking at ways to structure bringing in outside expertise to help study and broker ways to tap into the private parking resources. Desmond also suggests looking into increased automation in city garages. Next steps: getting initial input on the parking district concept, going to city council in March to give an update and request more time, second round of public input to form recommendations. CEDO has received a grant to bring in parking experts around the country to help open up private lots.

6. Champlain Parkway Safety Enhancements Memo – Chapin Spencer, DPW

Spencer: First official update on the Champlain Parkway since November city council. The design for the Pine Street portion has been largely a repaving project with the addition of a parallel shared-use path. In 2013 DPW was able to install the RRFB, crosswalks and sidewalks. The project received it's Act 250 permit in August 2014. Mayor Weinberger would like to look at the Pine Street section as more than a repaving project and would like to start the process of looking at design improvements with regards to increasing biking and walking. VTrans stated it was open to design enhancements if they were safety related. Mr. Spencer stresses that design enhancements must be feasible within the permit conditions. Recommendations for these design enhancements are listed as: bump outs, speed tables, on-road bike lanes,

reducing curb radii, making crosswalks shorter, lighting for the shared-use path. Most of the improvements from the Lakeside to Kilburn are pedestrian oriented by nature.

7. Bike/Pedestrian Master Plan – Nicole Losch, DPW

Max Tracy to Nicole Losch: What entities have been engaged?

NL: I have not received the final resolution so no outreach has been done yet. The RFP has not been sent out, awaiting one insurance related question to be answered. Once answered then the RFP will be released and outreach to the identified stakeholders.

8. Toter Ordinance – Max Tracy, TEUC

Max Tracy: Would like to drop the threshold expand the program to include a greater number of households. The program has received positive feedback from the public.

9. Councilor's Updates

None given.

10. Adjourn

Meeting was adjourned at 6:05 PM

Burlington Planning Commission

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*Yves Bradley, Chair
Bruce Baker, Vice-Chair
Lee Buffinton
Emily Lee
Andy Montroll
Harris Roen
Jennifer Wallace-Brodeur
Holly Ransom, Youth Member*



Burlington Planning Commission

REGULAR MEETING

Tuesday, June 09, 2015 - 6:30 P.M.

Conference Room #12, Ground Floor, City Hall, 149 Church Street

MINUTES

Present: B. Baker, A. Montroll, H. Roen, E. Lee, J. Wallace-Brodeur

Absent: Y Bradley, L Buffinton

I. Agenda 6:33

No changes. B Baker initiates meeting.

II. Public Forum

No speakers

III. Report of the Chair

The Chair was absent, no report from the Vice Chair.

IV. Report of the Director

The Director presented the following report:

- He is working on a process for S Thibault's position and hoping to schedule interviews the last of June.
- He has been busy gathering comments for Planbtv South End.
- The Draft release party is scheduled a week from tonight at Arts Riot and again the following morning. An on line commenting tool will be available to the public and as well, he will take the presentation on the road to different groups. There will be public discussion until the middle of August.
- The FBC group meets tomorrow, 7:00 pm at DPW. They are discussing process and have finished the review of district 6 zoning.

V. Residential Parking Study

Nicole Loesch from the Department of Public Works speaks about the residential parking study.

During the past year her department has been undertaking a study of residential parking. She has heard from numerous sources that program is not meeting the needs of the public. There are a lot of issues. She also felt that is was important to coordinate her work with the Downtown/Waterfront study.

As approved by the Planning Commission on XXXXX, 2015.

This has never been done before, it was previously a reactive process.

She has picked three different neighborhoods and have been collecting and analyzing. She has held a couple of public forum which have included the draft plan.

There is a clear need for more technologically informative information and physical changes affecting signage, administration, pricing. They are improving the external processes for both the city and neighborhoods, recognizing that there are different sorts of neighborhoods where different strategies will need to be offered.

They will work to improve sustainable parking/student/commuter parking/ residential parking, with hours adjusted based on demand. There will be limitation of the number of passes per dwelling unit.

Potential new strategies: coordinating the residential parking passes database with campus databases, enable satellite parking by making it easier to get permits.

H Roen: In the past the number of permits issued has been a problem.

N Loesch: They will track with permits with an on line system which will charge for residential visitor parking. There is a possibility that approved landlords could issue permits to tenants and commuters. They are considering establishing regulations by areas, not streets. There are some problems trying to rebalance the parking available. One method of being pro active could be having permit dates follow the academic calendar.

She has tried to interact by meeting with some smaller neighborhoods which has provided very good information. Parking is a quality of life issue. Flexibility in strategy is important, she is work with the campuses but it is clear that a blanket policy will not fit. There is one final advisory committee meeting. When it comes to addressing the zoning portion, she wants to work with the Planning Commission.

B Baker: There are lots of empty parking spaces on weekends.

N Loesch: Oakledge Park is one area which may present opportunities for improvement.

A Montroll: He attended Ward 6 NPA meeting and one at a church in April and observed a lot of push back. It seems one thing that was not articulated is defining the goals of the study. It appears some neighborhoods have enough parking and some not enough (for residents). Good availability helps calm people.

N Loesch: Agrees that they haven't achieved buy in on the goals. She needs a better way to present this concept. The message did get lost. She has concern about block specific strategies

J Wallace-Brodeur: Are you going to try to get to more micro level, addressing different issues/areas?

N Loesch: She didn't plan to define particular areas for the study but now will try to match strategies and neighborhoods.

E Lee: This is an important conversation for the Planning Commission and DPW to have around parking on lawns which needs to be addressed with enforcement and prevention.

D White: We need to change the way the City enforces the rules and have to acknowledge grandfathering with new policies. One question; In presentations did you or DPW address the purpose of the public right of way, what does the City's need? There need to be protocols established about how the public right of way is managed.

N Loesch: The City's intent is stated in the Climate Action Plan. The transportation plan must meet the City's interest and the citizens' interests.

A Montroll: It appears that the wants and needs could be conflicting.

E Lee: There is a conversation to be had about fairness.

H Roen: He would hope this process would create fairness.

Nathan Wildfire, CEDO: Frames residential parking as a black and white issue, going through the toolkit in each neighborhood is the way to figure out a solution. Just at Brookes Avenue, the number one program is driveways being blocked. There are specific issues for specific situations which require specific solutions. It is a very nuanced and complicated situation.

A Montroll: The system seem to be haphazard, the project has proposed good solutions.

As approved by the Planning Commission on July ##, 2015.

VI. Downtown Parking Study

Nate Wildfire, CEDO Office and Kelley Devine, Burlington Business Association.

The Goals:

- deliver great customer service
- achieve a sustainable parking system
- maximize parking and transportation resources for downtown vibrant downtown.
-

Principles: Establish collaborative governments, a unified parking system. There are over 1000 empty spaces during peak times, there will need to be measured implementations to make changes keeping in mind that it will not be right the first time.

Burlington Town has garage eliminated two hour free parking. Employers need access to a flat rate for employees.

H Roen: It seems as if there are empty spaces, there should be a way to offer reduced fee and establish parking plans.

K Devine: The study is still in bits and pieces but is coming together.

N Wildfire: Patterns are not changing much but more parking is available. Wayfinding presently stinks, there is a new system coming, private parking is being studied, conferences, and on-going work.

Parking was the number one complaint when he started work in Burlington, but as time goes on it will be possible to invest in alternatives.

Sometimes our zoning code creates a rule for unneeded spaces. Seventh Generation is a good example; they actively encourage employees to get out of cars.

The Parking Management District and Go Burlington! are good tools.

The ultimate goal is to create a public/private collaborative to meet the needs of downtown. There are only five meter checkers in the city, with two on duty at any given time.

A lot of their study findings support the proposed zoning policies about parking. They are now going back to arts communities, businesses, etc to follow up with facts and ideas and gather thoughts and ideas from these entities with which they will go to the DPW Commission, the City Council, and the Planning Commission.

Some clarification relative to the PMD management district big picture is needed, essentially, who does what?

The public is concerned about the operation of a parking system which can be defined by the zoning ordinance.

K Devine: These are good transportation options and this is the time to get the system working.

N Wildfire: All of this is an experiment. A lot will work, a lot will need to be killed or tweaked.

D White: This project couldn't have happened without public/private partnership.

J Wallace-Brodeur: A discussion about implementing the parking policy would seem necessary. How will two plans interact? The physical location of meters is bad in winter, it is just about impossible to clear the sidewalks.

VII. Assistant Administrative Officer Appointment Recommendation

D White: Zoning Administrator, Ken Lerner, will be resigning at end of month. He would like the interim Chief Administrative Officer to be Senior Planner Scott Gustin. He is looking to the Planning Commission to recommend that the City Council endorse this interim appointment. In the meantime, he is examining some possible restructuring of responsibilities for the office.

On a motion by E Lee, seconded by H Roen, the Commission unanimously voted to accept the recommendations and forward them to the City Council.

VIII. Committee Reports

As approved by the Planning Commission on July ##, 2015.

- Long Range Planning Committee: hasn't met since the Capital Improvement Plan presentation, and should meet after the Planbtv South End draft meeting.
- Form Based Code sub committee has a meeting tomorrow, they have made a lot of progress but yet there is lots to do.
- Executive Committee
- Ordinance Committee: Examining the possibility of changing the meeting time.

IX. Commissioner Items

None.

X. Minutes/Communications

Minutes of the May 26, 2015 meeting are incomplete so **on a motion by E Lee, seconded by A Montroll, the Commission unanimously voted to defer the minutes to the next meeting.**

XI. Adjourn

On a motion by J Wallace-Brodeur, seconded by A Montroll, the Commission unanimously adjourned at 8:24 pm.

B Baker, Vice Chair

Date



E. Tillotson, Recording Secretary

As approved by the Planning Commission on July ##, 2015.

**BURLINGTON DEPARTMENT OF PUBLIC WORKS COMMISSION MEETING
DRAFT MINUTES, July 15, 2015
645 Pine Street
(DVD of meeting may be on file at DPW)**

COMMISSIONERS PRESENT: Bob Alberry, Tiki Archambeau, Jim Barr, Chris Gillmann, Tom Simon, Solveig Overby, Jeff Padgett

ITEM 1 - CONSENT AGENDA

Commissioner Archambeau proposed to move Item 4.4 to 4.6. Consent agenda reviewed. Jeff Padgett moved forward there was no formal motion, no formal vote.

ITEM 2 - ELECT CHAIR, VICE CHAIR AND CLERK

Commissioner Alberry made a motion to elect Commissioner Jeff Padgett as Chair and Commissioner Tiki Archambeau as Vice Chair. Director Spencer suggested the Commission appoint Valerie Ducharme and Holly Lane as Clerks or designate. Commissioner Barr seconded
Unanimous approval

Commissioner Padgett welcomed new Commissioner Chris Gillman on board.

ITEM 3 - PUBLIC FORUM

Nic Anderson - 4.10 Champlain College Temporary bus stop - made a request that one of the five unrestricted parking spots be designated handicap spot as this is mid-block which will give people easier access to the courtyard and surrounding buildings.

Commissioner Overby made a motion to pull this off the consent agenda.
Commissioner Alberry seconded.
Unanimous approval.

Phil Merrick - owner of August First Bakery stated that the brown meters on Main Street should be removed as people who work downtown are all parking there during the day as it is cheaper than the garage. Blue meters need to be put in place there as this area of Main Street has more shops now than when the brown meters were installed and shoppers need better access to the businesses.

Caryn Long - The water department did an amazing job in the area as when it rained last night the green space is getting greener

and now disappearing. She feels that there has to be more enforcement on the green space. Commissioner Padgett stated that the green space is not our issue.

Chris Hadsel - Willard Street needs a flashing pedestrian light north of the rotary as people can't cross safely. This would be an interim solution until the rotary is fixed. (See video for further information)

Laura Massel - Lives on Kingsland Terrace which is a residential only parking area. She suggested the city go to the different wards in the city and get the extent of the information from people on parking. People living in residential parking areas should not have to search for parking in the neighborhood.

ITEM 4 - CONSENT AGENDA

- 4.1 Champlain College Temporary bus stop moved to 4.7.
- 4.2 - three way stop at Shore Road and Balsam Street
- 4.3 439 College Street shuttle stop request
- 4.4 Relocation of three handicap accessible spaces on St. Paul Street for new CCTA transit center moved to 4.6.
- 4.5 Driveway encroachment/loading zone requests for North Winooski Avenue.

Commissioner Barr made motion to accept consent agenda. Commissioner Alberry seconded. Commissioner Archambeau stated he lives next door to requestor and donated \$100 to a Bush & Babe's Kickstarter campaign. There is no conflict of interest per the City Attorney. Unanimous approval.

ITEM 4.6 - RELOCATION OF THREE ACCESSIBLE SPACES ON ST. PAUL STREET FOR NEW CCTA TRANSIT STATION

Damien Roy, Engineer Technician stated that three representatives from the city, state, and CCTA visited the Zampieri Building which is a disabled residence which serves the south side of St. Paul Street and there are two spaces on Cherry Street. We need to bump out the first meter and two accessible spaces are proposed near the ramp adjacent to the spaces for the building. On the north side of Pearl Street next to Papa John's the first space is available. The commission asked staff review of PROWAG and other applicable standards before committing to a handicap space. Staff will review as part of a normal request

process. Staff recommendation without a handicap space was approved.

(See video for further information.)

Commissioner Archambeau expressed a concern with the rear loading handicap vehicles going in the street to access the closest ramp.

Mr. Baldwin, City Engineer, stated they would keep it as close to the ramp as possible.

Commissioner Archambeau made a motion to pass this onto the Accessibility Committee.

Commissioner Simon seconded.

Unanimous approval

ITEM 4.7 CHAMPLAIN COLLEGE TEMPORARY BUS STOP

Commissioner Overby asked to have a handicap spot, moving the bus stop, and putting in four unrestricted parking spaces and one handicap space.

Nic Anderson of Champlain Collee stated that the nearest spot was a block away. There is a huge demand for parking in the courtyard and they have two more requests for them at the MIC parking lot.

(See video for more information)

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

Commissioner Barr seconded

Unanimous approval.

ITEM 5 - RESIDENTIAL PARKING MANAGEMENT STUDY - Nicole Losch

Director Spencer stated that this is a draft plan for parking in residential areas. The review is because this has not been reviewed for several years. The public has expressed concern with the guest passes, paying of tickets, issuing of tickets and several other issues.

Nicole Losch, Transportation Planner stated that we are using a universal approach to best manage what we feel is using a data driven approach. We are looking at many different city needs with financials which is only a small part of the consideration. There is a good size advisory committee and we have held two public meetings, attended NPA meetings and have come to a previous Commission meetings for the introduction to this

program and we will be back in September. We have compared parking with other cities about the same size as Burlington, collected data in three areas and found parking over utilized, more meters are needed in the downtown area. The Hill section has the most restrictions and lowest density.

There was a question of conflict of interest with Commissioner Barr voting on the residential parking as he is the Director of Transportation and parking for the University of Vermont. Gene Bergman, Assistant City Attorney, stated he reviewed the information and found nothing that should prevent Commissioner Barr from voting on this study.

Many citizens had comments on the draft Residential Parking study. .
Please review the video of the public comments on the residential parking issue as there were numerous people there for this issue.

ITEM 6 - DOWNTOWN PARKING REVIEW

Kelly Devine stated that this a complex two year study and a plan that retains authority over policy and pay. This plan has to be presented to the city council. There are three goals with this plan: management Vibrant Downtown, great customer service, a sustainable system.

DPW will continue to manage the parking meters and garages. The Burlington Business Association will manage the communications and other functions during the pilot period.
Director Spencer stated that the Commission's approval is not addressed by the Council's November 2013 resolution but it will be presented to the City Council on August 10th and brought back to the council for a vote later this year.

ITEM 7 - VTRANS BICYCLE AND PEDESTRIAN PROGRAM GRANT CANDIDATES

Staff summarized the projects that they are advancing for the upcoming Vermont Bicycle & Pedestrian Program grant round. They include a scoping study of possible improvements for the Howard Street, St. Paul Street and Winooski Avenue intersection and pedestrian improvements along Colchester Avenue.

The application requires a public forum before submitting the application. The agenda items serves as that public forum.

Commissioner Padgett stated he does not support mid-block crosswalks and feels there needs to be a policy for this issue.

Please see the video for more information

ITEM 8 - INCREASING DRIVER AWARENESS OF YIELD CONDITION

Damien Roy, Engineer Technician, stated this was referring to Shelburne Street at Price Chopper where vehicles are exiting the shopping center to get onto Shelburne Street or I189. There is a lot of traffic congestion here especially during rush hour. Drivers are not yielding when exiting the shopping center. . The suggestion of DPW is to maintain the yield sign and to increase driver awareness of yield sign by installing the weave sign.

Commissioner Alberry suggested a new yield sign.
Commissioner Simon made motion to go with staff's recommendation.

Commissioner Barr seconded.

Commissioner Padgett opposed.

Commissioner Archambeau made a motion under Item #8 was to accept staff's recommendation with exception that the Commission selected the double weave sign to be installed by Price Chopper exit onto Route 7.

Commissioner Padgett opposed this idea of the signs at the exit of Price Chopper. All other commissioners were in favor of putting the weave sign at the exit of Price Chopper onto Shelburne Road.

Approval of minutes were tabled for a future meeting.

Commissioner Padgett opposed.

Other commissioners were in favor of this.

Damien Roy also handed out paperwork showing the open request for services for traffic issues he is dealing with and also parking issue requests.

ITEM 9 - MINUTES OF JUNE 17, 2015 MEETING

Commissioner Alberry made a motion to approve

Commissioner Simon seconded

Unanimous approval

ITEM 10 - DIRECTOR'S REPORT

Director Spencer wished to thank Pat Buteau for 33 years of service as he is retiring. Commissioners also thanked Pat.

ITEM 11 - ADJOURNMENT AND NEXT MEETING DATE

Commissioner Alberry stated that we have always taken the month of August off to give staff a well-deserved rest. Next meeting will be September 16, 2015.

Commissioner Barr motioned for adjournment
Commissioner Archambeau seconded
Unanimous approval
Meeting ended 10:30 p.m.

Burlington Department of Public Works Special Commission Meeting
Final Minutes, October 28, 2015
645 Pine Street

COMMISSIONERS PRESENT: Robert Alberry; Tiki Archambeau (via phone); Jim Barr; Chris Gillman; Solveig Overby; Jeff Padgett; Tom Simon.

COMMISSIONERS ABSENT: None.

Commission Chair Padgett calls meeting to order at 7:00pm; commenting on this work session focusing on specific topic: Downtown Parking & Transportation, Residential Parking Management Plan, and Transportation Demand Management Action Plan; will try to limit comments to 2 minutes to allow all to speak; notes public forum and public comment section under Item 3, asking those commenting on particular agenda item to choose one of those times to comment; most importantly, no decisions tonight - all about conversation.

Item 1 – Agenda

Commissioner Barr makes motion to accept agenda and is seconded by Commissioner Alberry; Commission Chair Padgett notes the agenda makes it appear Public Comment subsection to Item 3 will only allow for 2 minutes total but clarifies this actually means 2 minutes for each speaker and reminds everyone votes need to be done individually due to Commissioner Archambeau attending via phone. Vote:

Commissioner Archambeau: Aye
Commissioner Simon: Aye
Commissioner Gillman: Aye
Commissioner Overby: Aye
Commissioner Barr: Aye
Commissioner Alberry: Aye
Commission Chair Padgett: Aye

Item 2 – Public Forum

Claire Wool, Ward 6, states being on advisory committee for residential parking study; excited city/DPW hired consultant to look at parking; references last week's meeting at city hall and the disconnect between the committee and consultant over advice for actions to take in near future; says DPW director mentioned tabling some recommendations from consultant to allow time for more citizen feedback which was appreciated; brings up planning assemblies saying residential parking system broken and people need to focus on fixing system in meetings.

Item 3 – Commission Work Session on Residential Parking Management Plan and the Downtown Parking & Transportation Study

A) Staff Presentation by DPW Director Chapin Spencer and DPW Environmental Planner Nicole Losch: overviewing how 3 plans intersect and recognizes complexity and says viability of city depends on parking system; Downtown Parking & Transportation Plan (DT) is about expanding capacity and better way finding through signage; Transportation Demand Management Action Plan (TDM) focusing on getting commuters downtown in variety of

different ways; Residential Parking Management Plan (Res) focus is on preserving and updating residential permit program and looking at ways to expand and manage parking demands in each neighborhood.

DT plan started in 2013 focusing on deteriorating garages/equipment; work includes \$9M in capital repairs by 2018, retooling 2 hour free parking with possible merchant parking validation programs, and enforcing Sunday afternoon parking; so far 280 smart meters installed, fixing garages has started, installing wayfinding signs ongoing, and launching pay by cell phone next month.

Res plan comes from residents asking for changes in process; based on public input DPW has made a number of revisions; ended relationship with consultant and wants DPW to work directly with advisory committees – Environmental Planner Losch and himself acting as contact point with people; tactical approaches differing per neighborhood which may include time limit signs on spaces, meters and/or pay stations, and stripping parking spaces; improvements to include maintaining current street level Residential Parking Permit (RPP) areas, enforcing anti-counterfeiting permit measures, and capping number of RPP's to 4 per unit; notes other proposed changes include new online petition process, preserving flexibility for accommodating visitors, and different payment structure for permits; acknowledges Commuter Permit Pilot (CPP) program is most controversial component and if no support will look at removing from plan.

As for TDM plan the city is looking at options for employers and employees including their own; in terms of city staff looking into developing flex time policy with staff and looking at commuter incentives for city employees

Comments on timeline: 2 1/2 weeks left on public input; by late November final drafts of plans released and a 12/16 DPW commission vote on the Res plan; notes major changes would require charter changes; as soon as meetings done this week looking to get back in touch with advisory committees.

B) Commissioner Response/Questions

Commissioner Simon: are there any controversies concerning DT plan and if CPP program dropped how would that affect other 2 programs; Director Spencer answers concerning DT controversies that charging on Sundays and amount to pay downtown, and CPP program that doesn't think it would negatively affect other 2 programs.

Commissioner Archambeau: wants public feedback on CPP program and to hear what the problem is with keeping it in plan.

Commissioner Gillman: notes comments on reduced RPPs for people who opt into CPP program, but wondering why would anyone choose to do this optional plan and why anyone would want others parking in their neighborhood; Director Spencer notes that Boulder, CO has commuter permits that may originally have been part of a Res plan, but that this may be too DPW doesn't implement, and that it's an option if neighborhoods wants to reduce their permit fee rates.

Commissioner Overby: says work being done on all 3 plans phenomenal; wants to see best use of all parking assets; notes change will be uncomfortable but we all have to step back and think of what's best for community; very excited about opportunity Res plan data has presented

Commissioner Barr: states DPW can always use more resources for funding and that charge for Res plan is a way to help mitigate that; concerned about transferable permits and possibility of people selling them; wonders why city doesn't stick with guest pass city already

has but do in better way, like via online; concerned with Res plan “Zone vs. Streets” – good that with large number of permits versus actual street spaces it would help spread out parking but notes some streets do have enough space for parking and wonders how to balance this.

Commissioner Alberry: says commission really has to pay attention to what neighborhoods and what taxpayers are saying.

Commission Chair Padgett: notes Res plan has been a bottom up affair but concerned that this report shows power now in hands of DPW, asks if DPW envisioned using this to propose RPP for neighborhoods that didn't have it, asks about priority of projects by DPW in terms of their numbering, and if staff perceives the RPP/CPP program as a threat; Director Spencer responds that these are neighborhood driven request but that DPW does have the power since neighborhoods can't act without commission/DPW action, that projects are listed by way of practicality, and Environmental Planner Losch states that she hasn't heard directly about RPP/CPP program perceived as a threat but sees heads nodding in audience agreeing while Chapin says he sees it from a standpoint of being one of many possible tools.

Commissioner Simon: asks what are driving forces behind CPP program; Director Spencer says one is fiscal needs, another is wise use of resources, and another is balancing needs of differing users in city; he says residents needs are important but that ultimately these are public Right-of-Ways and the city needs to do things that are the most efficient, and not necessarily proposing to change already RPP areas but going forward that RPPs may overburden system and can't be everywhere.

C) Public Comment

John Cane, Ward 1, is glad people are still talking about “Zones vs. Streets” as there's a lot of wisdom in zones; doesn't like tactic of paying for sticker and getting a discount if you go along with commute parking; questions if a permit is a tax due to possibility of it funding other things; if commuter permits are going to be like lottery he's not in favor.

City Councilor Adam Roof, Ward 8, says DPW's been fantastic to work with; okay with analogy of toolbox but thinks fees come down to affordability issue; says commuter program pilot shouldn't be scrapped as it has some value in certain parts of the city.

Richard Hillyard, Ward 1, states being on advisory committee for residential parking; welcomes opportunity to reconvene committee and look at details; still doesn't see any initiative on Park-n-Ride; feels onus on parking in neighborhoods is on residents and that's regrettable; asks if city can go forward collectively instead of by dictate.

Anne Geroski, Ward 6, says streets have uses other than parking; permit fee would hurt as residents already pay taxes; brings up new Champlain College residential building not requiring parking spaces and her problem is other people coming in and parking there; shouldn't have to pay for someone else's problem; says biggest problem is RPP program not enforced unless you complain over phone.

Bill Reilly, Ward 6, supports Anne's perspective and states problems are institutionally driven.

Kathleen Ryan, Ward 6, says neighboring street has no restriction; golden to already have a RPP but no parking on adjacent street unless Champlain College not in session; says parking cars on street is great – it slows down traffic and they're designed for that; says everyone pays taxes but doesn't think it gives people a right to a spot on street; doesn't think Maple St should be a residential parking street but wonders how we do designate appropriate street; supports CPP

program because it may relieve pressure on adjacent streets; wonders what happened to satellite parking proposals and that a satellite parking garage should be considered.

Laura Massell, Ward 6, no longer feels RPP program amenable to public but it's getting better; feels there's coercion and that's bad; feel people who live next to institutions are bearing a greater burden; love to see analysis of all commercial areas and wonders have we exploited all areas to get funds from – not just downtown but South End; says quid-quo-pro language inappropriate

City Councilor Sharon Bushor, Ward 1, pleased with departure of consultant because now DPW, commission, and public in contact – makes it a Burlington issue; every resident comes from different street with different situation; some streets older with no on-street parking, some not; wants community to have a dialogue because people can't speak for areas they don't live in; doesn't want goal to be financial, though knows city needs money; we can do other things, but doesn't have to be on backs of residents.

Kathryn Cartularo, Ward 6, says downtown parking on Sunday afternoons doesn't fit; city wants people to come downtown and if charging for parking they're going to go to Williston; concerns about having to go online to apply for parking passes when 9 grandchildren show up to visit – don't take passes away from her.

Barb Headrick, Ward 6, ask to imagine all streets filled to 85% capacity – not an environmentally green picture; asks to think of where commuters are going and make a plan to address that; not right that institution commuters – like UVM – are parking on residential streets; should not be about residential streets turning into parking lots; against meters going up in residential areas; should not be zones because non-residents will park in better parking spaces and residents will have to park further away; thinks that having permits issued per dwelling unit will lead to more congestion.

Josette Noll, Ward 6, says university and other institutions are not providing parking and they need to address their parking issues; residential settings changing with commercial coming in and businesses affecting residential; value of property has gone downhill.

D) Commission Discussion

Commissioner Simon: bets 90 percent or more of plans are non-controversial and wants to separate out controversial parts. Commission Chair Padgett: agrees on high level ideas but has problems with execution of them and says tools, like CPP program/RPP plan deal is awful. Commissioner Simon: wants to make a list of tools that need work; thinks people don't understand what the quid-pro-quo thing is saying residents think it's about a discount on permits and not neighborhoods getting RPP without the CPP program. Director Spencer: corrects him saying that is what it is about.

Commissioner Overby: commission focusing too much attention on tiny things; these are 3 complex plans which work together over 10 years; not financial from her perspective but about trying to reduce use of cars, pressures on the Res plan will be reduced through other 2 plans. Commissioner Simon: only plan commission has jurisdiction over is Res plan. Commission Chair Padgett: DT plan was commissioned by city council but is about things commission has jurisdiction over.

Commissioner Overby: start Sunday parking fees at 1pm – not noon – due to church services and lunch crowd. Commission Chair Padgett: whole goal is about turnover. Commissioner Overby: data is what drives plans and if people aren't parking on Sundays the city shouldn't charge. Director Spencer: cities like Portsmouth, NH have Sunday parking but if

you're a resident and show ID you get free parking and there should be that kind of balance here. Commissioner Simon: wonders if anyone is fundamentally opposed to changing Sunday. Commissioner Barr: there are challenges, though he's not necessarily against it and goes on to say it's the availability of parking, not the cost, which keeps people away.

Commission Chair Padgett: shifts conversation to biking (as it's part of DT plan) and wonders where spaces will be found. Director Spencer: plan recommends traffic fund be part of an "entrepreneurial investment" for future transportation; now it's just for maintaining a low-level of service; says fund currently running at \$5M but by reducing certain costs it could move up to \$7M. Commissioner Alberty: asks if there's a cap on the fund. Director Spencer: due to old ordinance language, he believes, the garages can't generate more revenue than the minimum needed to maintain them; that's an issue because they need \$9M for repairs and a lot of it will need to come from street parking; brings up chance to bring in more money here as the biggest night at hotels for parking is Saturday and no fees are currently collected Sunday; would like gates down 24/7. Commissioner Overby: DT parking's other problem is parking decks – people are not wanting to use them and says if the city's putting \$9M in we need to be certain it's for things people will use. Commissioner Barr: as part of DT advisory committee he says that the only option was to fix what we currently have and add wayfinding signs.

Commissioner Simon: discusses subjects in Res plan of numbers and costs of permits; brings up concern of families needing to buy multiple passes; thinks of Buell St and students leaving cars there all year just to drive home for Christmas; likes limit of permits per structure; would like to disincentive more cars. Commissioner Alberty: brings up ordinance about abandoned cars. Director Spencer: not strongly enforced and action based on individual complaints. Commissioner Overby: this brings why satellite parking should be considered. Commissioner Barr: speaking to institutions gives example of UVM requiring 1st year students not having cars but thinks institutions should do more; hopes commission will do more to force them; says landlords need to do more too as institutions don't have as much power over students living in community that people think they do. Commissioner Overby: thinks about people being invited downtown to live with new residential developments going through – they won't have institutional pressures on them; just individuals who need cars for their livelihood. Commissioner Barr: at very least we need to par down amount of permits per units. Commission Chair Padgett: city is going from an infinite number issued down to 4 per unit – a good direction. Commissioner Gillman: the perception though is that everyone's going to have commuter parking and we need better guidelines. Commission Chair Padgett: recommends what DPW is doing should be better packaged as "tools" and not "requirements." Commissioner Barr: important to give residents a feeling of ownership in tools before using. Commission Chair Padgett: is hearing how people don't like how tools are being implemented.

Commissioner Simon: sounds like DPW is going to have more interaction with people on advisory committee and feels that's going to come up with a livable consensus for everyone by the time it gets to the commission. Commission Chair Padgett: says to wait and not throw commuter parking out yet. Commissioner Archambeau: there seems to be consensus about tool driven approach; certainly recognizes each neighborhood has unique challenges but still needs to look at global picture; not going to make everyone happy but if problems approached with data commission will serve city well.

Commission Chair Padgett: reminds everyone it's 9:30. Commissioner Barr: hopes commission has given DPW enough input. Director Spencer: brings up differing unique perspectives Commissioner Archambeau was talking about, the important ideas behind "tools,"

and after talking with people that some tools may be too cumbersome for our small town; will take all input and talk with advisory committee and come back in December; if commission doesn't vote on Res plan it's not end of world; but commission does need to get to a point where it approves plan – need to do best we can with what we've got.

Commission Chair Padgett: asks should we move to Item 4.

E) Action Requested

None.

Item 4 – Adjournment

Commissioner Barr makes motion to adjourn and is seconded by Commissioner Simon.

Vote:

Commissioner Archambeau: Aye

Commissioner Simon: Aye

Commissioner Gillman: Aye

Commissioner Overby: Aye

Commissioner Barr: Aye

Commissioner Alberry: Aye

Commission Chair Padgett: Aye

Meeting ended at 9:36pm.

Resolution Relating to

DOWNTOWN AND RESIDENTIAL PARKING PLANS

RESOLUTION 5.04

Sponsor(s): Councilors Roof, Bushor,

Colburn, Shannon, Wright, Paul

Introduced: 09/08/15

Referred to: _____

Action: adopted

Date: 09/08/15

Signed by Mayor: 09/16/15

CITY OF BURLINGTON

In the year Two Thousand Fifteen

Resolved by the City Council of the City of Burlington, as follows:

1 That WHEREAS, the City of Burlington has embarked on an initiative to address issues of parking in the
2 Downtown Core and Residential areas throughout the entire city; and

3 WHEREAS, the City's Downtown Parking Plan has come before the City Council for comments and
4 feedback; and

5 WHEREAS, the City's Residential Parking Plan has been presented to the Public Works Commission
6 and has not come before the City Council for comments and feedback; and

7 WHEREAS, both the Downtown Parking and Residential Parking Plans impact citizens of Burlington
8 across the city in ways specific to each neighborhood;; and

9 WHEREAS, such a transformational parking initiative will affect the quality of life for our
10 neighborhoods and should be considered by the City Council; and

11 WHEREAS, a public hearing in front of the City Council will afford the public an additional
12 opportunity to give feedback regarding the Residential Parking Plan; and

13 WHEREAS, the Downtown Parking and Residential Parking Plans are inexorably linked insofar as
14 there exist neighborhoods linking the Downtown Parking and Residential Parking areas; and

15 WHEREAS, the two plans have been presented as separate entities, but are inherently linked and not
16 mutually exclusive given the continuum that exists between the Downtown and Residential Parking areas;

17 NOW, THEREFORE, BE IT RESOLVED that the Residential Parking Plan come before the Council
18 for comments and feedback prior to the Plan's going before the Department of Public Works Commission for
19 action and implementation.

20

21

22 lb/EBlackwood/Resolutions 2015/DPW -- Downtown and Residential Parking Plans

23 9/3/15

* * * * *

DISTRIBUTION:

I hereby certify that this resolution has been sent to the following department(s) on

DPW Director Spencer

ORIGINAL

RESOLUTION RELATING TO

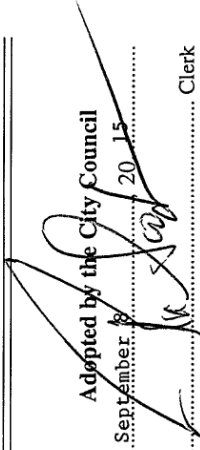
Downtown and Residential Parking Plans

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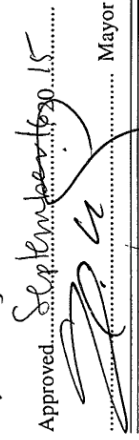
Adopted by the City Council

September 8, 2015



Clerk

Approved September 15, 2015



Mayor

Vol. Page

Attest:



Lofi Olberg
Licensing, Voting and Records Coordinator

* * * * *

BOARD OF POLICE COMMISSIONERS
MINUTES OF MEETING

A meeting of the Board of Police Commissioners was held in the Community Room at the Burlington Police Department on **Tuesday, October 20, 2015**. Chair Kenney called the meeting to order at 6:03 p.m.

The following Commissioners were present: Chair Sarah Kenney, Vice Chair Jerry O'Neill, Commissioner Nyree Miles and Commissioner Christine Kemp Longmore. Also present were Chief Brandon del Pozo and Kimberly Caron, Police Commission Clerk.

Additions or Modifications to Agenda:

~There were no additions or modifications to the agenda.

Public Forum:

~There was no one present for public forum.

Chief's Report:

~The Capital and Budget planning is in process. Some of the items in the plan are: to look for ways to expand sworn staffing to help handle the attrition; rapid expansion of our Valcour system changes.

~A Taxi Report is being created to send to the Mayor, which will include information and suggestions on setting up taxi check points in key parts of the City.

Parking Plans Report and Update:

~ Nicole Losche and Diana Colangelo, City of Burlington personnel, updated the Commission on the parking study that was performed for both residential and downtown parking. They also provided summaries of the plan that has been developed for the future of the two areas of parking. Their executive summaries are attached.

Incoming Correspondence:

~There was no incoming correspondence.

Race Data Collection Analysis Discussion:

~Chief del Pozo updated the Commission on the Committee's progress. There will be a budget component to the Analysis. At this time, the amount is to be determined. The Committee hasn't selected an analyst at this time, but there will be a cost involved with that selection. Discussion followed.

Discussion on Citizen Complaint Intake Process and Review:

~Chief del Pozo updated the Commission on what he would like the Citizen Complaint Intake Process to look like. The Peace and Justice Center would like to participate in the intake process, and would like to see more areas throughout the City also be involved. Chief del Pozo would like to see this process in place by the end of the calendar year. Discussion on the Union thoughts and review panel selection followed.

Discussion on Charter Change:

~Chair Kenney updated the Commission on the City Council's suggestion to increase the Commission size from 5 to 7 personnel. Discussion followed. The Commission agreed on the increase.
~Chair Kenney also updated the Commission on the changes in the Charter language. Discussion followed.

Commissioners' Updates/Comments:

~Chair Kenney discussed her positive Ride Along experience.

Review Updated Directives – DD05.01 Response to Resistance/Use of Force – Conducted Electronic Weapons (CEW):

~The Commission reviewed the new Directive DD05.01 Response to Resistance/Use of Force – Conducted Electronic Weapons (CEW). This Directive was created in addition to the DD05 Response to Resistance/Use of Force directive, which is already in place. Discussion followed. Vice Chair O'Neill moved to approve DD05.01. Commissioner Miles seconded; all in favor, so passed.

Consent Agenda – Minutes of the 9/22/2015 Meeting:

~Vice Chair O'Neill moved to approve the 9/22/2015 minutes. Commissioner Miles seconded; all in favor, so passed.

Next Meeting's Agenda Items and Date:

~The next meeting date was set for Tuesday, November 24, 2015 at 6:00 p.m.
~Chair Kenney requested a conversation on the Charter Change be added to the agenda.
~Chair Kenney requested a conversation on Race Data Collection analysis be added to the agenda.

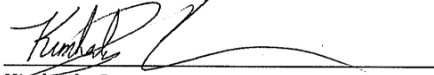
Executive Session:

~ Vice Chair O'Neill moved to enter Executive Session to discuss a disciplinary action against a public officer and employee. Chair Kenney seconded; all in favor, so passed. Executive Session entered at 8:10 p.m. Executive Session ended at 8:14 p.m.

Adjournment:

~Vice Chair O'Neill moved to adjourn the meeting at 8:15 p.m. Commissioner Kemp Longmore seconded; all in favor, so passed.

Respectfully Submitted,



Kimberly Caron,
Clerk of Police Commission

11/25/2015
Date



**Parks & Recreation and Harbor Commission Meeting
Minutes
November 3, 2015**

Commission Present: Bossange, Hurley, Kaplan, Khadka and Matson

Staff Present: Bridges, Francis, Adams-Kolitz, Cahill and Putzier

The meeting was convened at 5:31 p.m. by Commission Chair Kaplan.

Approval of Agenda

A Motion was made by Bossange to approve the agenda, second by Khadka , motion carried.

Approval of Consent Agenda

Approval of Minutes of October 6, 2015 Meeting

*waive the reading, approve the minutes and place them on file

Motion was made to approve the consent agenda by Bossange, second by Hurley, motion carried.

Leddy Proposed Concession Agreement

Bridges stated the Arena had entered into a concession agreement with Superhappyfuntime, LLC to run the snack bar at Leddy Arena. They would operate for a defined amount of time for winter and can utilize kitchen space during the summer. Gotten good reviews from SEBA and others on the vendor and they have good menu options. They will be open during all games and big events. The Arena Manager is very excited to have gotten concessionaire for the season. Not huge revenue generator but very important service to the public.

Bossange asked if the food truck would be located at Leddy in the summer and Bridges said it was a very good possibility and also there had been some interest in starting something in that area of town in the future similar to the Truck Stop vendors in the South end but would need a partner for that.

Public Forum (Time Certain 6:00PM, 3 min. per person time limit)

Public forum opened at 6:00 p.m. by Kaplan

Carolyn Bates, Burlington resident stated that she had discussed with others the desire to have meters on all streets around Oakledge Park, more trash cans, clean up Blanchard beach, does not like beer and food festival and does not think Oakledge should have any special events in the park due to the size. Said that some people that play tennis would like to keep the courts, in volleyball area would not like to have pavers for parking and would like no fires on the beach. Further would like to have any fire pit taken apart, likes making beach handicapped accessible, suggested switching paths, does not feel softball should be in the park and asked about season park passes.

Cynthia Knauf, Burlington resident said the Oakledge plan looks good and did not want to see a reduction in the tennis courts from three to two and said the courts are busy with a wait a lot of the time. Is happy accommodating people with dogs, having an area where it is open to dogs should be



monitored so that people that do not like dogs would approve also. Suggested leaving the wetland as it is so that it could be left for a different habitat. Said parking on Flynn Avenue is a dangerous situation and feels should not have parking.

David Alofsin, Essex resident, and member of the Kickball league wanted to make sure that the activities that have been happening continue and preferred the more engineered plan if it would keep more open land. Was concerned about an events space and future amp theatre, as it is currently used as a field and if a permanent structure were created it would eliminate over 200 people from coming and using the field. Asked what the timeline for elimination of volleyball use was and what the downtime would be. Loved the opportunity to have a season pass and would like to see if that could be grandfathered in. Generally feels the plan looks great.

Public forum closed at 6:15 p.m.

Oakledge Park Siting Study

Bridges prefaced by stating the plan had originated from the BPRW Master Plan and is getting into the individual park studies piece. A thorough technical ecological analysis of the park has been concluded. The siting study was conducted by a team of local environmental scientist, storm water experts, and landscape architects to better understand the ecology of the park and its critical role in protecting lake health. The goal of the effort was to outline a more resilient balance between ecological constraints and recreation demand, both active and passive, including long-term ideas for ecological restoration, storm water management, and environmental health. Stated the purpose is to show the findings of this and underlying constraints and some items to discuss. This is a start to look at the study and conceptual plan, nothing will happen immediately, but will decide what steps to take first.

Adams-Kolitz explained the department had several bid proposals for the study and ended up going with Watershed, liked the scientific analogy and felt some limitations and obvious have some storm water and ground water issues, did borings and found some nuances within the park such as sand in most used area, two class two wetlands, vegetation, soils and had several meetings to review, came back with a proposal that was very highly engineered and wanted to do some under draining and let ecology be the lead of the process.

Francis stated the shaded areas on the map are more passive recreation area and the other areas are more active.

Bridges added several others did field visits such as Fish and Wildlife and Wetlands Division of DEC. The ecological findings will be part of the process of making changes at this park as it moves forward. Will be building off storm water work that already happened on the area near Flynn Avenue.

Bossange stated the City was fortunate to have natural and active areas complement each other.

Bridges added that it had long been assumed that the softball field had clay on bedrock and has water issues that will not go away. Have upcoming uses and ecological improvements.

Bridges listed some of the proposed uses starting in the south end of the park with restoration and reforestation and how repopulated will be discussed which means the softball field will need to come



out and will discuss when, but will not be putting significant work into , stretch of bikepath on Austin Drive and would partner with DPW, and how it connects into the rest of the bike path, proposing fenced dog area, smaller than others as well as some off leash areas that are not fenced, some informal trails and picnic areas, formalize some trails and remove some to keep in better shape, some rare endangered species that have not been completely verified yet due to the time of year. In many instances spaces will be created and used in a responsible way with expectations that are set. Reconfiguration of the parking area and adding vegetation and nicer experience, would also allow for capture of storm water in that area. Proposed relocation of the softball field which would allow multiple uses to work together in that space, keeping some of the open spaces and formalizing the lower lot that is not paved and reduce erosion and increase spaces and improve accessibility which will help with the accessible playground and will work to raise additional money for the playground. Tennis courts would be reconfigured.

Bridges said yes proposing to remove the attendant hut and get away from the hut and gate staff and move toward meters, have honored the green mountain pass in the parks, do league discount. With the removal of attendant will get the attendant in the park and better servicing the park and would also like to see the parking removed from Flynn Avenue and working with DPW on looking into more areas as well. The amp theatre has been removed from the park original plan and no plan to do permanent structure in the park. It is an appropriate event space and it is not the most used. Trying to get accessible access to the beach, phasing in and feel the volleyball area would see an increase as it would be more visible, tennis courts are an ongoing conversation and will not remove anything. When get to renovation will be looking at more, softball conversation will be larger as to safety and whether can continue to play there and how much it will cost to renovate and make usable. First layer has to be responsible usage and cost prohibition and role of the City while keeping conservation as part of the mission.

Bridges stated that this item proposal is an action item but the Commission did not have to act on today but rather would request permission to start design of playground and the use of the softball field.

Bossange made a motion to endorse the direction of the Department and what has been done up to this point with this plan as the guidance to continue work on, second by Hurley, motion carried.

Downtown & Residential Parking Plans

Nicole Losch, Transportation Planner, DPW stated in 2011 the Burlington Municipal Development Plan (PlanBTV) recommended a Residential Parking Study be conducted to formally review the existing program and recommend revisions to management, administration and enforcement of on-street parking in residential areas.

Losch listed the five areas it was tasked with and then explained how the Plan will work to achieve the objectives to improve parking in residential areas. She also added that the study allowed the opportunity to conduct a city wide modernization of the current program and what the City would like parking to look like now and into the future and more specifically near parks. The main goal is to balance and how to best manage, trying to create more options and drafted some strategies and distributed last week and have acquired a long list of changes moving forward.

First strategy was directive to encourage sustainable alternate modes of transportation, broader list of options, encourage satellite parking, improving signage and wayfinding to direct people into the park,



installing parking meters and pay stations, expanding use of parking time limits, striping parking stalls as well as adding additional shared parking opportunities. Currently the proposal for commuter parking permit program will be removed from the proposal and potentially discussed at a later date. Full draft will be out in the next few weeks.

Bossange asked what other Cities have done and how they have gotten to the implementation level and changed the mentality around this change and Losch said they had looked at other Cities that are comparable and a lot of them already had the commuter part in place so the changes were minor. Therefor they talk more about decreasing motor vehicles in general and need to work in tandem to get to the end result.

Bossange asked how the University of Vermont has been addressed to help deal with the issue with students and is there any cooperation from UVM and Champlain colleges and Losch said they had very different views and have included them in the draft plan and have heard the major institutions have not worked well with the City and need to require it and adding some more specific language to address better.

Kaplan stated that she went through the residential parking process and said it was not good and needs to address some of the inadequacies.

Khadka asked if any of the housing authorities were involved in the process and said he heard from residents that no parking for parents and other visitors at larger housing complexes was an issue, Losch said there is currently nobody from the housing authorities on the committee and said it would be helpful to have more communications with them.

Director's Items

Bridges explained the department would be hosting the Pomerleau Holiday party on December 6th and Sr. Holiday dinner on December 17th, encouraged Commissioner's to contact Emma Allen if they could volunteer for either event. The Harbor Commission will be on the December agenda and will receive a report on the season, reminder of the Master Plan completion celebration is on Friday, November 6th starting at 3pm, Recreation Program Manager position had 100 applications, got down to 11 and search team will begin to look at toward end of next week and will have someone very qualified in the position soon, Burlington College will have more talks soon, having discussions on concept around St. Josephs School and how to bring more programming to the Old North End for Seniors and other active uses, location is acceptable and will update soon and lastly the City is developing the FY17 budget.

Commissioner's Items

Hurley said that she had been enjoying the Battery Park play area a lot lately.

Khadka stated that a resident asked him about the soil at Leddy and asked Bridges to elaborate on the status, Bridges said finished additional testing and the technical narrative was submitted and awaiting jurisdictional decision and will have a reuse decision on November 12 and will discuss some options, if disposal is the only option it will require procurement and will have to wait to go to City Council. Dirt is contaminated but is not harmful and people see the numbers and get scared but it is not a risk to human health as is shown in the data.



Khadka asked if it has hindered the parking at Leddy and was told no by Bridges. Bridges also stated the meeting time is 6 pm at Leddy Park for discussion on this topic.

Khadka asked if there is any space for indoor soccer practice and was told not much space at any of the indoor facilities and Memorial is not being used for any new uses due to the safety and problems with the building. May be a limited time at the Miller Center, can contact Cate for available space.

Bossange stated that the no smoking ordinance passed but having another meeting on it and would like to have Sally Matson speak with the BHS students, ongoing process and he still needs to meet with three more City Councilors and stated that some are not on board with the proposal.

Bossange asked if there will be any soil issues when continue work on the bike path and Bridges said no because it will not be reused.

Kaplan stated that she had been speaking with her co-workers regarding the proposed no smoking ordinance and they have training for people to become tobacco cessation volunteers and promoting healthy lifestyles and wanted to know if the department would like to send anyone to the training, felt should hold a tobacco cessation program and stated that putting the proposal out as a public health issue would be a good way to promote.

Kaplan met with Charter Change Committee about increasing the Parks & Recreation Commission members from 5 to 7 and it was approved and will be trying to have on the March Ballot.

Adjournment

Motion was made to adjourn at 7:05 p.m. by Bossange, second by Khadka, motion carried.

PUBLIC COMMENTS

The general public comments received during the Residential Parking Management Plan are attached. This includes electronic communications, mailed letters, and responses to letters of inquiry from the City Attorney's office, Mayor's office, and RSG team.

MEDIA

The Residential Parking Management Plan was covered by Seven Days in their November 25, 2015 issue. The article is attached.

Collected Comments to Burlington Residential Parking Study, November 2014 through August 2015

Hi there - saw the notice on FPF, but the link provided for posting comments goes to the host site's home page, not the btv project.

So maybe you can forward my comment:

I work on King St, which gives me lots of opportunity to see how people park on unmetered blocks. I often see sloppy parking that eats up what should be two spaces. I would like to see the city paint lines to demarcate parking spaces in those areas.

Thanks, Julia Curry curry.julia@gmail.com, Tue 11/11/2014 5:35 PM

My biggest complaint is that the city stills allows cars to be parked at the curb heading in the wrong direction. **This is a safety issue.** I cannot tell you how many times in darkness car lights are illuminated coming from the wrong side of the road and then blind the oncoming driver when least expected. I have seen many drivers pull away from the curb (of course, having parked heading into oncoming traffic) and then cut the driver off.

This is a city with considerable traffic. It is time to take this matter into consideration.

Linda LeCompte, 11/11/14

Regarding your recent fpf post, is adding new parking garages really that hard? Or adding lots in residential neighborhoods? Seems like the simple solution to the desperate need for parking spots in the neighborhoods near downtown.

LisaAnn Oberbrunner, 11/11/14

Hi,

OMG , what has happened with the meters??? Only wealthy folks can park downtown....I think this is outrageous and would like a forum to give input...so much for supporting downtown....10 min. For 25 cents.....is this a good avenue to give input?

Martha Frank...resident....23 years.

Thank you, 11/12/14

Our NPA meeting is the same night, so I am sending my feedback.

I like the new parking system, a lot! I've used it, very convenient. Thanks for finally making it easy to use credit card, like we do for everything else. Can use in parking garage now too. Yea!!!

Lea Terhune, 11/11/14

Dear Peter,

We are very upset with the direction the city is moving in with regards to the parking. We are residents...pay large taxes...are still reeling from Burlington Telecom...and school taxes. That said...has anyone given thought to residents NOT paying at the meter...and having a parking pass (even if there is a small fee associated with this). We have always supported downtown business and shopped there

intentionally. The rate is exorbitant and if the city wants to charge for those who do NOT pay high taxes here, they can do so. My husband spent 10 dollars yesterday to park for business he was doing...double what he paid in the past. Where was the opportunity for residents to vote...if there was one...we missed it. Please consider my input in moving forward....we really feel that this increase is cost prohibitive for many of the residents who choose to live and shop here...this is a city...and the fee does not support the socio makeup of our residents.

Thank you for your time, Martha and Art Frank, 11/12/14

Parking Lots along Pine Street are not nearly enough for the cars and trucks that need them. Those of us who have for many years lived in our one-family homes just off of Pine Street via Birchcliff Parkway still hold our breaths on what is going to be shoved down our throats next. (Now-of-days however, I have noticed problems with too many cars per houses in the Birchcliff Parkway area which now seem to be renters living in these houses) We do not need anymore automobiles parked on Cherry Lane nor do the others. This city no longer can accommodate all of the trucks and cars that are looking for parking that is not available on Pine Street. Maybe the answer should have been some big underground garages under some of those buildings. THERE IS NO MORE AVAILABLE PARKING on Pine Street without buying open land owned by the city, or get going on building underground garages. Just please do not move all that Pine Street parking onto our residential streets. Some bad choices have been made in the past -- example - a Doggie Day Care -- should never been allowed to move their 7 days a week dog-barking-business directly behind our homes on Cherry Lane. We worry because we have already had bad zoning board choices dumped on us. YOU NEED SOME BIGGER PARKING LOTS including undergrounds outside of the residential areas. Or else, no more businesses should be brought in. Thanks.

Regina Brault, 11/13/14

Maria Sciancalepore
21 North Williams St.
domenica2006@comcast.net

April 10, 2014

Dear Mayor Weinberger,

After calling parking enforcement again today because I cannot get into my driveway, I decided to put into words what I am feeling as a citizen here on North Williams St.

Over a year ago (2/13), every, single resident on the entire street signed a petition in favor of resident parking. Joel Fleming from Public Works did an extensive investigation and recommended that our street was eligible for said parking (see attachments). I believe he said something to the effect that it was a "textbook case" for the application of resident-parking ordinances. He was very reassuring that we would succeed in our long-overdue endeavor.

We (the residents of North Williams) went to the June 19th meeting of the Public Works Commission and spoke to the Commission regarding the various parking issues we experience as residents. We felt the tone of this meeting was dismissive and left feeling that our request was of little concern to the Commission. However, there wasn't a quorum present and a vote on our request was tabled until further notice. We were told we would be informed when we would be on the agenda again.

After hearing nothing for a couple of months, we called to see if the Commission had decided on a date when our request would be back on the agenda. We learned, instead, that the matter had already been decided. We were never notified that it was even under discussion

We did, after the fact, obtain video of both the June meeting and the September meeting, at which our request was voted upon. In particular, I hope that you will take a look at the video of the September meeting (see link that follows), at which Commissioner Porter moves to deny our request, despite the clear and overwhelming recommendation to the contrary by Mr. Fleming, the City's Engineer. Mark Porter lives on Brookes Avenue. It is perpendicular to N. Williams. There is resident parking on the half of the street where he lives, and it is notable that during the day this part of the street is quite empty, in contrast to North Williams Street, which is crammed with UVM and Fletcher Allen cars. It is my interpretation, after seeing the recording of the September 18th meeting one of Mr. Porter's reasons for the recommendation to deny was that if North Williams Street had resident parking, it would put pressure on the Brookes Ave. part of the street that does not have resident parking.

Questions that I have are:

Was it a conflict of interest for Mr. Porter to have been involved in the decision at all let alone move the motion to deny?

Why does the city pay for an engineer who is hired to recommend or not recommend resident parking when the Commission totally disregards the recommendation?

If 100% of the residents on North Williams St. desire resident parking and engineer Fleming recommended it, has the Commission, by denying the petition, served the citizens of Ward 1 well?

I assure you, I do not stand alone with these sentiments. Neighbors speak of frustration on a regular basis when we can't get in and out of our driveways, there is no place for friends and family to park, plumbers, painters, etc. have no where to park or the fire hydrant is blocked. Surely there is record of how many times we call to have a car towed. It is several times a week and we are blocked more often than we call.

I am not a disgruntled complainer who goes on a rant for whatever reason. I write you today in hopes you can shed light on the situation. I (we) continue to have a hard time understanding why the parking on this tiny street cannot be "Residents Only".

Thank you for your time and consideration in advance.

Best regards,

Maria Sciancalepore

<http://www.cctv.org/watch-tv/series/burlington-public-works-commission>

Received, 11/19/14

I live in a residential zone parking which we fought for for a while many years ago due to safety concerns. We live near Champlain College and their cars were parked all over the area, often blocking our driveway and always blocking the view so that it was dangerous to pull out of our driveways on to S. Willard St. Our houses are old and were not built with turn-arounds, so the only way out of the driveways is to go backwards. With all of the cars parking so close together up and down the street, it was dangerous because they cut off the view of on-coming traffic. The second issue is that CC students often parked with parts of their car in our driveway, blocking entry/exit. We had one who even threatened me physically in front of my children when I asked him to please move; many more were rude. The CC parking situation is 10x worse now that they have turned their few lots into dorms -adding more students and fewer parking places. We have had to call parking enforcement almost daily (even in the summer because people attending CC events seem to think they can park in residential zones) to enforce it, but at least we are able to pull out of the driveway safely. So, my plea is to continue to regulate parking in

residential zones near the universities and PLEASE enforce it (including weekends). We can't count on CC to help with this (they enforce no parking in their own lots during events, but do not say anything to their participants about not parking in residential zones)...we need the city to take a stand on this so that CC doesn't ruin our neighborhoods. Thanks.

Anne Geroski, 11/20/14

At least 2+ parking places were taken away between 55 North Avenue and the Commodore Condominium driveway when a "no parking" sign was installed. This space allowance is excessive and the sign should be moved closer to the Commodore Condominium driveway. Residents of Commodore Condominiums are able to drive out of their underground parking area onto North Avenue (there is no need for them to back out onto North Avenue). The amount of space designated as "no parking" for the condominium should be no greater than the "no parking" area currently posted for the Burlington Police Department driveway, which is the next driveway proceeding south on North Avenue. The area sufficient for the police department should be sufficient for the condominiums. Removal of 2+ parking spaces impacts residents as well as parking when events are being held in Battery Park.

Thank you for your consideration. I was unable to get into the web site listed in the newspaper article.

Joyce George, 11/23/14

I live in the Five Sisters neighborhood, and my spouse and I routinely encounter hazardous parking and crosswalk issues that we want to have addressed by the city.

Driving east on Catherine St. to its intersection with St. Paul St.: Good luck turning left or right onto St. Paul. Because parking is allowed on St. Paul very close to both sides of the intersection, you've got to be sticking way out into St. Paul St. to see if the coast is clear to turn right or left. This is dangerous, and we often have to make those turns to get to Shelburne St. This is a hazard to both drivers and pedestrians/bikers.

The same situation exists if you're driving west on Howard St. to its intersection with Pine St. Again, because vehicles are allowed to park right beside both sides of the intersection, visibility is completely obscured when you're trying to turn onto Pine from St. Paul. This, too, is a hazard to both drivers and pedestrians/bikers.

A third dangerous issue is this: We live on Caroline St. at the northwest corner of Caroline and Catherine. Our driveway is very short, and parking is allowed on Caroline on both sides of our driveway. Nearly every single day, large SUVs and trucks and sometimes commercial vans are parked day and night on both sides of our driveway. This repeats the same hazard as noted above: we have to be sticking all the way out onto Caroline to be able to see beyond the vehicles parked on both sides of our driveway. It's another very dangerous situation. The same situation exists elsewhere on Caroline and other Five Sisters streets. There are two things that would help this situation: signs posted on the street that restrict parking beside driveways to compact vehicles or, for utmost safety, signs that prohibit parking on both sides of driveways.

Also, regarding the city's new crosswalks on Pine St., which we walk and bike on every day: I've been amazed at how many accidents have happened in Burlington crosswalks when cars hit bikers and pedestrians. It's plain hazardous to cross Pine St. on foot or bike at one of these crosswalks; the recent enhancements are not enough. Many, many times, motorists simply don't stop when the lights are flashing. We're asking you to do the right thing for Burlington residents like us who pay outrageous property taxes: please enhance the crosswalks by installing signs at each one that state that it's Vermont

law that motorists stop for people in crosswalks and state how much the fine is for not stopping. Communities in Mass. and N.H. do this. We ask you to install such signs at city crosswalks. I lived for six years in downtown Northampton, Mass., and every crosswalk on Main St. and elsewhere there has signs that spell out what I noted above.

Please let me know how and when the city will address the dangerous conditions I've outlined.

Thank you, Jess Clarke, 12/5/14

I am a resident of Saint Paul St between Main and College. As you can imagine, the new Core has made some changes in my personal life. I used to park on Saint Paul St and pay the meter out of convenience. Arms laden with grocery bags, books sometimes just a long day, would make me pay the meter on Saint Paul versus going farther down for the long term meters. Well you can imagine, at a 210% (\$1.50/hr, 14 hours of operation) increase in fees at the new meters, this is no longer an option, at anytime, day or even night now.

I am used to paying parking tickets. It goes with where I live, but I've just been informed that I cannot get a resident parking permit because there is no resident parking on Saint Paul St. This was a shock. No options, no how, just boot leather and park on Adams St? Could the City be induced to make Browns Ct. a residential parking area for folks in the downtown core? No one ever parks there. The spaces are always empty. It's kind of scary down there, I don't know how safe my car would be overnight, but it would be worth a try, and it would be less of a trek than Adams St..

My block gets used more by special events (and the Farmer's Market all summer long,) the Criterion, the Marathon, block parties, Burton snow boarding ramps... than any other in the City. Part of what makes Burlington special are the people who live in it. The last Criterion, I asked one of the organizers if they realized that there were people who lived on Saint Paul St and I was told it's only one day a year. Well it's really one MORE day a year if you live here. It's getting harder to live here. More expensive, noisier and less convenient.

Thanks for taking the time to hear me out. Thank you for your efforts to keep Burlington liveable.

Harrison Terrell, 12/16/14

I could not get the interactive map on the parking study to accept my comment, or generally to work at all as intended, so I am writing you directly.

I think that metered parking on the quiet residential streets of sample area 3, or any other quiet street in Burlington, is a horribly misguided idea. If the objective is to raise revenue, I would not object to selling a target number of permits - made available first to residents with the remainder sold to non-residents.

My objection is in part to the visual aspect of meters - it would add a commercial / non-residential feel that is destructive. My bigger objection is the increase in traffic.

If there has to be a change, I strongly favor a permit system.

With regard to the consultant's website, the fact that there are very few comments, I suspect, is because the damn thing doesn't work as advertised.

Thanks,

Charlie Smith, 12/14/14

Thanks for the response. I do actually know about the meters on St Paul. I guess what I am saying is, the residents on King street have their residential parking and most streets in town have some residential parking, but the folks that live on St Paul, between College and Adams have no residential parking; WE HAVE NO ACCESS TO NO FEE PARKING ANYWHERE. I'm pretty sure this is the only neighborhood who has none.

Before the new Core came into being, I would pay the meter for the convenience. Given a 210% increase in fees that is no longer an option. Since I have to cross Main St to get the non-Core price and hours, I might just as well go down to the long-term meters on St Paul or King. If I want access to 'residential parking' I am going to Adams St.

Again, thanks for your efforts. Happy Holidays,

Harrison Terrell, 12/18/14

I see that the city is going to present "City Parking Updates" at the next Ward 6 NPA. Somehow I missed the previous meetings on parking and the public input period, but I brought myself up to speed with this presentation I found on line:

<http://parkburlington.com/wp-content/uploads/2014/09/Downtown-Parking-Presentation.pdf>

I have a few concerns with the study. Having lived for 13 years on University Terrace and now 10 years on Henderson Terrace, I feel I have some unique perspective. I don't know why University Terrace was left off out of Sample Area 3, but we lived at the end of the street and our property abutted Sample Area 3.

First of all, there is no parking problem in Sample Area 3. Yes, it is underutilized, ie, the streets are not full all the time, but the residential restriction is not impacting any business. The likelihood of someone parking on Henderson Terrace to shop downtown is nil. The only people, other than residents, who would want to park on Henderson Terrace are students who have chosen to not pay the fee UVM requires for on-campus parking. Our house overlooks a UVM parking lot. I walk my dog through that parking lot and around UVM every day. There are plenty of open spaces on campus every day at all times. So, students could park on campus if they wanted to, but they may choose not to. Where slide 49 states, "A high number of residential parking violations suggests **a real desire for non-resident parking**", in fact, it should read, "A high number of residential parking violations suggests **a real desire to not pay the UVM fee for on-campus parking**".

Champlain College is a different story. Throughout their numerous expansions, they have always assured their resident neighbors that they would not encroach on our neighborhoods. If they now covet our streets, that is not what they told us previously.

Second, opening up Henderson Terrace, or any dead end street, to non-resident parking presents a safety hazard. Here's why. We lived at the end University Terrace both before and after the street was limited to residents only. Before the restriction, any one could park on University Terrace. Every day students would turn onto the street, drive very quickly toward the end looking for a parking spot. They drove very quickly because they were often late for class. I know because sometimes I would ask them. If they did not find a spot, and they usually did not because the street was always full, they turned around in our driveway, as it was the last on the street, and drove very quickly back down the street to look elsewhere. All children in Sample Area 3 walk to and from school in grades K-8. Opening up these residential areas to non-resident parking will add traffic to these streets. Added traffic puts these children at greater risk. Is there any plan to add additional crossing guards? Currently, we have only one, located at the corner of Maple and South Willard.

Finally, opening up Henderson Terrace to non-resident parking will degrade the value of our properties. While it may be beneficial to businesses in Sample Areas 1 & 2, no reasonable argument can be made that adding non-resident parking will enhance my property. Will there be a property tax reassessment to lessen the Listed Value of Land on Henderson Terrace? Currently, the properties on Henderson Terrace have the highest List Value of Land of all 0.21 and 0.2 acre single family residential properties in Burlington.

Thank you for your time. I would be happy to provide any additional detail if you like.

Cliff Morgan, 27 Henderson Terrace, 2/3/15

1. There should be indoor bike parking for duplexes, condos, and all multiple housing units with more than 2 units.
2. All students at university or colleges should have to gain special permission to have cars since there is ample public transportation, car share, college taxi & busses at no cost.
3. The city should work to develop 10 min. bus scheduling from park & ride locations on the outskirts of the city. This would significantly reduce rush hour traffic and cut down on the need to build new parking garages in the city.. this opens up more space for housing .
4. All public garages should have either attended bike parking or bike lockers to accommodate no less than 30 bicycles.
5. All office buildings having more than 4 companies in the building should afford changing rooms with showers for those working in the building. This would make it easier for bicyclists, runners, and walkers to utilize biking walking and running as their preferred mode of transportation.

Best, Phil Hammerslough, 2/4/15

The existing residential parking program works just as it should on small, deadend streets in neighborhoods surrounded by institutions: UVM, Champlain College, Medical Center..... Please don't change it!

I live on Harrington Terrace, which is between UVM and Champlain College. Before the residential-parking-only rules, students and employees and visitors and others drove to end of our street, found no parking spaces and turned around in someone's driveway and sped out....at which point the next passerby saw a car leave the street, assumed that a parking space had been vacated, and repeated the pattern. Almost all households on our street have 2 cars, but garages are so narrow they are used for storage, not for parking. Therefore almost every household has one car in a driveway and one on the street ----- We cannot accommodate more!

And the parking patrol has been very cooperative by not ticketing my guests when I have contacted the patrol in advance of the one or two times a year I have hosted a meeting and need to let more than 2 guests park on the street. Please don't change this policy either.

Mary Gade, 2/20/15

Please do not eliminate residential parking for the Southwind area in the South End. The situation on Flynn Ave is dangerous in the summer months. Of course, it's human nature to avoid parking lot fees. If you eliminated residential parking, no-one would use the Oakledge parking lot. An obvious remedy to increase usage of the parking lot is to lower the parking rates at Oakledge Park. Make it free to park

there in the evenings! Encourage people to USE the parking lot. Isn't that what it's there for?? Do not allow people to park on Flynn Ave. If the parking lot is full, they can park at the business parks on either side of the railroad tracks. There's plenty of parking there and it's not far away at all.

A reminder of the conditions in Southwind prior to residential parking restrictions:

- 1) photos showed that a majority of the cars parked on out streets were high-end out of state plates- (wealthy UVM students?)
- 2) photos showed people parked with their street-side doors wide open while they were busy unloading elsewhere or strapping kids in- very dangerous! They also left bicycles and other toys right in the middle of the street while loading or unloading- stupid and dangerous behavior. Also, they dumped garbage, including soiled diapers, in the green belt.
- 3) most important- a fire truck was not able to get through Southwind Drive with cars parked on the curve during a test run. This immediately ruled out allowing heavy parking on that street.

Julie and Robert Devins, 4/12/15

After 16 years living here and parking WITH PERMIT by our driveway on Loomis Street... we're suddenly forced to walk almost two hundred feet just to park, and then again to drive.... while holding our two year old !

In light of the fact that this "process" is spanning seasons, and years, I hope you will take a moment here.

We would like to attend any/all meetings (that have been mentioned in prior emails and letters.)

Passover starts this weekend and will have us unavailable this coming week.

Hopefully this might inform your discussion:

1) Corner property owners often have wildly different street exposure.

We have the pleasure of paying to maintain 225 feet of frontage on Loomis St., in fact, I do not believe we have the option NOT to maintain it.

2) Corner property owners might have driveways on a side, not "address" of their property.

Our driveway to our three units is on Loomis St. side, and the entrance ALL units use.

(Lot dimensions are 75' on N. Prospect St x 225' on Loomis.)

Parking is freely available on Loomis St., as we are mostly resident home owners, and the opposite is true for N.Prospect St., as the first 75' is a bus stop, and the balance of the street is covered almost entirely with apartments.

Mr King wrote:

The person requesting the permit is not offered their choice of which street they want.

It is entirely unclear **WHY** the property owner is NOT given the choice of street they "want" to be permitted on, as **we are not seeking parking rights on more than one street**, or for more cars than we are permitted.

As permitted parking as a right, is assumed here, allowing the choice of street would have a zero sum result.

Mr King wrote:
My office uses the following guide lines...

Can anyone explain why?

Please give us a time frame for the conclusion to this discussion...

We're paying taxes, and getting tickets, which pays for folks to study our use of our street.

It tends to leave us, and ALL others we've spoken to, a bit cynical.

Sincerely, Eric & Rachel, 88 N. Prospect St, Burlington, VT 05401, 4/3/15

I live in a neighborhood very close to the downtown parking core that has residential parking, 6AM-6PM M-F

My landlord does not offer off street parking and there is limited off street parking in general.

Due to the high density of the neighborhood (because of multi-apartment buildings), there are many people with cars (with many guest passes) vying for limited spots on the street. Due to the convenience of the location, a few own cars, but do not use them regularly. So they sit on the street for longer periods of time. But many take their cars to their jobs during the day when the street empties out to some degree.

The convenience of the location is also a draw for tourists, visitors, diners and shoppers who don't want to pay for parking. They park on my street and easily walk to wherever they need to go downtown.

I have been afraid to use our vehicle for fear of not being able to get a parking space on my return. On weekends if we leave to go do anything invariably we come back and people from out of state have saved a couple of bucks and we are out of luck.

You get what I am saying here. I realize you understand the problem.

I just want to believe that the commercial interests that drive this city's downtown do not drive (excuse the pun) the narrative of these discussions and the solutions you come up with. Please remember to put the interests of residents first and foremost.

I wish someone could explain to me why resident parking isn't from 5PM to 5AM M-F and exclusive to residents on weekends? Many people take their cars to work and the street empties out during the day. If they have a resident permit sticker then they can leave their car there for however long they want. But many take their cars to work as I wrote. Daytime shoppers could use those empty spaces that are freed up. And then when they leave in the afternoon, residents can assume their rightful places, parking right outside their homes... at night, when they need parking the most.

Is enforcement the issue?

Tourists would be forced at night and on weekends to use the garages or get ticketed/towed. You would incentivize people using all those spaces your experts claim are out there.

Or why can't streets near downtown be made to be residential parking only at all times!!! Then tourists would have to use the higher priced garages instead of getting free parking at residents' expense.

Since it's getting warmer the parking problems on my street only get heightened.

Thanks for reading this. Steve Lemcke, 4/16/15

I heard that you are collecting resident feedback on parking issues. I provided some specific comments in the online comment tool, but wanted an opportunity to provide "long form" feedback.

If you're not the appropriate person to send feedback to, please let me know where else it should go.

Let me preface this long-winded email by saying all of this is "in my opinion"...

1) On-site parking requirements for small properties (single-family up to four-unit properties) are unnecessary in most neighborhoods given the plethora of on-street parking available, detract from the look and feel of the neighborhoods, and infringe on resident's ability to make the best use of/enjoy their own properties. In particular:

a) I walk around many streets of the Old North End at many times of day, and see so, so much underutilized on-street parking. I'm talking about the area north of Pearl St and west of Willard. I know that "Hill Section" residents near UVM and FAHC, and the student area around Union St, often have on-street parking issues, but in the majority of the old north end, there are tons of empty spaces. I'm happy to gather photographic evidence of this, if needed.

b) It seems that zoning ordinances are designed to maintain a certain look & feel when looking at a house dead-on, but that doesn't mean that we don't see the rest of the site! When I walk around, I see lots of paved, concrete, dirt, etc., driveways and backyards, and backyard parking lots. It's not pretty, and it adds to the feeling of a "student ghetto" with lots of cars and unmaintained properties. Further, I don't think this is what the backyards were originally designed/intended for. If we really want to promote the "historic character" of neighborhoods, let's think of some ways for duplex and small multifamily residents to reclaim the use of their backyards.

c) If on-site parking is so valuable to renters in small multi-family properties, it shouldn't need to be regulated - it would be in the landlord's best interest to offer it. Thus, you could reduce the on-site parking requirements and let people take a gamble with whether they wanted to provide that amenity, or not. For those who wanted to use their backyard for other things, like gardens, play space for children, and fenced-in area for pets or children, they could. And they could either house tenants who don't have cars, or tenants who are willing to look elsewhere for parking (either on-street parking or paying for a space in an underutilized private lot).

2) Such high on-site parking requirements and continued support for abundant downtown parking inadvertently promotes: (a) the use of cars for in-town and short trips, (b) car ownership among students and others for whom cars are somewhat "optional", but given easy/free parking, are easy to store in the city, and (c) not using alternative transportation modes to get to work (which in turn increases traffic congestion).

a) The other week, in temperate conditions with a slight drizzle, I decided to drive from the ONE to City Hall, instead of biking or walking. I knew it wouldn't be hard to find a spot, and no surprise, there were lots on Main St. I don't think there should have been so many spots available! I should have had to work harder to find one, or thought twice about driving and ridden my bike. In other university towns I've lived

- Cambridge, MA and Chapel Hill, NC - it was much harder to find parking downtown, and I think that's great.

b) Not everyone who has a car uses it very much. I think we are encouraging some "marginal" car owners - who could easily do without - to have cars in the city b/c there are no added costs - they don't have to pay for on-site parking (though in many cities, landlords charge \$100-\$200/month for that privilege), and the city clears all the snow on the street! Amazing deal. I think that more properties should be able to get waivers for on-site parking if their lease requires tenants not to have a car or park off-site; again, that puts the decision up to "market forces" - if the landlord has an issue getting those types of tenants, they can change the lease; if not, they can use their property as they see fit.

c) Based on my experience trying to park downtown (typically around Main St) on evenings and on weekends, it's pretty damn easy. Hardly any driving around cruising for spots. While many Chittenden County residents may see that as a success, but I don't see it that way. I see it as a signal that we can loosen on parking requirements and everything will be okay.

3) There are always trade-offs to regulating things. In my opinion, the trade-offs are congestion, affordable housing, and investment property maintenance.

a) Making it harder to find parking downtown will ultimately be better from a regional planning perspective - people might slowly change driving and commuting patterns, which could increase the use of public transportation and decrease congestion.

b) High on-site parking restrictions for developers/property owners will ultimately result in fewer housing units. I think many people would agree that what we need most is more affordable, and more, housing units, and at some point there is a tradeoff b/c using private land for parking and increasing density.

c) I recently found a multifamily property in a fairly student-oriented neighborhood that is currently managed as an investment property (i.e., not owner-occupied). Though the backyard is currently an unmaintained mix of grass, dirt, miscellaneous equipment, and looks like it's occasionally used for parking, it looked like a perfect yard to gate off for a dog, and improve with gardens, landscaping, etc. However, upon further investigation at Planning and Zoning, I learned that the backyard was actually mandated to be used for three side-by-side parking spaces, per the terms of a 2003 agreement. This was very disheartening to hear, as I imagine it's the case for many other small, run-down multifamily properties that look ripe for site improvements. So, I had to pass on that property, and instead of it falling into the hands of someone who was willing to owner-occupy in a dense area near downtown and fix it up, it will likely continue to be run as an investment property, because I can't imagine any owner with kids or pets would want to purchase something where they couldn't even gate off or really use their yard, and have to maintain parking for people, even if they don't have cars.

Again, please let me know if there are other/better avenues for sharing my feedback.

Thanks, Amanda Dwelley, 5/5/15

As a Burlington resident I'd like to urge that current residential parking arrangements in Burlington be continued. The university should provide adequate off-street parking for students

I am concerned about the quality of life of those of us who live here. Increasing the availability of curbside parking for commuters would likely increase the density of cars on our streets and make Burlington less desirable as a place to live and raise a family.

I am equally—perhaps even more greatly—concerned with the adverse effects that automotive transportation has on the climate. According to Burlington’s Climate Action plan, half of the city’s carbon emissions (apart from the burning of biomass) in 2010 were attributable to transportation (see http://www.burlingtonvt.gov/sites/default/files/Legacy/About_Us/Climate%20Action%20Plan.pdf, p. 9).

Adding more parking places on our streets for commuters would encourage more people to drive automobiles into and in the city. At a time when much of the world is increasingly concerned about global warming, I think it is unconscionable for Burlington to encourage the use of private cars. It is contrary to the spirit and goals of Climate Action.

We should be learning from our crowded curbsides that we need to invest in attractive alternatives, so that more people leave their cars at home.

Sincerely, Lewis Holmes, 261 S. Prospect St., 5/29/15

Hi, I see on my Front Porch Forum that there's a meeting tonight to discuss the parking around Oakledge Park as part of a residential parking study. I cannot attend the meeting but I'd like my comments included, if possible. I live in Ledgewood Condominiums on Oak Beach/Austin Drive. I work on Flynn Avenue. So I walk, bike or drive on those roads every single day. I've lived here since 2003. When the free parking (or "shun parking") was located on Oak Beach Drive, it was annoying. I'm sure for the handful of residents who live in Southwind and face Oak Beach Drive, it was especially annoying. Since the parking was moved to Flynn Ave., however, it has become an active hazard. Flynn Ave. is much more heavily used by cars, pedestrians and bicycles than Oak Beach is (by an order of magnitude at least) and the result is that in the summer, Flynn Ave. is quite treacherous for all. Cars are hunting for spots, turning around awkwardly to leave the area, and double parking to unload people and beach gear when no spots are available. Cyclists are racing down to the bike path, and families and pedestrians are going to and from the park. It's a mess. As annoying as it was to have the shun parkers on Oak Beach, it's much worse to have them on Flynn. At the time I was told the move from Oak Beach to Flynn was spurred by resident complaints. Well I am a resident complaining that it was a bad move. If a free parking option must be available in that neighborhood, Oak Beach is the lesser-of-two-evils option by a country mile.

Sincerely, Bill Simmon Burlington, 6/4/15

I attended several meetings this year regarding proposed changes to the residential parking system in Burlington. Chapin Spencer instructed me to send feedback to you.

I oppose changing the current residential parking plan on my street, Henderson Terrace for the following reasons.

1. Property values will decrease.

At the May 13 meeting with Chapin Spencer regarding residential parking in my neighborhood, Brian Boardman, of Hickok & Boardman Realty, the lead realtor in Burlington's Hill section, stated that if our streets are opened up to commuter parking, our property values will go down. He said that many people who moved to or within Burlington in recent years paid a premium to move to streets that offer resident

only parking. If our streets are opened up to commuters, that premium will be gone and our property value will decrease.

2. Recent property tax assessments took into account our resident only parking
Henderson Terrace has been reassessed at least twice since resident only parking was implemented here. Each time, assessments increased. I am not saying that all of the increase was due to resident only parking, but it is not true or fair to say that none of the increase was due to resident only parking. In fact, there are 235 single family homes with the same lot size, 0.2 acres, as those on the south side of Henderson Terrace. On the Burlington Grand List, the Listed Value of Land for the Henderson Terrace properties is \$188,500. The median Listed Value of Land for all 0.2 acre single family homes in Burlington is \$70,600. This is a tremendous difference in value and must be due to some factors.

3. Quality of life will decrease as traffic increases
Prior to moving to Henderson Terrace, my family and I lived at 60 University Terrace from 1992 to 2005. Our house was the last house on the left and the last driveway on this dead end street. The property abuts UVM. The first several years we lived there, we did not have resident only parking. As a result, every day that UVM was in session, a near constant stream of traffic drove down our street looking for parking. When the street was full, and it almost always was full, cars turned around in our driveway and raced back down the street to seek parking elsewhere. Our street was congested and dangerous, especially for children. When resident only parking was implemented, the change was immediate and dramatic. Traffic was significantly reduced and our street was a much more pleasant and safe place to live. Henderson Terrace is also a dead end street abutting the UVM campus. If our street is opened up to commuters, I expect the same congestion and danger we experienced on University Terrace to come to Henderson Terrace.

Thank you for any help. Please let me know if I can provide any additional information.

Clifford Morgan, 27 Henderson Terrace, 6/10/15

Flynn Avenue Parking

Patricia Jamieson, pinot@together.net, Oakbeach Dr, 6/15/15

Removing the residents-only parking restriction on Oak Beach Drive and Southwind Drive would simply shift the Oak Ledge Park parking problem from Flynn Avenue to residential streets. These streets are not any wider than Flynn Avenue.

I agree with the idea that Oak Ledge Park parking should be affordable to all residents, especially those with limited means and mobility. I would like to point out that anyone who has a handicap permit can park for free in the Oak Ledge Park lot. In addition, the parking fee is waived for holders of Green Mountain Passports (Vermonters, who are 62 or older and veterans).

For a free parking option, I suggest that the city consider the possibility of opening the CCTA PARC lot on Lakeside Avenue for beach parking on summer weekends. It is a short walk along the bike path from the parking lot to Blanchard Beach.

Flynn Avenue Parking

Cathy Bughman, cbdesigns@myfairpoint.net, Lake Forest Drive, 6/15/15

I went to the meeting at DPW and while only a few people were there, the neighborhoods of Lake Forest, Southwind, Ledgewood, South Cove Road and Lakeside were represented. DPW and others were glad to understand how the parking on Flynn impacts each of these areas. All agreed that the parking has made

travel dangerous for pedestrians, bicyclists and motorists and it's just a matter of time before an unfortunate accident occurs.

The parking on Flynn has also created a problem within the Lake Forest community. Our road which is private and maintained by the homeowners, not the city, enters/exits both at Flynn Ave. and Oak Beach Drive. As a result, neighbors and non-neighbors use Lake Forest Drive to and from Flynn Ave. to avoid the last block before the park entrance which is the most congested section of the street. This additional daily traffic puts a lot of extra wear and tear on our road. In addition, the cars travel at speeds in excess of what is appropriate and safe for a small community whose owners, children and pets are out and about.

While we totally understand why people want to avoid that section of Flynn and are sympathetic to their situation, we don't want all the extra traffic coming through our community every day. We don't want to appear to be un-neighborly. but we have to protect what is ours. It's a dilemma for sure!

The best solution seems to be to work together. As we know, the wheels of government turn slowly. If the neighborhoods join forces we will have a louder and stronger voice and stand a better chance of getting those wheels to turn faster. Anyone, whether visiting Oakledge Park or traveling to/from home should be able to do so safely.

Non-Resident Parking Issue

Thank you Amy, Dan and Lee for your thorough and thoughtful review of challenges we may face in light of the proposed changes to resident only parking in our neighborhoods.

We fully agree that both Mr. Barr and Mr. Archambeau not be permitted to vote on this proposal due to conflicts of interest.

At a public neighborhood meeting, we were told that UVM and Champlain College are "stakeholders" in this process. While we fully believe in the tremendous value these institutions of higher learning contribute to our community they are not the "stakeholders" of our neighborhood! We the Residents are! We were given the opportunity to attend meetings and voice our opinions but we do not have a representative with voting power on this council.

The residents of our neighborhoods have for decades and continue to be dedicated and considerate stewards of our streets, yards and shared environment.

Changes to our "resident parking only" policy will pose safety concerns for all ages and significantly impact the quality of life we so dearly value in our neighborhoods.

Kathryn and Vincent Cartularo, 6/22/15

Re: Parking

Carol Shepherd, ca.shepherd@burlingtontelecom.net, S Willard St, 6/22/15

Build a huge underground garage (the developer) to accommodate all those 14 story apartments and another on the corner of S. Winooski and Main. Leave our neighborhoods alone and decrease the size of those buildings! Not only will they create this parking issue but the skyline of Burlington will be inappropriate and way to early. Burlington has a certain charm because it isn't a huge city, we should try to preserve that charm while we clean up the lake. We need to move slowly and thoughtfully on these issues. Build a traffic bridge over the barge canal and keep the traffic off Pine St and neighborhoods there. We need to preserve while building new. I can be done without destroying the BTV vibe.

Parking Meeting

Chris Hadsel, chris.hadsel@gmail.com, South Willard St, 6/22/15

This is crunch time on the parking issue. We really need to turn up at the DPW meeting to let the commissioners know what we think. Otherwise we will be ignored. Commissioners need to hear from us directly as well as at the meeting.

Here's who to call or email:

ROBERT ALBERRY:(H) 863-5452 ralberry@comcast.net

TIKI ARCHAMBEAU (H) 865-4927 (C) 734-2423 tikiskis@yahoo.com

ASA HOPKINS (Chair) (H) 540-1038 (W) 828-4082 (C) 626-354-3141 asa.hopkins@me.com

TOM SIMON (H) 860-6638 tps@mc-fitz.com

SOLVEIG OVERBY (H) 863-1024 (C) 557-1340 soverby@sover.net or soverby@burlingtontelecom.net

JEFF PADGETT (Vice Chair) (C) 999-8128 jeffpadgett10@gmail.com

JIM BARR (H) 860-9926 JLBarr@aol.com

This is basically an effort to revise how parking spaces are counted to make them available to developers and "stakeholders" such as Champlain College and UVM. It will allow them to provide less parking (or no parking at all) because our streets will all have spots for sale, whether you are a student, a resident, a commuter, live in Burlington or not.

July 15 is important. Once they have a "draft", you know how hard it is to get anything changed.

Resident-Only Parking in the Neighborhoods

Charles Simpson, charles.simpson@plattsburgh.edu, Summit Ridge, 6/22/15

There is a long tradition of those treating the city as a massive clockwork in which the purpose of its operation--accuracy, efficiency, durability--is self-evident and universally accepted. In such a model, parking becomes a subsystem to be manipulated for maximum measurable value. And the only way to measure value is with dollars and sense. Thus City officials promote downtown development by seeking to relieve developers there of the "inefficiencies" of having to build more on-site parking than they can get away with as they try to rent their apartments or offices or stores. Growth, too, is good because the obvious effects--more tax returns, 16,000 dollars per resident spent downtown (PlanBTV)--are measurable. But the expert clockmakers (highly paid consultants; Planning & Zoning; CEDO) understand that their formula for downtown growth will generate more traffic seeking parking spaces. What to do? A new municipal garage in the CBD or for peripheral parking is not on the work bench, nor is more mass transit. So again, what to do?

The answer is to valorize (put a market price on) curb space in the neighborhoods where children playing basketball on a dead end street are considered a "wasteful inefficiency"; parking at one's door is another inefficiency; assured guest parking by permit another inefficiency. What's efficient is to sell those curb spaces on the open market.

The question becomes, if the city is a clockwork, who owns the clock? For whom is it run "efficiently"? Clearly that answer is based on relative political power. Developers have it; individual residents in the neighborhoods, not so much.

Action to Preserve Resident Parking

Laura Massell, laura.massell@uvm.edu, Kingsland Terr, 6/22/15

Thank you to the Feeney's for outlining proposed changes to residential parking, including insights relating to membership on the voting body. This is brand new information to me. Would someone from the city please summarize the proposed changes from the city's perspective, and state the dates, times, and specific city officials who we can petition for inclusion of a broader range of citizen/resident stakeholder point of view.

Thank you, Laura Massell

Cliff Street Sidewalk and Resident Only Parking

Karen Paul, paulfin@sover.net, City Council Member, Ward 6, Burlington, 6/22/15

Event: Jul 15, 2015, 6:30 PM to 8:00 PM

Dear Neighbors,

After many years of planning and an intensive public process that involved both immediate stakeholders, adjoining neighborhoods and the Ward through our NPA, the long-awaited Cliff Street sidewalk construction begins on Monday. As Laura Wheelock of DPW noted in her FPF post yesterday, the project will begin with work on the lower part of the site area. This project is an exciting one for many; so you can follow its progress, i will be posting frequent (but hopefully not too frequent) updates on the project. Regarding the resident only parking issue, please note that DPW staff has been working over the past few months to gather all the input residents have given combined with the strategies in the study and best practices. Thank you to all who have offered their insight and feedback. Between now and the end of June, DPW will formalize their strategies for consideration into a draft document to the DPW Commission. This draft will be posted online. I'll send you the link when I have it, probably around the end of next week.

Please note: The next DPW Commission meeting is July 15 at 6:30pm in the DPW Conference Room at the entrance to their building at 645 Pine Street. The Commission's July agenda will include a discussion of the resident only parking study. An agenda of the meeting is posted online no less than a week before the meeting. Here is the link to their page when the agenda is posted:

<http://www.burlingtonvt.gov/DPW/Commission/Agendas>

I would like to mention one point relating to the resident only parking study. It has been relayed to me that there is discussion that some residents on resident-only parking streets are entering into arrangements with the City whereby residents are agreeing to pay the City not to have non-residents park on the streets they live on. I can assure you that there are no such agreements being made or such agreements will not be entertained. Discussions like this are not in our community's best interest and, while surely not anyone's intent, these discussions are hurtful to some who have had their names mentioned in this regard.

I spoke with Chapin Spencer, DPW Director, and can assure you that the draft will be just that and there will be time and opportunity for discussion and input from the community to the Commission. If you would like to offer input and cannot be at the meeting in July, please do not be concerned that your voice will not be heard. You can email me your thoughts and I will pass them along, anonymously if you wish, to the Commission and DPW staff. Or you can email the members of the Commission directly. All their email addresses and phone numbers are listed here: <http://www.burlingtonvt.gov/DPW/Commissioners>
The next Council meeting is June 29. I'll have a preview posted late next week. In the meantime, I hope you all enjoy the glorious Saturday weather and a happy Father's Day to every father in our community and beyond.

My best, Karen

Non-Residential Parking Issues

Dan And Amy Feeney, amyfeeney@comcast.net, South Prospect St, 6/22/15

Non Residentail Parking - a Little Long - Very Important

Regarding the lengthy and expensive parking study that has been going on I would like to weigh in with some thoughts from residents on South Prospect Street but will affect many in the city who are not aware of the impending decision to possibly "sell the space in front of your home to a non resident for parking purposes".

I am totally opposed to the sale of on-street parking permits to people who are not residents of that street, as well as the city issuing on-street parking permits by "zone". The city should use a system where the on-street parking permit is only good for the street in front of someone's house. And only for one city length block of that street.

I am equally against for-pay public parking in areas that are currently designated as resident-only parking.

I feel strongly that as UVM continues to grow, those schools should be responsible for providing parking for their own on their own campuses. I live on South Prospect St and have seen a continual increase of

traffic year after year on our street as a result of increased on-campus housing. It creates a dangerous situation in residential neighborhoods, particularly with families and young children. We want families to want to move into these neighborhoods. It is good for the schools and for the city as a whole. The increasing overarching crunch of UVM in particularly in terms of more and more cars on our roads works against the concept of family friendly neighborhoods.

In addition, based on my understandings as expressed below, I would also ask that two Commissioners recuse themselves from voting on the parking reform issue due to apparent conflicts of interest.

#1 - Jim Barr, the Director of Transportation for UVM. UVM will benefit if their students and employees can buy permits to park in areas currently designated as resident only parking. It is a clear conflict of interest for Jim to vote on this issue. Also, Jim was on the Parking Advisory Council that helped develop the proposed revision of the residential parking ordinance. So if he is allowed to vote on this issue, he will be approving his own work.

#2. - Tiki Archambeau. My understanding is that his primary income comes from owning 9 apartment buildings in the old north end and that he intends to buy more. Clearly he will financially benefit if the city approves (1) for-pay public parking and (2) does not limit the number of on-street parking permits per house. Landlords in the RH (Residential High Density Zone) will be able to increase density in each tenant building without having to provide off-street parking for their tenants. A direct conflict of interest.

In my opinion the proposed parking reform would encourage more driving and more cars because it makes parking readily available and very inexpensive near two popular destinations: UVM and the hospital. The impact in our neighborhoods would be significant. Besides bringing even more cars into an area already overburdened with ever increasing traffic, it would make walking and biking (and jogging) more dangerous and discourage green modes of travel for commuters and local residents.

I hope you will seriously consider the thoughts expressed here.

Thank you. Lee Hoehn, Amy Feeney, Dan Feeney

I meet today with Chapin, Nicole & Norm from DPW on the whole parking concept/dialog and here is my take away.

Residential parking was introduced to Burlington in the 1990's and it is time to look at the current operation and any changes that maybe need. A consult what hired (RSG I think) to review and provide recommendations to the commission - DPW. This report may or may not be adopted. The intent is to use this report or some fashion of it as a master plan and molded/use the recommendation for areas/neighborhoods and implement an updated residential parking plan. There will not be a one shoe fits all approach. So what may be appropriate in the 5 sisters may not be appropriate on summit street or the north end (new or old). The current issues in front of us is the overall concept/plan that will be released. Area details will be worked out after to ensure the character and make up of each neighborhood region is considered and if a plan is brought forward and implemented it will meet the character of the neighborhood and the parking needs both for the neighborhood and the city. This sort of frames the reason why we are have this discussion and expected possible steps forward.

Draft plan will be release from the city and consultant next week. Nicole can you please copy everyone on this list with a link when the report is released.

In 2 weeks not sure the date (Nicole or Chapin cann you sent out this date) an advisory committee will meet to review the report.

On 7/15 the DPW commission will meet to review the draft/final report from the consultant. Please note that the director of DPW stated no final decision will be made at this meeting on report.

So those interested - **read the report** next week and participate - voice your opinion what you like and or do not like you should make sure you copy or include Peter Keating (sorry Peter - Jeff's recommendation- **However, this is a public process and my primary concern here is that your views, opinions and perspectives are properly documented and made known to the public. To ensure this, the best thing to do is email them to Peter Keating < pkeating@ccrpcvt.org>. He is working on the project through the CCRPC and is logging them to ensuring that they are appropriately considered in the report..)**

Again what is being contemplated are recommendations to the DPW commission on residential parking possibilities/concepts and if adopted plans may be implemented in an area by area approach. Nichole, Chapin & Norm if I have missed anything or stated anything incorrectly please weigh in. Neighbors get the report and read it and participate as you see fit. Don't sit idle participate.

Chris Flinn, 6/22/15

I have lived on Summit Ridge since 1997. The street is located between UVM and Champlain College.

When my family moved in, the street had no parking restrictions. It increasingly came to be used as an off-site parking lot, both daily and long-term, for students at UVM and CC. Since it is a dead-end street and our house is on the turn-around circle, students were cutting through our yard. Shrubs and plants were trampled, and we were constantly picking up litter. Worst of all, our young daughter was afraid to play in our yard because strangers were tramping through.

Finally, one neighbor, who had reported a car abandoned after it was parked in front of her house for over three weeks, organized a meeting to request resident-only parking.

Once we got the street approved for resident-only parking, the situation normalized and quality of life improved. Recently we agreed to include parking on our street for residents on the one block of Cliff Street that will no longer have parking after the new sidewalk is installed.

When we built our house, we were required to provide at least two parking spaces. It seems to me that developers and institutions should shoulder the same responsibility for their own parking needs, rather than pushing this responsibility onto the surrounding community.

Because of our proximity to the UVM and CC and the parking pressures from those two institutions, resident-only parking needs to be retained on Summit Ridge.

Thank you for your consideration. Anita Rapone, 6/22/15

Dear Commissioners,
Thank you for representing our city; your efforts are appreciated.

Please consider a more global approach in your planning and problem solving. Clearly a paradigm shift is needed in this town when it comes to cars versus people. Please consider global climate change, parking problems, congestion, fatal accidents, and more in this decision making process. The focus typically falls on the protection of oil consumption. The leadership for policy making continues to be dominated by oil and car companies as well as developers rather than people and planet health.

Remember how Main Street was widened years back to alleviate congestion in and out of Burlington? As you can see, we have fallen into the "build it and they will come" model. Traffic is still backed up daily.

My suggestions are not new, or unique, they are simply realistic as seen in other cities and countries. Mass transportation is the way to go. There was once a cable car that went up and down College Street. Why don't we run a rail line for a new one all the way Williston? Train tracks are already in place currently running south.

Developers and municipalities should be investing in the future of public transportation instead of attempting another very short sighted "problem solver" of selling the curb in front of my house.

Please, please broaden the brain storming of your sessions. Look abroad, or at Boston, NYC, Montreal, Toronto, and do your due diligence research. These cities have not sold parking passes in neighborhoods. They have built sustainable public transportation systems.

Thank you, Julia Melloni, Summit Ridge, 6/23/15

More on Non-Residential Parking

Buff Lindau, blindau@smcvt.edu, Harrington Terrace, 6/23/15

I too agree that we pay taxes (seriously!) and should be able to park in front of our own house.

More on Parking

Carol Shepherd, ca.shepherd@burlingtontelecom.net, S Willard St, 6/23/15

This is ridiculous...UVM and Champlain Stakeholders??? What about the residents who have been here for years? If any one deserves to be able to park in front of their home it is US! Someone has their thinking cap on backwards.

I am writing to express my opinion about the potential parking fees in residential areas. I am totally opposed to the idea of the sale of parking permits and do not believe we should be charged for parking in front of our own homes in residential neighborhoods. I feel much of the parking issue is caused by college and university growth and that they should be responsible for on campus parking or not allowing students to bring cars, as is the case with many universities. Further, I feel that added parking by non-residents is not conducive to safe neighborhoods. Please do not allow the City to do this!

Thank you for your time, Dixie F. O'Connor, CGR, GBP, 6/23/15

Protest Residential Parking Ordinance Change

Stewart Bierce, stewartbierce@gmail.com, Cliff Street, 6/29/15

Please, someone needs to organize a protest (or multiple protests) in front of City Hall because it is the Mayor's idea to sell residential street parking permits to residents and non-residents.

On July 1, 2013, in a Institutions and Human Resource Policy Committee meeting, the Mayor said: "...my block is a free-for-all, which is fine but from Maple south, it's residential permit only and absolutely empty all day, we have this valuable real estate, people totally desperate for parking who work in town who can't find a place to park during the day. Those people would be gone by evening when maybe there is pressure."

First of all, the Mayor has shot himself in the foot with his comment that: "people totally desperate for parking who work in town who can't find a place to park during the day". This quote should strongly convince City Council to deny this administration's request to eliminate off-street parking requirements for developers in the downtown district.

Owners of private parking lots in the downtown district can enter into parking space rental agreements with individuals and other businesses who need parking -- without the city changing its parking ordinance in order to eliminate off-street parking requirements for downtown developers.

Second, the Mayor wants to open up our residential streets for public parking because it will help him achieve his vision of a denser and taller (BIGGER) Burlington. He wants to increase Burlington's population (IN ALL NEIGHBORHOODS --YES, OUR NEIGHBORHOOD and ALL OTHERS) by encouraging more density (more apartments in each building, larger buildings, more buildings per acre, more living units per acre.)

Most likely, the Mayor/Developer has a personal profit motive behind his efforts to change Burlington into a BIGGER city. And the Mayor's drive for a BIGGER and DENSER Burlington probably reflects the influence of local developers (political contributors). He is also beholden to a mentor -- who I've heard is an investor in a local entity that builds houses in Burlington. And last, perhaps the Mayor's drive for a BIGGER, DENSER, and TALLER Burlington, is to feed his ego. He wants to be the Mayor of a bigger city. Mr. Mayor, please, you need to know that most Burlington residents don't want a bigger, taller, or denser Burlington. A bigger Burlington is not a better Burlington.

Plan BTV for Downtown/Waterfront collected input from only 2,000 people out of the 40,000 people who live in Burlington. And some of the 2000 commenters were not Burlington residents. PlanBTV, for which City Hall gave itself an award, is not justification to build a bigger Burlington. Selling parking permits for use on residential streets in order to achieve a bigger Burlington is the wrong direction for our city.

Residential Parking

Willard Randall, randall@champlain.edu, Summit Street, 6/29/15

Hello neighbors,

This is Will Randall writing from my home of the past 20-plus years on Summit Street, a once-quiet residential street. My wife, Nancy Nahra, and I are as concerned as many of you and for many of the same reasons. Our street already is used as a high-speed shortcut from lower streets and from UVM graduate housing as well as Champlain College and its shuttles and heavy equipment.

At the same time, there are more little children in this neighborhood than we have seen in those 20 years who can no longer ride their bikes or play in front of their houses. We already have an apartment house at our intersection with Cliff St. with many cars and their weekend guests.

City meters and accompanying meter services, parking enforcement vehicles and tow trucks will further degrade this family-oriented street and others like it -- and rapidly.

UVM and the Medical Center should provide off-site parking and shuttles for their employees as well as students, as other more responsible institutions and universities the nation over have long done.

Champlain College gives us a good model for providing parking and shuttles for employees and students at its Lakeside Avenue campus.

And just how much income, after all, can the city derive from this scheme? In the end, the fees collected cannot come close to the costs of implementation and enforcement--and the potential loss of families who are willing to pay high taxes for a livable community but not for a corporate parking lot.

The blatant conflicts of interest of a UVM official and a major rental housing developer threaten to cast a cloud over the otherwise promising administration of our mayor who, after all, lives on this street and has little children. What is he thinking? He should take off his developer's hard hat and do some hard thinking about the sustainability of this residential neighborhood.

Will Randall

Randall@Champlain.edu

Parking

Carol Shepherd, ca.shepherd@burlingtontelecom.net, S Willard St, 6/29/15

I agree with almost all you said.

"Parking is an Emotional Issue" Mischaracterizes Citizens' Comments

David Ross Golden, davidrossgolden55@gmail.com, South Prospect Street, 6/29/15

Have you noticed that City Councilors, City Department managers, and the DPW Commissioners are all using the phrase: "Parking is an emotional issue." The intent of this City Hall scripted phrase is to deflect, dismiss, mischaracterize and minimize citizens' voices when they express opposition to the proposed revision of the residential parking program.

The "Parking is Emotional" comment insults every resident who voices opposition by implying that the dissenter is illogical and their comments are not worthy of study. But we know the truth – the truth is that this city administration's idea of selling residential street parking permits to people who do not live on that street is an idea that defies logic.

So, when you hear a City Councilor or a City employee say, " parking is an emotional issue", know that they have taken a deep drink of the Mayor's Kool-Aid. The speaker has become a tool of the Mayor. Wouldn't it be nice to know how our two representatives on City Council will vote on this issue when the Planning Commission asks City Council to approve a city ordinance revision calling for the sale of residential street parking permits? Don't we deserve to know our city councilor's opinions now? The 2 City Councilors for our District should be able to tell us how they will vote on the concept of "for-pay public parking on residential streets" before having the revised ordinance in front of them.

It seems to me that City Council is trying to avoid the public firestorm by having the DPW Commission vote on the residential parking study. Will our City Councilors try to dismiss blame at a later date when the proposed ordinance change comes to them for a vote by saying that they feel compelled to approve an ordinance change that the DPW Commission and Planning Commission recommend? This is a BS approach to protecting constituents.

Are our two representatives on City Council unwilling to fight the Mayor on this topic because they are possibly interested in becoming the next Mayor? If a City Councilor can't fight the elimination of 24/7 resident-only parking for all our residential streets, then don't run for re-election. And forget about being Mayor someday. We need a City Counselor who keeps us fully informed early in the process (like a year ago on this topic) and who is willing to oppose the Mayor in order to protect all Ward 6 residents, from start to finish, against the changes to the residential parking program.

It's time to step up to bat, do your job by opposing the Mayor and DPW effort, and fight this issue for all residential streets in Ward 6.

Hoping you do the right thing. Thank you in advance.

Resident-Only Parking in the Neighborhoods

Charles Simpson, charles.simpson@plattsburgh.edu, Summit Ridge, 6/29/15

We know from Plan BTM that off-street parking for developments downtown can cost speculators up to 30,000 dollars per spot. While apartments can't be rented or condos sold without parking, nor can hotels remain in business--many would like to shift the cost of parking to someone else. And lord help us, some speculators have unused parking spaces they'd love to be able to lease out once the mandated minimums are lifted. They don't support the construction of municipal garages for which the business community might be especially assessed. No, handiest "patsy" is the resident taxpayer. Let the residents in the neighborhoods absorb the traffic, the congestion, the transformation of quiet residential streets into commercial parking lots that a bigger, taller, denser Burlington entails. No matter that the laws mandating off-street parking will continue to apply to those same residential areas. It would be "shocking" if such residents were afforded the same privileges as the downtown developers and allowed "California condos", rental units in barely converted garages.

Boston was among the first cities to allow residents to petition to allow resident-only parking. Up to that point, commuters and visitors took every inch of curb. The idea came from the ordinary experience of residents, not from urban design consultants. Here the vote has been taken as well--in every public

meeting, every FPF posting, the sentiment of residents is loud and unanimous. Keep resident-only parking. It is only those handsomely paid consultants hired to tell Planning and Zoning what it wants to hear that promote a different approach.

Karen and Joan, where do you stand?

Housing and Parking

Mark Addison, markaddison428@gmail.com, South Prospect Street, 6/29/15

"More affordable housing" is the disguise cover /sales pitch being used by the Mayor and CEDO (the city's Community Economic Development Office) to propose "for-pay public parking on residential streets" and increases in housing density as called for in the city's proposed Housing Strategy. (Imagine garages turned into apartments and houses turned into duplexes. Planning and Zoning is already letting it happen in our neighborhood.)

But, affordable housing, which is very important, is not the real focus of the Mayor's projects. Increasing city revenues through growth and density, and increasing developer profits are his focus.

The Mayor recently presented the city's 10-year capital plan. It projects a \$62 Million dollar deficit. We all want good roads and sidewalks and maintenance and repairs. What's concerning is the proposed spending of \$44 million for "expansion needs". See page 6 of this city report:

[http://www.burlingtonvt.gov/sites/default/files/Mayor/CapitalPlan/Burlington](http://www.burlingtonvt.gov/sites/default/files/Mayor/CapitalPlan/Burlington%2010%20Year%20Capital%20Plan%20FY16%20-%20FY2025%205-14-15.pdf) 10 Year Capital Plan FY16 - FY2025 5-14-15.pdf (Please cut and paste the link into your browser window.)

One can watch the April 13th presentation of Mayor's proposed capital plan to City Council:

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- 1.To create a revenue stream that will help finance his ambitious development plans for the city;
- 2.To support the elimination of off-street parking requirements for developers in the downtown district (thereby improving those developer's profits). Downtown parking demand will migrate into the surrounding residential neighborhoods. Recognize this shifts on-street parking demand up the hill, block by block. Although City Council initially denied the Mayor this request, they have invited him to bring his request back for consideration and possible approval. Tell City Council to vote "NO".
- 3.To expand access to on-street parking because it creates more profit potential for developers and investors since parking in general is the bottleneck that limits the number of tenants in a building. Developers and landlords in all areas of the city, as well as UVM and Champlain College, will increase their profits by building larger and by adding more tenants to a building and by providing less on-site parking. This will result in more density, more on-street parking congestion, and cause other adverse impacts in residential neighborhoods.

In terms of creating more affordable housing, will landlords reduce what they charge for rent when they start earning more rental income from the additional tenants in each building? Obviously, the answer is "no, rents will not be reduced." Therefore, the reform of the residential parking system will not lead to more affordable rental housing in Burlington. But it will probably lower the value of single-family homes near UVM, Champlain College, the hospital, and downtown. Is this the goal of the developers and UVM?! I am sure UVM and the developers would like to take over our neighborhood (on the cheap).

Parking

Carol Shepherd, ca.shepherd@burlingtontelecom.net, S Willard St, 6/30/15

Than you MR Simpson,

I know I and others would also like to know the views of Karen and Joan. This is an extremely important issue with the potential to do as Mr. Simpson states. The Mayor needs to rethink his plans for development at the cost of our neighborhoods.

South Prospect Street Parking

Pike Porter, pikeporter@gmail.com, S Prospect St, 6/30/15

UVM a stakeholder in South Prospect Street parking? In a sworn deposition, the UVM Police Chief Tuomey confirmed that she has directed her officers NOT to ticket illegally parked cars on Burlington Streets, claiming that was not her officers' responsibility.

According to its master plan, UVM plans to build a conference center, quite possibly where the gym is now, that will allow for concerts and other large events. South Prospect and surrounding streets could soon look like East Avenue during baseball games. Until UVM has finished all the building proposed in its master plan, and all can see what the final traffic and parking needs are, I don't believe it is responsible for the city to alter parking in the around South Prospect.

Mayor's Many Levers for Influencing Change in Residential Parking

Stewart Bierce, stewartbierce@gmail.com, Cliff Street, 6/30/15

The Mayor has extended his reach of influence much too far in order to guarantee the outcome of the residential parking study.

The Mayor and his staff have aligned multiple like-minded people in key positions of influence on each of the different committees that touch the revision of our residential parking program. These people are strategically aligned to support the revision of our residential parking program as the city study progresses through various committees. The Mayor is using these "levers" to ensure that the parking study results in a revision of the residential parking ordinance. Meanwhile, his employees at DPW, CEDO, and Planning and Zoning are following his directives. They realize that they need to be supportive Mayor's agenda and proposed policies, even when the direction is wrong, if they want to be employed. Here are the 8 points of influence:

1. RSG (Resource Systems Group) is the city's consultant for residential parking study. The city and UVM are two of RSG's largest customers in Vermont. RSG is dependent on the city and UVM revenues and future contracts. The benchmark data in the consultant's report has been tailored, to the point of being misleading, in order to support the recommendations that the Mayor wants to see from the study.
2. Residential Parking Advisory Committee: city leadership over-rode dissenting voices. (2 meetings over the past 11 months. Neither meeting was publicly advertised.) UVM and Champlain College representatives are members of the Residential Parking Advisory Committee. UVM's Director of Transportation and Parking designed the parking "zones" to be used by people (residents and non-residents) who buy residential street parking permits.
3. Public Meetings: these meetings were city sales pitches minus the public comment period. Two meeting (November 2014 and April 2015). City staff tried to limit public input to highly scripted Yes/No survey questions. Despite significant public opposition, the city's residential parking study still recommends "for pay public parking on residential streets".
4. DPW Director & the 7-person DPW Commission. Some of the DPW Commissioners voting on this matter have significant conflicts of interest. The Commission is heavily represented by Old North End residents (4 of 7) and there are no one from from Wards 1 and 6 on the Commission. Wards 1 and 6 are two neighborhoods where parking reform will have serious adverse impacts.
5. NPA: Ward 6 NPA Meeting Facilitator is the CCPRC rep who is also one of the leaders on the Residential Parking Advisory Committee. It is troublesome that the residential parking study has been

given so little time on the NPA Ward 6 agenda over the last 11 months! (5 minutes in September 2014; 15 minutes in February 2015; less than 15 minutes in March 2015).

6. Burlington's Planning Commission: Led by a Developer. Other levers of the Mayor include: Chair of CCRPC, who is on the Planning Commission. And a vocal and dominating Residential Advisory Committee member (Old North End resident) who is on the Planning Commission.

7. Burlington Planning and Zoning Department: Director of Planning and Zoning made a comment that when the Mayor took office, he gave their department a mission – generate more revenues for the city through development and the collection of permit fees. The staff in Planning and Zoning strongly influences the Planning Commission's decisions.

8. City Council: too many are rubber-stamping the Mayor's requests.

My family has lived at 125 Cliff St. for over 40 years, and pay high taxes to do so. We raised 3 children in Burlington and now regularly have young grandchildren staying with us. We need to be able to back out of our driveway and allow children to ride bikes and play outside. The neighborhood is already affected by noise at night and speeding drivers. We are opposed to the further impact on quality of life on our streets that would inevitably result from opening our resident only parking to paid parking for all. If we want to have families continuing to live in the Hill section this plan needs to be scrapped.

Ragon and Mary Willmuth, 7/1/15

DPW Commission Conflicts of Interest

Stewart Bierce, stewartbierce@gmail.com, Cliff Street, 7/1/15

DPW Commission Should Not Vote Due to Conflicts of Interest

If you value 24/7 resident-only parking...

then please write an email to the Mayor with a copy to City Council and the DPW Commission. (email addresses you'll need to follow in 2nd post)

The key message is.....

Dear Mayor and City Councilors:

It has come to my attention that there are two DPW Commissioners who have a conflict of interest with respect to their vote on the city's residential parking study recommendations. The conflicts of interest have prejudiced their viewpoints in conversations about residential parking with other DPW Commissioners; and as a result, the conflicts of interest have influenced the other Commissioners and impacted how the entire DPW Commission will vote.

- Mr. Barr, as UVM's Director of Transportation and Parking, has a direct interest in seeing the residential parking program changed because greater access to on-street parking spaces will help him be more successful in his work at UVM where he manages UVM's parking demand and a change in the residential parking policy, as proposed to date, will help UVM increase their revenues. It is troublesome that Mr. Barr, as UVM's representative on the city's Residential Parking Advisory Committee (see August 2014 meeting minutes), helped design and propose the parking "zones" to be used by residents and non-residents for permit parking on residential streets. This proposed use of "zones" will allow UVM to use multiple blocks of residential streets for their parking needs. This helps UVM profit in that their parking will move into our neighborhoods and they can use their on-campus real estate more intensely for the purpose of expanding their revenue generating activities. Mr. Barr is unable to fairly represent the interest of Burlington residents as a public representative on the DPW Commission since he will directly benefit by voting in a way that benefits himself and his employer and at the expense of residents located near UVM, Champlain College, and the hospital. Mr. Barr's vote for his personal agenda will also be at the expense of other citizens throughout the city if they happen to live near high-occupancy building(s) that will use expanded access to on-street parking permits to meet their tenants' parking needs.

- Mr. Archambeau, as a landlord, has incentive to vote "Yes" on recommendations that will create more access to on-street parking permits because this will potentially allow him to increase the number of tenants in his rental properties and his income as a landlord. Mr. Archambeau faces a conflict of interest as a DPW Commissioner representing the public on this vote because he will be inclined to vote to maximize his personal financial benefit, regardless of the adverse impacts on citizens who will experience more parking congestion, lower property values, reduced safety, more noise, pollution, litter and vandalism if the city provides expanded access to on-street parking along residential streets.

- Although 2 conflicts of interest have been identified among the DPW Commissioners (and there may be more Commissioners who face a conflict of interest), it only takes 1 commissioner with a conflict of interest, and who has participated in DPW Commission conversations about residential parking, to render the entire DPW Commission tainted with regard to its vote on this public policy.

As a result of the conflicts of interest, the DPW Commission, in its entirety, should NOT be allowed to vote on the recommendations presented in the residential parking study. The DPW Commissioners' opinions and pending votes have been influenced, during conversations about residential parking, by the two Commissioners who have conflicts of interests.

At this time, it is best to put the residential parking study on hold.

For the purpose of upholding the city's improving reputation for transparency and integrity, and for the purpose of risk management with regard to legal action, I and many Burlington residents respectfully request that City Council force the Mayor's hand on this if he does not concur with this sound advice.

Sincerely, _____

Please note: You are welcome to edit this proposed letter in order to use your own wording when making the request. But please write about the conflicts of interest on the DPW Commission and how the entire commission shouldn't vote because the two commissioners with conflicts of interest did not recuse themselves in a timely way -- before they discussed the subject of resident parking revision with other Commissioners. The key is to stop DPW from voting on this issue. If it can be postponed (indefinitely, or for a year or two) in order to start the process over some time later, with public meetings that are not a farce and real public comment periods, and benchmark data that is valid and not misleading and supportive of a pre-determined outcome, and common sense recommendations, then we will be better off than the outcome under this administration's plan. Thank you!

Email Addresses for Proposed Letter Re: Residential Parking Program

Stewart Bierce, stewartbierce@gmail.com, Cliff Street

Provided below are the email addresses you'll need to contact the Mayor, City Council and the DPW Commission about 2 DPW commissioners' conflicts of interest and how their influence has potentially tainted other commissioners' opinions prior to voting on the residential parking study recommendations.

mayor@burlingtonvt.gov

City Council:

sbushor@burlingtonvt.gov; mtracy@burlingtonvt.gov; sgiannoni@burlingtonvt.gov;
kwright@burlingtonvt.gov; cmason@burlingtonvt.gov; kpaul@burlingtonvt.gov; tayres@burlingtonvt.gov;
arroof@burlingtonvt.gov;
scolburn@burlingtonvt.gov; dhartnett@burlingtonvt.gov; jknodell@burlingtonvt.gov;
jshannon@burlingtonvt.gov

DPW Commission:

ralberry@comcast.net; tikiskis@yahoo.com; asa.hopkins@me.com; tps@mc-fitz.com; soverby@sover.net;
jeffpadgett10@gmail.com; JLBarr@aol.com

I see the emails flying about parking. Just to let you know....I'm not opposed to the concept. I think it's interesting, and homeowners don't own the street in front of them. It seems weird to have parking areas vacant at times/locations when there is very high demand. I want Burlington to be larger, more urban and denser. We're the only real city in Vermont but most of the city has density similar to a suburb. To do that sustainably, we need to allow for folks who don't own cars. That makes the city better for everyone. Parking minimums shift parking costs to everyone, including people who don't own cars. If we can lower development costs for development that encourages car ownership at lower levels than we presently have, I think it's a good thing.

I'm not an expert on this, but I wanted you to know that some of your constituents are open to the concept.

Daniel Scheidt, 6/29/15

Housing and Parking

Gloria DeSousa, vermontspirits@gmail.com, Glen Rd, 7/1/15

Housing and Parking

Mark Addison, markaddison428@gmail.com, South Prospect Street

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parking. This will result in more density, more on-street parking congestion, and cause other adverse impacts in residential neighborhoods.

In terms of creating more affordable housing, will landlords reduce what they charge for rent when they start earning more rental income from the additional tenants in each building? Obviously, the answer is "no, rents will not be reduced." Therefore, the reform of the residential parking system will not lead to more affordable rental housing in Burlington. But it will probably lower the value of single-family homes near UVM, Champlain College, the hospital, and downtown. Is this the goal of the developers and UVM?! I am sure UVM and the developers would like to take over our neighborhood (on the cheap).

Resident Parking Meetings

Gloria DeSousa, vermontspirits@gmail.com, Glen Rd, 7/1/15

Event: Jul 7, 2015

Just a reminder of the upcoming meetings on this parking issue. It may seem like it's only a Hill Section problem, but it may not be. Please see my other post.

The final Advisory Committee meeting is next Tuesday, July 7th from 6-8pm at the Fletcher Free Library. The next DPW Commission meeting is July 15 at 6:30pm in the DPW Conference Room at the entrance to their building at 645 Pine Street. The Commission's July agenda will include a discussion of the resident only parking study. An agenda of the meeting is posted online no less than a week before the meeting.

Here is the link to their page when the agenda is posted:

<http://www.burlingtonvt.gov/DPW/Commission/Agendas> I am against the proposal of selling resident parking to commuters.

I thought some of the reason for all this development that the city readily approves, is to prevent suburban sprawl but on the other hand, the city is encouraging commuting by allowing it to be easier to park.

Why is this issue being posted only in the Hill Section FPF? when it seems to be more of a guise to allow developers to develop without regard to off street parking, therefore more profit. It applies to the whole city, not just the Hill.

Does the city propose selling more parking spaces than there are spaces? How do they figure out how many spaces to sell?

I thank Karen Paul, Chapin Spencer, Nicole Losch and others, who have been concerned and listening to the residents. I applaud you for having to be the front line for maybe something you had no part in, and have to take the brunt.

Resident Parking Conflict of Interest

Pike Porter, pikeporter@gmail.com, S Prospect St, 7/1/15

I've read several times now that there may be a conflict of interest if Tiki Archambeau voted on the change of resident parking. The recent argument read:

"Mr.Archambeau, as a landlord, has incentive to vote Yes on recommendations that will create more access to on-street parking permits because this will potentially allow him to increase the number of tenants in his rental properties and his income as a landlord."

I'd like to point out that Mr. Archambeau voted in favor of adding resident parking spaces when I requested resident parking in front of our house to help reduce the late-night noise and damage to the green belt. Moreover, tenants, as residents, have the right to obtain resident parking stickers so a loss of resident parking would not help Mr. Archabeau or his tenants. I personally see no conflict of interest just because Mr. Archambeau owns rental properties.

Mr. Barr should certainly should not vote.

Thank you Chris for reaching out and sharing your thoughts.

Yes, it was our intent to get the draft residential parking program report out earlier. That said, we are not going to rush this now that the draft report is out. We know that this topic is of great importance to many, and with such a comprehensive review of the residential parking program we all need the time to understand and fully vet the recommendations.

We have decided to keep this Tuesday's Advisory Committee meeting that had been previously set to prevent any confusion and begin the community conversation on the draft recommendations. Given the short timeframe between the issuance of the draft report and this upcoming Advisory Committee meeting, we are fully prepared to host another follow up Advisory Committee meeting after the committee and the community at large has time to fully digest the report.

In addition to the Advisory Committee meetings, there will be other opportunities to learn about, and comment on, these recommendations:

- One such opportunity will be the Wednesday, July 15th DPW Commission meeting. The meeting will start at 6:30pm. It will be held at 645 Pine Street unless we determine a bigger meeting room will be needed. The agenda, the confirmed location and this full draft report will be posted online this coming week (<http://www.burlingtonvt.gov/DPW/Commission/Agendas>). The Commission will be learning about the draft recommendations, offering the opportunity for public comment, and beginning their review. The Commission will not be taking any action at the July meeting.
- Another opportunity will be the public coffee hosted by Councilor Paul and Mayor Weinberger at The Spot this Thursday July 9th at 8am. This will be a smaller, more informal gathering to discuss your thoughts with Burlington political leaders.

As the City Council has charged the DPW Commission with regulating parking, the DPW Commission will be the body that will be voting on this report. The Commission will not vote on this report any earlier than its August meeting — and it may be later. It is also important to note that even once the report has been voted on, it is just a report with recommendations. To implement the substantive recommendations, the DPW Commission will need to hold subsequent meetings where specific revisions to City ordinance will need to be reviewed, opened for public comment, and approved. We have heard the concerns raised about potential conflict of interest issues for individual Commissioners — and the Commission will discuss this topic at their upcoming meeting.

Lastly, I have limited this email to a discussion of process since there is a quorum of DPW Commissioners on this email thread and I do not want to violate the Open Meeting Law. I'm happy to discuss the substance of the report with anyone off this large list. Chris, I hope this addresses some of the issues in your email. Thank you again for your desire to ensure a good process.

Best, Chapin Spencer, 7/5/15

Resident Only Parking

Karen Paul, paulfin@sover.net, City Council Member, Ward 6, Burlington, 7/6/15

Dear Neighbors,

In view of some of the posts on this forum and others in Ward 6, I would like to respond and clarify the resident only parking study and draft report process.

Some on this forum have asked how I will vote on the draft report and its recommendations. The resident only parking program falls under the authority of the DPW Commission. I have a letter from the City Attorney offering guidance on this issue which I am happy to forward to anyone. In our Charter, the DPW Commission "shall...have the power to regulate the parking, operation and speed of vehicles and

pedestrian and vehicular traffic on the public highways of the city, including such ways, streets, alleys, lanes or other places as may be open to the public." This is why I have posted on several occasions about DPW Commission meetings and have given you the names and email addresses of the Commissioners. (This provision is in Part 1 Charter and Related Laws, Title III (58)(b).)

I have seen a post that asserts that City Councilors should keep their constituents fully informed early in the process. I completely agree and have tried in my years on the Council to do just that. The residential parking study began with the first meeting of the parking advisory group at the end of last summer. The meeting was posted on FPF. The advisory group has met twice. I posted advance notice of the public kick-off event in November as well as the second advisory meeting on FPF. I posted a report on the second advisory meeting and offered a copy of the "Strategies for Consideration" to anyone who emailed me (and many did.) I posted over a month in advance and then followed up with two more reminders of the public forum on this study in April. Thanks to the efforts of Judy Barber and Maryanne Kampmann, we had a well-attended and successful event on this issue on Robinson Parkway in May. We posted this event numerous times on FPF. Throughout this process, I have followed up on emails I have received on this topic (and any other topic) as promptly as I can. Some have said they felt public meetings were not venues for genuine engagement. I have done my best, as evidenced at the public meeting in April, to influence the process when residents have felt they were not being heard.

Over the past few months, I have done my best to communicate to DPW staff what I have heard through public meetings, conversations and emails with many residents regarding the resident only parking study. As a community, we must balance the needs of our expanding and creative economy and the desire of many to live, work and play in our City with the equally important need to maintain our quality of life and sense of community that makes Burlington special. Our sense of community is an integral part of why people want to spend their lives here. My first priority is to respectfully represent my constituents and to listen to you. To that end, I am supportive of a policy on this issue that will protect the quality of life you have come to value. Maintaining the "resident only" parking aspect of the program as it now stands is one way to accomplish that goal. At the same time, I do believe that there are other strategies in the study that would make the program more effective, efficient and fair. I look forward to the discussion in the weeks to come.

I wish you all a happy 4th of July weekend.

My best, Karen

PS Just another reminder: The final Parking Advisory Group meeting will be July 7 from 6-8 at the Library. The next DPW Commission meeting will be July 15 at 6:15pm in the DPW Conference Room. There will also be a morning coffee with the Mayor at the Spot on July 9 from 8-9am. I hope you can attend one of these events.

Resident-Only Parking in the Neighborhoods

Charles Simpson, charles.simpson@plattsburgh.edu, Summit Ridge, 7/6/15

I want to thank Karen Paul for keeping the residents of Ward 6 informed of the various meetings on parking. I appreciate that she has stated her position but I would have liked her to have said that she is opposed to any changes in the present map for resident-only parking or the process that residents can apply for such a designation..

I was at the Ruggles House meeting she mentions were 50 or so neighbors listened to Chapin Spenser's presentation on behalf of DPW and roundly and unanimously rejected his arguments. Resident said that a number of problems had been solved by resident-only parking---students monopolizing curb space to avoid UVM fees and then cutting through yards to the campus; the fact that some houses lack any drive ways and need nearby curbs, the fact that some residents are handicapped and need nearby parking, the fact that some streets, Robinson Parkway in particular, are very narrow and access would be difficult for fire trucks if the curbs were fully utilized.

Karen Paul informs us that no directly-elected official will make the parking plan decision. It is in the hands of the DPW Commission. For an issue of wide-spread impact and of great concern to the public this seems undemocratic and I hope that she protests this bureaucratic end run. That puts the decision in the Mayor's lap. He must take the heat as the one ultimately responsible for DPW. I hope residents in the hill keep this in mind as the mayor continues in his political career.

Karen Paul talks of a "balance" between residential quality of life values and economic growth. That obliquely brings up the demand side for changing resident-only parking. This question--"Who wants the change?"--was on the minds of many of those at the Ruggles House meeting. But Karen doesn't address this. In fact, as the downtown parking analysis process makes crystal clear, the "demand" comes from the City's wish to relieve downtown developers and land speculators of the onerous costs of building off street parking by ordinance. That is, of doing their fair share. Let the market decide on off-street spaces downtown, says the City in Plan BTV. Existing owners of off street parking will be able to cash in by leasing out any unused spaces and new developers will be able to build the minimum they anticipate the market requires while the transportation impacts of an expanding economy--keep those 1500 students living at Church Street and St. Paul in mind--will be accommodated not by peripheral municipal garages that developers could be assessed to support, not by additional mass transit--bus or rail--, not by asking UVM to do what Champlain College has done, that is, house all staff and student vehicles in their own peripheral lots. No. The solution will be to seize the "underused" curb spaces on the Hill.

Keep in mind that Ward 6 lacks any public park space at all; that its many streets, especially dead end streets, are defacto play areas for children. Doesn't matter. They will become parking lots and generate a tiny revenue to the city in place of the much more substantial levy that could be made on developers for the construction and maintenance of peripheral and core parking garages.

While on the subject of parking accommodations, it is progressive that the city envisions bicycle parking as a requirement in new construction. Perhaps one way to help pay for this would be a mandatory bicycle registration system with the fees going to pay for bicycle-related infrastructure--the bike path, bike racks, bike lanes. Or is this issue something that is also out of the hands of our elected representatives?

Charles Simpson

Questions for Karen Paul (And Joan Shannon)

Mark Addison, markaddison428@gmail.com, South Prospect Street, 7/6/15

Karen,

After reading your FPF post of 7/2/15, we are still trying to figure out exactly what you support and don't regarding residential parking. Please, can you respond to these questions with respect to Ward 6? Please address each question separately. Thank you.

1. In your opinion, do you think that commuters should be able to park during certain times of the day in areas that are currently designated as resident-only parking? Why?
2. Are you thinking that it is okay for city to sell on-street parking permits so that commuters can park on our residential streets, where there is resident-only parking, during the day and then allow only resident parking in the evening?
3. What are your thoughts about public parking on our residential streets on the weekend?
4. On which residential streets, where there is currently resident-only parking, do you support for-pay public parking?
5. On which residential streets, where there is currently resident-only parking, do you support no public parking ?
6. FYI .. all the dorms and other buildings on UVM's south campus use a 300-400 South Prospect Street address. Do you think that students who live in the 300 or 400 block of South Prospect Street should be able to buy parking permits to park in front of the single-family homes in the 200 block of South Prospect Street?

7. Do you think that UVM visitors to the Alumni House should be able to park on Summit Street and/or South Prospect Street, south of Maple?
8. Do you think that UVM visitors to the sports complex and UVM's other event centers should be able to park on South Prospect Street in areas that are currently resident-only parking?
9. When the Mayor nominated Jim Barr to the DPW Commission, and sought City Council's approval of the new people joining the DPW Commission, why didn't you oppose Jim Barr's participation on the DPW Commission, or set limits regarding his participation in the discussion of the city's revision of the resident-only parking? You have known for a long time that Jim Barr is UVM's Director of Transportation and Parking. And you knew that the DPW Commission would be voting on the revision of the residential parking program. Therefore, it would have been obvious to you that Jim Barr's extensive participation in this process, because of his role at UVM, is a huge conflict of interest. Why didn't you suggest in a timely way that Mr. Barr recuse himself from participating on the Residential Parking Advisory Committee and recuse himself from voting on the residential parking program revision as a DPW Commissioner?
10. Going forward, it would be helpful for you to provide us with "red-flag" messages regarding city topics that you anticipate or know from experience are going to upset many Ward 6 residents. Just telling us the meeting dates, locations and where to find the meeting minutes is not sufficient. We expect you, in your communications, to explain early-on what the impact might be on us so we know when it is necessary to get involved.

For example, in February 2015, most people were surprised to learn from a citizen FPF post that the city is thinking of selling parking permits to the public for use in resident-only parking areas. But you could have told to us this 6 months earlier (in August 2014) as a red-flag messages via your posts to FPF and in your newsletters.

11. Do you support having the revision of the residential parking program put on hold?
People are asking that the study about residential parking be put on hold in order to remedy problems that have occurred to date – such as: public meetings with no public comment period (November 2014); UVM (Jim Barr) and Champlain College management reps on the Residential Parking Advisory Committee; CCRPC reps on the Advisory Committee for Downtown Parking revision and Residential Parking Advisory Committee, facilitating NPA Ward 6 meetings, and on the Planning Commission (TOO much influence); the conflicts of interests on the DPW Commission, and the fact that some of the discussions of residential parking by the DPW Commission have not been open to the public, and a consultant report that ignores public opposition to the consultant's recommendations because it was written to support what the Mayor wants to do.

12. What "zoning agreements" is the Mayor considering with respect to either UVM or Champlain College? You mentioned this in one of your emails to a neighbor. Here is an excerpt from one of your emails to a neighbor: "Miro leaves tomorrow for a week overseas and when he returns, I will move forward with public hearings on the fee for service and zoning agreements."My best, Karen"
We appreciate the info you've provided, the Robinson Pkwy meeting, and that you forced the city to provide the public comment period in the April 2015 meeting.

Residential Parking Management Plan Draft Released

Karen Paul, paulfin@sover.net, City Council Member, Ward 6, Burlington

Dear Neighbors,

I just received the draft plan. It's in PDF form. The plan is 105 pages long in total. Recommendations begin on page 65. I have not seen the plan posted on the DPW website at this time. If you would like the PDF, please email me and I will send it to you this weekend.

My best, Karen

Thanks Cliff.

Regarding your input on potential conflict of interest issues, the Commission will be discussing this at their upcoming meeting. I have asked a member of the City Attorney's office to make themselves available to Commissioners beforehand and to attend the meeting for guidance.

Best, Chapin Spencer, Director, 7/6/15

From: Clifford O Morgan III
Subject: Re: Residential parking

Chapin,

Could you also comment on the broader procedural question of how the Director of Transportation at UVM and a landlord with substantial properties across our city were appointed to the DPW Commission to begin with? It seems they could often have conflicts of interest with DPW matters. Even the perception of conflicted interests builds distrust between residents and the City and is not in keeping with the Mayor's stated goal of increased transparency.

Thank you. Cliff

Subject: Re: Residential parking

Chris,

To answer your question, the Burlington Residential Parking Advisory Committee meeting will take place at the Community Room of the Fletcher Free Library from 6:00-8:00pm on Tuesday.

Regarding your input on potential conflict of interest issues, the Commission will be discussing this at their upcoming meeting.

Best, Chapin

From: chris flinn
Subject: Re: Residential parking

Thanks Chapin,

That helps frame our way forward.

Unfortunately I will not be able to make the informal meeting on the 9th because I will be traveling and the 15th in my daughter's birthday so I am a long shot on that day. I will submit comments in writing even though they are less effective than a voice. Where and when is the advisory committee meeting tomorrow? I would also imagine we will meet again on this topic separately.

Lastly we spoke on this when we met a few weeks ago and I feel it should be mentioned again Jim Barr should recluses himself from the DPW commission during this discussion; he is acknowledge in the report twice once for UVM which he is the director of transportation & parking as well as a Public Works Commissioner. There is a direct conflict with his roll at UVM and representing them in the development

of this draft report and he should sit out any discussion moving forward.

Chris

Proposed Residents - Only Parking Changes

Mary Grinnell, grinnellm@gmail.com, Robinson Parkway, 7/7/15

I have sent the following message to Karen Paul and I am in full support of all the comments opposing proposed changes to residents-only parking.

Dear Karen,

I will add my voice to those of my neighbors in expressing disappointment in your statements about how willing you are to fight for the will of the voters in Ward 6. I realize that the DPW Commission will vote on the consultant's recommendations but if you were absolutely opposed to any changes in residents-only parking, that would send a clear message of your constituents' concerns. As for sending the 165 page report, it would be very helpful if you also provided a synopsis of the report. I don't think we all need to read a hundred plus pages.

Finally, I hope you and the mayor know that residents-only parking is a major factor for voters in assessing how well our elected officials are representing our interests. Instead of coffee at The Spot, you and the mayor should set up a meeting at City Hall that would be convenient for all Ward 6 residents.

I was not able to make the meeting last night, but have attended several meetings about the impact of parking in neighborhoods, specifically Flynn Avenue parking. Not only has parking on Flynn near Oakledge Park created a very serious and dangerous situation, but also has directly impacted my neighborhood of Lake Forest. Our road, Lake Forest Drive, is a private road maintained by the homeowners and not the city. As a result of the congestion near the entrance to Oakledge Park, many homeowners from surrounding neighborhoods (Ledgewood, Southwind, RedRocks and South Cove Road) want to avoid that section so they cut through Lake Forest to get to Oak Beach Drive or Flynn Avenue. Even city vehicles cut through our neighborhood at times. On top of that, we get the people looking for a parking space on Flynn and using Lake Forest Drive as a turnaround area. This additional daily traffic from May through September is taking a toll on our road. In addition, many drive at speeds too fast for a private community whose homeowners, children, grandchildren and dogs are out and about visiting one another.

I recently was on the bike path going through the Lakeside community and noticed a gate in the fence by the rr tracks. People walking through that area said they had parked on Sears Lane and were walking to Oakledge Park. A few days later as I was driving down Pine Street I passed Sears Lane and had a quick glance down it. Would Sears Lane be a possible alternative to parking on Flynn Avenue? Between the businesses and residential areas along Flynn Avenue with the narrowness of the street, it can't handle two-way traffic, a parking lane and a bicycle lane and it's just a matter of time before a very serious accident happens. If parking is banned on Flynn and moved to a location like Sears Lane, you've removed a serious problem on Flynn, helped people get to Oakledge via a safer and less crowded route and removed unwanted parked cars in the Lakeside community. I don't know what the city has planned if anything for the Sears Lane area, but I wanted to inquire because it sure makes a lot more sense than what you have going on right now.

I'd appreciate a response to my inquiry about Sears Lane when you have a minute. I also contacted Nicole Losch about it.

Thank you. Cathy Bughman, 7/8/15

Resident Only Parking

Kathryn Cartularo, kcartularo@gmail.com, Robinson Parkway, 7/8/15

Thanks to everyone for their continued efforts to retain resident only parking in our neighborhoods.

I trust, Karen has relayed our significant concerns to the DPW and the mayor, and as our ward 6 representative supports our request.

I appreciate Karen's offer to send us the PDF file but I fully agree with Mary's suggestion that Karen send us the summary on this topic which hopefully has an outcome plan that continues the current resident parking policy.

Response to Posting Regarding Resident Parking Draft Report

Karen Paul, paulfin@sover.net, City Council Member, Ward 6, Burlington, 7/8/15

Event: Jul 7, 2015, 6:00 PM to 8:00 PM

Dear Neighbors,

One week ago, on Front Porch Forum, I stated in a post that "my first priority is to respectfully represent my constituents and to listen to you. To that end, I am supportive of a policy on that will protect the quality of life you have come to value. Maintaining the "resident only" parking aspect of the program as it now stands is one way to accomplish that goal."

It appears that despite my words of respect for your collective concerns, either there is some misunderstanding or I was not as clear as I should have been in my position regarding what appears to be the most contentious aspect of the recent resident parking management study.

I am not supportive of a change to the resident only parking program that would mandate allowing non-residents to park on streets that are currently covered by the program. The residents of Ward 6 who have contacted me or have spoken at public meetings have expressed to me their desire to maintain resident only parking for residents only. I will honor that strong desire and will be sure to make that position known publicly at future meetings.

Again, as I said on FPF last week, I have worked closely with DPW staff and have done my best to influence the outcome of the draft report in favor of what residents in Ward 6 have expressed. Please note that the draft report does not contain a mandated commuter permit plan.

The report is lengthy and if there are residents who are unhappy that I did not write up a summary for you and attach it to the full report, I felt it was more important to get the report to you as soon as I had it (at 5pm on Friday, July 3) rather than keep you waiting while I read it and did my best to provide a synopsis. I have had plans to be out of town from July 4 until late yesterday afternoon with my family for a year and knew my time to view the report this weekend and write up a synopsis would be limited.

I can understand and appreciate that many of you may not have the time to read the full report. The recommendations begin at page 65 of the PDF (the page is labelled 55 in the PDF but, for some reason is page 65 in the PDF.) The recommendations are 14 strategies covering about 24 pages of the report. Since I cannot post a PDF on Front Porch Forum, I have just completed a synopsis and will post it on Front Porch Forum following this post. Front Porch Forum posts have a 5,000 word limit and my synopsis is 2 pages long. I've tried to be succinct while giving you enough detail. I would still encourage you to read the report as there is more information there than I can give you in several paragraphs. (Please also note that I cannot boldface or highlight in an FPF post.)

In the next few weeks, residents will have the opportunity to talk with the DPW Commission, the Parking Advisory Group, the Mayor and with me and other City Councilors who may attend at the advisory group meeting this evening, a morning coffee at the Spot and the DPW evening meeting next week. If residents feel these three opportunities designed to be at different times of the day and week are not sufficient, I am happy to work to arrange other opportunities to meet. If residents wish to have another meeting with the Mayor, just say the word and I will do my best to set that up.

I will be back on Front Porch Forum shortly with the synopsis.

My best, Karen

Synopsis - Residential Parking Plan Draft Report – Strategies

Karen Paul, paulfin@sover.net, City Council Member, Ward 6, Burlington, 7/8/15

Dear Neighbors,

I have been asked on one forum in Ward 6 if I would write a synopsis of the strategies for consideration in the residential parking plan draft report. The report is lengthy, over 100 pages and the strategies take up about 25 pages. I would encourage you to read the report which gives a lot of the background of the study, I am happy to honor the request for a synopsis.

Synopsis- Residential Parking Management Plan Draft Report - Strategies

The Residential Parking draft report lists 14 "strategies" for possible implementation by the City. They are divided into four categories: technology, parking experience, permits and pricing, and administration and petition process. The strategies are listed according to their general category accompanied by a comparison study using the four 'case study' cities of Ithaca, New York, Charlottesville, Virginia, San Luis Obispo, California, and Boulder, Colorado.

In the next two pages, I will attempt to summarize the strategies. The last strategy concerns a pilot program for commuter parking permits allowing streets to opt-in to the pilot. I have cut and pasted that strategy into this synopsis so you can read it completely here without having to read the entire report (though I would encourage you to read the recommendations in full if you are able.)

The first strategy is to encourage and improve sustainable transportation modes. The City, the strategy says, must provide options for non-single occupancy vehicle trips which will reduce traffic and on-street parking demand. The way to do this is to encourage CarShareVT, more mass transit, bicycle routes and walkways. The report notes the complaints heard from residents related to the institutions "spill over into nearby residential neighborhoods" and says the "institutions should continue to discourage single use trips and work with CATMA and other transit demand management policies." The second strategy encourages satellite parking on campus and incentivizing parking in remote lots. The study encourages the City to work with the institutions to get students who park in neighborhoods they are living in to park in remote lots. The study says there are a number of students who come to school with a car but the car remains on resident only streets without moving for days at a time. Establishing remote lots with access at little or no cost or some other incentive program (some ideas are in the report.)

The third strategy discusses the need to establish residential parking permit periods based on parking demand. This is about specifying hours, days and/or months when residential parking permits apply to address local variation in parking demand. In some parts of the city or in some neighborhoods, there are ebbs and flows to parking demand. What this strategy is saying is that when there is not high demand, the City "should not expend additional staff time and resources to enforce parking restrictions in those areas." The fourth strategy addresses the issue of signage and making sure that all drivers understand the parking restrictions.

The report moves on to detail nine new City-wide residential parking strategies. The first of nine (strategy 5) is the implementation of an online and/or mailed residential parking resources. What this means is in the short-term allow residents living in residential parking areas to download the resident parking application and renewal form online. This would save residents time and would eliminate residents being limited to daytime business hours to go to the police station to apply and renew permits. Residents could print them, complete them and mail them from their home. In the long term, the study encourages an online system to renew parking permits with payment by credit card or banking account. Along the same lines the next strategy (6) encourages more user-friendly web tools and printed materials. The City website should provide information on why residential permits are established and how to petition for new residential parking blocks. The next strategy (7) encourages the City to invest in License Plate Recognition technology to eliminate the need for paper parking permits and other outdated processes. This would allow for reduced staff time needed to administer, monitor and enforce the program and make it easier for residents to manage their accounts online.

The eighth strategy acknowledges the use of public space for resident on-street parking and encourages the City to consider charging for residential parking permits. The cost is proposed to be \$10 for the first permit within a dwelling unit, \$40 for the second, \$80 for the third and \$130 for the fourth. There would be a quarterly resident permit cost of \$5, \$20, \$40 and \$65, respectively. It is thought that this would discourage residents from obtaining more permits than needed and to be able to use generated revenue toward administering, enforcing and improving the program. The ninth strategy is to establish a maximum number of four transferrable parking passes per dwelling unit. Rather than permits on cars as is the case now, the passes would be transferrable so both residents and guests could be accommodated. To allow parking for people who have business at a residence (contractors, at-home care professionals, for example), a 30 day and one year pass system would be established. This is the tenth strategy. 30 day passes are proposed to be \$10 and an annual in-home care pass would be \$10.

To make administration less cumbersome, the eleventh strategy would establish fixed expiration dates on an annual and quarterly cycle. Again to simplify administering the program, the twelfth strategy would allow approved property owners to apply for, distribute and enforce a set number of passes from the City to their tenants. The report suggests a pilot program for one year "giving a handful of reputable landlords" this option.

The thirteenth strategy is to establish residential parking areas, walkable areas, rather than streets. The current system has created issues for corner properties, who have received mixed information on whether they can get a permit for either street or only the street which their front door faces onto. The City has also received complaints that residential parking overcrowds non-permitted areas from residents who live on unrestricted streets adjacent to permitted streets. To alleviate these concerns, the report suggests creating tightly bounded parking areas on resident-only blocks to allow residents to park not only on their street, but within a walkable radius of their home.

The last strategy is to establish a commuter permit program as a pilot. Since this strategy is key to the draft report, I am copying the strategy in its entirety so you can read it, as follows:

Strategy #14: Establish Commuter Permit Program (Pilot Program) This would be to balance parking needs and generate funds for neighborhood/transportation improvements, the pilot would be to offer a limited number of commuter permits on specific permit-restricted blocks that have demonstrated surplus parking during complementary times. A critical component to the success of the Residential Parking Program is to recognize that each neighborhood and block has unique parking needs and demands. Some form of targeted strategy may be necessary at a block level to allow flexibility for custom-tailored solutions. One of the goals of the Residential Parking Program is to be market-responsive and recognize that land uses may change over time and parking management will need to evolve to respond to new parking demands. To manage the City's on-street public spaces, particularly in areas that are appropriate for shared parking opportunities between residents and commuters, the City may propose to allot a specific number of commuter permits on a specific block or neighborhood area. This strategy is considered only for areas that have a parking surplus largely during daytime business hours.

A parking surplus is demonstrated when BPD Parking Enforcement staff notice a pattern over the course of a fall or spring month where less than 50 percent of on-street spaces are occupied at specific times of day or days of the week. This information should be relayed to DPW staff who would then conduct a parking count on those blocks, during the specific period where parking counts are low, to verify utilization.

DPW staff then prepares a memorandum documenting the parking count and analysis to the Public Works Commission. The Public Works Commission then decides whether or not they would like to propose an add-on strategy to use the excess parking spaces in the specific residential area or block for commuter parking passes. With data on the availability of parking and the number of surplus on-street public spaces in a given residential area or block, the Public Works Commission and other City staff (such as DPW and DPZ) would determine: The geographic, time, and capacity limits for commuter passes;

Cost-benefit analysis for implementing a commuter pass system for specific blocks, including potential revenues. Proposed neighborhood improvements that could be made using the generated revenues (if applicable).

All of this information would be posted and followed up by a Commission hearing that is open to the public for feedback. The Public Works Commission and other City staff then meet following the public hearing and petition process to determine whether to adopt the strategy.

To ensure neighborhood livability, please note these key elements of a commuter parking pass program:

- The number of commuter permits per zone or block (existing or future) would be limited to attain approximately 85% on-street parking occupancy during peak daytime periods. The City would conduct counts during peak periods in the identified area to determine the 85% occupancy inventory.
- For existing RPP zones, property owners can petition to opt-in to the commuter permit pilot through a process where 51% of property owners on the block vote to participate.
- For newly-proposed RPP zones, commuter permit pilot participation can be required should the DPW staff and Commission determine that the street/zone has additional daytime capacity up to the 85% occupancy goal.
- Commuter permits would be limited to daytime work hours (e.g. 7:30am to 5:30pm) to provide more on-street availability for residents during the evening and overnight.
- Each unit in RPP zones participating in the commuter permit pilot will have the opportunity to get their first three residential parking passes free of charge — up to an \$130/year savings.

It is recommended that this strategy be implemented as a pilot program, to allow residents to adjust and for the City to determine whether additional adjustments are needed. The City recognizes that the proposal for a commuter permit program has generated a lot of concern from residents in existing Residential Parking Program zones.

Given this concern and given the need to better understand the commuter permit opportunities and challenges, this report does not recommend RPP-wide commuter permit implementation at this time. A 2-3 year commuter permit pilot program is recommended to help the City understand the opportunities and challenges.

Pricing for commuter permits would be significantly higher than for residential permits. Pricing will also be coordinated with institutions that have their own parking pricing systems so as not to compete. A fixed number of permits would be available on a quarterly basis and the permits would be sold on a first-come, first-serve basis.

A pilot program would determine how effectively this approach balances neighborhood livability and non-residential parking needs in the city; determine the operational issues with such a program and the public's demand for commuter permits; and determine how much additional revenue from out-of-town commuters could be generated for the City's street and sidewalk capital needs.

The pilot would be reviewed at 2-3 years to determine whether to terminate, continue, or modify it. The Commission could exempt new proposed RPP zones from participating if there were street design

considerations or other considerations that would make such implementation unsafe. Following adoption of a commuter parking program if parking availability drops considerably for residents and becomes problematic, residents may alert DPW staff, who would follow-up with a parking count and adjust the boundary, time, or number of commuter permits accordingly. If the pilot goes well, City staff will consider an expansion of the commuter permit program into all RPP areas. (end report)

These are the 14 strategies in the draft report. I encourage you to read the report, attend a meeting if you are able, communicate with the members of the DPW Commission and please be in touch with me as well.

Thank you for your patience.

My best, Karen

The benefits of Henry Street residential parking will be destroyed if the city moves to parking by areas instead of by street. All residents of Henry Street should be allowed parking passes, not draw a line at Weston St.

- Change of street scape - I disagree with the goal of 85% parked cars on city streets. Our streets should not be parking lots especially for nearby streets. Parking is the responsibility of landlords/private developers.

- Noise - Tenants from surrounding neighborhoods are not always the most quiet when they drop off and pick up their cars.

- Safety - Parked cars on the street are a hazard to bicyclists and pedestrians.

- Blocked driveways - The city needs to tighten up this area. Police tell me they will not do anything unless a car is parked one third of the way into a driveway.

Where is the strategy for Illegal lawn parking and loss of green space?

- Acres of green space which is protected by lot coverage limits has been turned into parking lots. No relaxation of parking requirements should be made until these legal, environmental and aesthetic violations are corrected.

These parking policy changes will impact the quality of life for residents of all ages and incomes. A change of this magnitude should not be made by appointed commissioners.

Sincerely, Caryn Long, 55 Henry Street, 7/14/15

I will not be in attendance tomorrow night for the meeting because it is my daughters birthday and the fact that Chapin has stated no decision will be made on this. It is my hope to get written comments out today on the draft study to you prior to the meeting. Lastly as you are aware there is a strong sentiment that Jim Barr should step down from this because of his direct conflict of interest because of his position at UVM.

Thanks for your understanding of my family choice here.
Chris Flinn, S. Prospect St., 7/14/15

Please, I would like to share with you my view on this conversation.

Unlike some other opinions I've heard, I'm not asking for Jim Barr to step down. Instead, I'm asking that no one currently on the DPW Commission vote on the residential parking recommendations. The DPW vote needs to be postponed indefinitely for two reasons:

1) Mr. Barr was instrumental in developing and/or shaping many of the recommendations in the Residential Parking Advisory Committee report. Most of these recommendations reflect Mr. Barr's bias to help UVM at the expense of residents.

2) According to one DPW Commissioner, the commission has already extensively discussed the topic of residential parking reform. This means that Mr. Barr has very likely tainted the views of other commissioners. So, in my opinion, it is not sufficient for Jim Barr to not vote. None of the commissioners should vote.

The city might suggest that the solution is to have Mr. Barr not vote. But this fails to remedy the bias, the conflict of interest, and the influence he had as a member of the RPAC. Because he participated on the RPAC, the recommendations are skewed. So the process was broken from the start; and the solution is to re-write the report.

There are other reasons as well to re-write the report, including: inaccurate, misleading, and false benchmark data, public meetings without public comment periods (November 2014), predetermined outcomes, ineffective reflection of public concerns and priorities in the RPAC report, and a consultant beholden to the city for future contracts and revenues. There has been an attempted end-run in order to maximize profits and revenues for developers, institutions, and landlords; and too little focus on reducing parking congestion, protecting and enhancing neighborhoods, safety and quality of life.

The vote should be delayed for at least 3 years .. or until all the current commissioners have changed over. But that doesn't mean we do nothing. We need to reduce parking congestion and improve quality of life on a street by street basis as long as it doesn't involve helping UVM, Champlain College or developers use our streets as their commercial parking lots.

Thank you all for considering this.

Best regards, Barbara Headrick, 7/14/15

From: mmoore

To: Chapin Spencer

Subject: city residential parking policy

Dear Spencer,

I am writing to urge the city to retain resident only parking in residential neighborhoods in the city, and to continue to designate areas in need of this to protect quality of life for residents, owners and renters alike. For 10 years, I lived on a residential street near downtown without resident street parking, and it was more than just problematic or inconvenient. Cars came and went at all hours, blocking my driveway, double parking, parking IN my driveway, leaving behind trash, etc. A key characteristic of most of these cars is that they belonged to people who didn't live on our street, or nearby and consequently they were less likely to know to watch for kids playing, seniors walking, bikers commuting, etc.

At our prior home, near the corner of Pearl/Willard, it was nearly impossible for me to find a spot on the street, or nearby streets, much less in front of my house. I instead chose to park ½ mile away at a rental property. The street on which I currently live does have limited resident only parking, and the difference is night and day. Safety, convenience, quality of life, are all improved. And I know the people that get out of the cars, and that matters for peace of mind and a sense of community. Knowing your neighbors promotes respect and it creates, well, a neighborhood. It might be a stretch to say that residential parking makes a neighborhood, but it does promote a residential neighborhood that is safe, livable and enjoyable.

I strongly disagree with turning residential neighborhood streets into fee-for-use parking lots. Designating downtown district streets, public parking lots, and institutional areas with fee-for-parking is fine, but residential neighborhoods must be preserved for the residents. What next, renting out the green strip in front of my house? Monetizing a public asset can be a way to increase revenue, but charging for the same thing twice is simply not fair. We already pay for parking. We should not pay for it twice.

Our neighborhood hangs in the balance, and this policy would tip the scales in the wrong direction- from a livable community towards an unlivable one. My family moved recently largely because the noise, parking, trash, public indecency, etc. became intolerable. All these things are related to people parking on a residential street on which they do not live, and we residents absorb the negative effects.

I own rental property in residential areas near downtown; I work in real estate development; I serve on a city board that reviews development, so I understand the value of parking and how it can influence development. But I also know that it is not difficult to receive waivers for parking requirements, so I'd like to know the reason for this proposed policy change. Is it to raise revenue? Encourage development? Focusing on the few existing residential areas that remain livable is the wrong place to look.

The city should keep doing the many good things it is doing that entice us to stay, rather than give us reasons to leave. There seem to be other ways to raise revenue and increase housing without damaging the neighborhoods that make Burlington such an attractive and desirable place to live in the first place. Thanks for your long time service and work in our community and I trust that you and the commission will consider my concerns.

Sincerely, Matt Moore, Henry Street, 7/15/15

Thank you Matt. I appreciate you taking the time to share your views on the draft recommendations. The current draft plan does not propose to remove any residential parking areas nor does does not require any commuter permit participation for existing residential parking areas. The plan does suggest exploring/piloting management tools that may be able to allow streets to be more flexibly used by various users. The commuter permit concept, as recommended, is only a pilot and would only be considered in areas that don't have 85% on street parking occupancy during peak times — and the number of commuter permits that would be issued would be capped up to the 85% occupancy.

I agree that we need to manage parking carefully and I look forward to the ongoing community conversation about how best to do it. We will receive additional input at tonight's DPW Commission meeting. After that we'll review the input and make additional revisions. Then there will be another Advisory Committee meeting and another presentation and public input session at the DPW Commission (either August or September). Once the Commission votes on the general plan, each recommendation that requires an ordinance change (most recommendations) will have to go through another round of

public meetings to review specific ordinance language and vote on those specific changes. There is a lot of process ahead.

I'm copying Peter Keating who is collecting all the public comment on the draft plan. Thank you again for offering your input.

Best, Chapin Spencer, 7/15/15

I am a resident of Henry Street in Burlington and have been concerned with the position the City of Burlington has taken regarding parking in it's residential neighborhoods. I am especially concerned with the objective of the city to raise revenues on the backs of the neighbors who live in these neighborhoods. We already have a parking crisis in the city with limited places for residents to park, creating stresses often seen in much larger cities like Boston and New York.

It is difficult for me to believe that Burlington is actually considering taking the very limited and coveted spaces in front of peoples homes and putting them up for sale to non-residents in order to make extra income for the city. Imagine driving into City Market's parking lot and *never* being able to find a spot. You would at least be fortunate enough to have other options, perhaps to go to Shaw's or Price Chopper further outside of town. It's not so easy when you try and go *home* and can never find a spot because some one from Hinesburgh or Richmond paid the city to use the spot in front of your house. Convenient for the coffers of the city...pretty sad for the residents of Burlington.

I also feel this process should be reviewed by an elected official and not be set up through a committee without the public's opinion considered. The city streets should not be turned into a public parking lot whose revenues benefit the city and leave the neighborhoods suffering the consequences of fighting each other daily for the ever shrinking number of parking spaces.

Scott W. Richards, 96 Henry Street, 7/15/15

I have recently learned about the Proposed Parking Plan to change the current residential permit parking zones. I am very concerned about how this impacts neighborhood quality of life AND the fact that an appointed commission rather than elected officials will decide its fate.

I have been a resident of Henry Street these past 15 plus years. Residents on our street have had to be continuously vigilant about neighborhood quality of life issues especially given the quantity of student occupied apartments on adjacent streets. I am **very concerned** that our wonderful community here on Henry Street will be negatively impacted by allowing parking permits to be sold to non-residents. The safety and care of our neighborhood children, the visual environment, noise, and access for residents will be impacted by your proposed plan. Simply put, we do not want to become a parking lot to raise money for the city. We hope that city officials are here to help us maintain the quality of life that we currently enjoy. Surely there are alternative ways to raise revenues and reduce the parking needs that do not threaten to erode family-friendly neighborhoods.

Please broaden the discussion to include public debate and our elected officials on this very important topic. The integrity of our neighborhoods hinges on a thoughtful way forward.

Respectfully submitted, Kathleen Donohue, 96 Henry Street, 7/14/15

I am writing to express some concerns and share information with regards to the proposed residential parking changes. I am a resident on Henry Street, which currently has daytime residential parking restrictions.

- 1) I think that utilizing residential streets with daytime permits paid for by non-residents is a great concept and if applied thoughtfully can be a win-win.
- 2) I think that charging residents for parking permits is a smack in the face, especially with the tax bill I just opened. Will you be charging people on Shore Road in the NNE to park on their streets? Will they be ticketed if they park on their street without a permit? The city is picking my pocket with this proposal that includes residents having to pay to park on their street where they live. They don't even do that to residents in NYC.
- 3) UVM State Agricultural College charges \$75+ per year for employees to park on UVM property. Why are we only going to charge the non-resident commuter \$40 for a permit? It will be a bargain for UVM students and employees to park in neighborhoods rather than parking lots on campus. Burlington is for sale - cheap!
- 4) If you are going to gouge residents to pay for permits to park on their own street, at least make it a nominal fee compared to the physician traveling from Charlotte. The traveler from Charlotte is adding traffic to the streets when kids are walking to school, they're adding to noise and traffic to my neighborhood by arriving at 7am, and they're adding cars to roads that were not intended for the additional volume. Get ready to install multiple speed bumps!
- 5) Rather than having zones, the permits would be better issued by street, with a maximum quantity of permits per street to ensure there is proper capacity for the demand. That way residents of Henry Street can actually depend on having parking for guests or their own vehicles in the vicinity of their street and their home.

I also want to echo sentiments that this new plan is being voted and decided upon by non-elected persons. This is a major quality of life issue that impacts constituents in so many different ways. You're giving non-residents the same rights as me in my neighborhood! Boo!

Aside from my dramatic "Boo", I submit this feedback respectfully for your consideration.
Thank you,

Ashley Bond, Henry Street, 7/15/15

Thank you for working on a city-wide parking strategy. I know this is a hot issue for some. I just wish that folks would focus their energies on issues like bike infrastructure, public transportation and walkability - issues that deal with cars more effectively.

I do hope that the DPW and the city come up with a plan for all the neighborhoods instead of focusing so much on the vocal and more privileged sections of the city at the sake of those who are less vocal and politically astute.

We don't have residential parking on our street. Last year a neighbor fought to have the no parking from 8-4 M-F signs put up on the street. It's ironic now because he breaks the rule every day by having a car parked on the street. It's such petty crap - this bit of not wanting to look at a car parked in front of ones house unless you know the driver.

As you know, parking on the street helps slow traffic making it safer for bikes and walkers. And having cars on the street does not impede community, as some have implied. We lived on lower Brookes Ave for 12 years (with students and commuters parking on the street) and we had an amazing community of friends and neighbors. That was in part because most of us walked or biked - and did not experience the neighborhood through the windscreen.

Thanks for your work.

Best, Peggy O'Neil, 7/15/15

Many good suggestions about the residential parking plan came out of the meeting last night. Where was the consulting firm? Good lessons could be learned.

Residents are frustrated with changes that will ruin their neighborhoods. You know the saying "If it ain't broke, don't fix it". Residential parking works very well in many neighborhoods. Leave it be.

I was under the impression the parking study was to solve the problems where residential parking didn't work. Bill Ward and John King should have been key in this study. Heavily rented neighborhoods have too many cars because there are too many people living in single units. Bill was looking for a tool to help him enforce the zoning law of no more than 4 unrelated. John King was looking for a way to limit the number of residential parking permits. Transient residents should have a lease and a piece of mail (like an electric bill) for a parking permit so John would have proof that the person really lived at an address. Bill would have proof of how many people really live at an address.

Four passes per dwelling unit is too loose. Parking stickers attached to vehicles attached to an address works very well. Leave it be.

Two vehicle permits and two guest passes should be free per dwelling unit.

Permanent residents should not be required to renew parking passes every academic calendar year. The need for residential parking is burden enough.

Permit parking works well by street. Even a smaller area wide system, is a step in the wrong direction.

Be forward thinking and find ways to reduce the number of cars that come into Burlington, not turn our neighborhoods into commuter parking lots. Green space and empty curbs are valuable for bicycle and pedestrian safety and for quality of life.

Until the city has a more advanced mass transit system, housing and parking go hand and hand. Developers and landlords need to be responsible for providing necessary parking. Enforce lot coverage and restore lost green space.

I am a Ward 1 representative on the advisory committee and I do not feel this process allowed us to help shape the parking plan. There were only two meetings. You could have avoided all this upheaval if we were truly included in this process.

Respectfully, Caryn Long, 7/16/15

Peter, can you record my husband and myself as supportive of the critique by Michael Long and Alwx Friend of the residential parking changes that will be considered by the Public Works Commission. The recommendations are deeply flawed and will further damage the already compromised quality of life in our neighborhood -- and neighborhoods near UVM, Champlain and the center city.

Sincerely, Candace Page and Hamilton Davis, 7/16/15

For the record, here are my comments on the city parking plan:

~End ALL on-street parking. Use space reclaimed for safe, protected bike lanes and wider sidewalks. Streets are a public way, built and maintained by public funds. They are for transit. They are not parking lots.

~No one has a RIGHT to park in the public way, not residents, guests, or commuters. People who live adjacent to the street need to park in their driveways and garages. Their parking privilege extends to their property line. Others must do like people in cities all over the world -- use parking garages and walk, bike, and use public transit.

~Transit needs are a priority for public streets.

~Restrictions that preserve green space must be maintained so private city properties don't become de facto parking lots. Attractive city homes attract visitors to the city. Vehicles parked on lawns make a cityscape ugly.

~Internet shopping gives a business access to clients who don't need to park. A business that says lack of street parking hurts their business is going to fail for other reasons. Vendors of perishables can offer delivery or provide on-site parking. August First has bicycle vendors that come into the North End. Some businesses may need to change their practices, and some may be unsuitable for a downtown that doesn't have on-street parking. The increased capacity of multi-modal streets to move people and goods efficiently and safely will bring more business downtown, and increase the attraction of being there for both residents and visitors.

~On-street parking congests the public way, blocks safe transit options like biking, discourages people from coming downtown, and retards the city in car-centric days gone by.

~Living in town with a driveway and garage for private parking privileges makes paying the high taxes for city location worthwhile.

Others can transit affordably in the city by bus, walking or biking, or use a parking garage.

~Forget charging everyone to park on the street. The value of moving more people around the city efficiently is far more lucrative and in the long run will make the city a more pleasant place to be -- for residents and visitors alike.

Lea Terhune, 63 Appletree Point Lane, 7/16/15

I don't know that your motives are cynical and political, but it appears the underlying motives are just that.

Lea's analysis and recommendations are exactly the kind we should be getting from forward looking city planners and leaders. The so-called parking study begins with the deeply flawed assumption that any empty space on the curbside is an underutilized parking space. But open space along uncluttered streets, just like green space in front and back yards, improves the quality of life. For a parking planner a pro-parking bias is intrinsic, but for a city planner it's inexcusable.

The study is burdened too by contradictory premises. On the one hand it holds that parking requirements for development in the city should be eliminated or minimized because residents can walk, bike, or use public transportation. On the other hand, it recognizes that parking demand is so keen that we should rent spots in residential neighborhoods to commuters, ignore lot coverage and front yard parking

regulations, and open up spaces on quiet streets to accommodate the overflow demand on less quiet ones.

This parking study was not commissioned to discover the best path, but to bolster a pre-determined agenda. It does not lead us away from or beyond the car, but surrenders our streets and neighborhoods to it. It's recommendations would clear the way for irresponsible development and push people and neighborhoods aside to do so.

Michael Long, 7/16/15

CITY'S RESIDENTIAL PARKING SURVEY

Provided below are my comments regarding the survey questions asked in the section titled "Improve technologies". At times the comments extend beyond the topic of technology in order to address ideas that should be included in the Residential Parking recommendations.

"IMPROVE TECHNOLOGIES" SECTION OF THE SURVEY

I am sorry to say this but the city has ruined the validity of this survey by asking people to vote on butchered statements like: "Allow all neighborhoods to be resident-only parking only - let UVM and FHAC employees or students park on the green of UVM!"

I am very disappointed that the city, CCRPC, and consultant have ruined this survey question by adding the ridiculous clause..."and let UVM commuters and students park on the UVM green!" The clause about using the green for parking makes the sentence unappealing and ruins the data collected about having every street offered the opportunity to become resident-only parking.

Shame on the city, CCRPC, and the consultant for being corrupt in how the survey questions are worded. I have the impression that this survey is a continuation of the farce public input process that the city has used to date. The city continues to try to hide the fact that the Residential Parking Advisory Committee report reflects City Hall's agenda and not what Burlington residents want.

THE DPW COMMISSION SHOULD REFUSE TO VOTE ON THE PLAN BECAUSE OF:

- 12 months of conflict of interest by Jim Barr being on both committees,
- benchmark data that is false, ineffective public engagement,
- city hall writing the recommendations to achieve its agenda instead of writing a report that reflects what Burlington residents want,
- study objectives that financially benefit commuters, UVM, Champlain College, and developers, but at the expense of residents.

I personally would like to see the city to offer resident-only parking as an option for all residential streets. This would be fair. It would give all neighborhoods a way to increase quality of life and reduce noise and pollution. The city needs to give the residents of each street a fair and equal choice about whether or not it adopts resident only parking,

The city has made a huge mistake by giving out permits per dwelling unit. Providing permits per dwelling unit has created the parking congestion problem we see in some neighborhoods.

I suggest limiting the number of on-street parking permits to no more than 2 per building if it is a single family residence and no more than 3 permits per building if it is a multi-unit residence. It is not

discriminatory against students or renters if all residential buildings have the same access to either 2 or 3 on-street parking permits per building

Ithaca allows no more than 2 on-street parking permits per single family building and no more than 4 permits for a multi-unit building on those streets that vote to adopt resident parking. I suggest a cap of 3 per multi-unit buildings because this will encourage landlords to comply with the city regulation of no more than 4 unrelated people in a buildings in the RM district.

This will actually increase affordable housing because places that don't offer enough off-street parking will have to lower their rents to attract tenants. So people can choose where to live based on a number of factors, but less expensive rents will be one of the choices.

Parking congestion will disappear and people without cars will find cheaper rents where there is not enough parking. And people with cars that don't have enough parking will depart from over-crowded buildings and a drop in density will improve the character of those residential streets.

If a street in a Residential High density zone finds itself with surplus parking spots on that street, and not enough access to on-street parking permits, then maybe more permits per building in the RH neighborhood can be an option on a street by street basis by majority vote (1 landlord or owner vote per building). People in Residential High Density zoned neighborhoods should be allowed to decide if they want fewer cars parked on their streets and a quieter neighborhood street, or more on-street parking made available for use by residents of that street.

ON-LINE AND BY MAIL PERMIT APPLICATIONS

People go to the grocery store to buy food, they go to the gas station to buy fuel. There is no legitimate reason for residents to complain about having to go to the police station once a year to buy their residential parking permit.

It is ridiculous to provide permits on-line or by mail because this exponentially increases the risk of people using copies of doctored documents to fraudulently obtain parking permits.

Anyone who finds it hard to leave their house to go to the police station to get a permit, probably doesn't need a parking permit because if they are home-bound then they aren't driving a car.

If they are driving a car, and need a permit, then they are capable, one way or other, of making that trip to the police station once a year. One of the reasons that the city said it wants to do residential parking reform, is to reduce permit fraud. Well, the idea of selling permits by mail and on-line fails to achieve the objective of reducing permit fraud.

When I spoke to John King about how he would know if the documents were legitimate if someone applied on-line, there was not good reply other than to trust that people are not using copies of doctored documents when they apply on-line or by mail. We know that people will try to cheat the system. So the DPW Commission needs to reject this idea or we will have worse problems with people fraudulently obtaining and using parking permits.

CONSIDER EACH RECOMMENDATION SEPARATELY.

The DPW commission needs to address each recommendation for its merits and weaknesses. The DPW Commission should vote on each recommendation separately; and not cast an overall vote on the entire plan.

There is no requirement in the DPW commission charter that requires the DPW to vote on the overall plan. As City Attorney Gene Bergman said, the DPW commission can choose to vote on some, none, or all of the recommendations; and the decision on EACH recommendation can be to support it, oppose it, or defer a decision.

FIDUCIARY DUTY IS TO BURLINGTON RESIDENTS

The DPW commission needs to use ethics and its moral judgment to vote in a way that supports the interests of Burlington residents and not the interests of commuters. The DPW commission needs to realize that city staff and City Hall are trying to sell our quality of life for profit.

The DPW Commission is suppose to vote in a way that helps residents and protect and enhance their quality of life and safety; the commission has no responsibility to help commuters find cheap and easy parking on our residential streets.

The last question on the page about "Improving Technologies" is also butchered by the city in order to help City Hall achieve its agenda.

Can't the city write survey questions that ask straight-forward simple, direct, honest questions without hidden agendas?? The hidden agenda in this survey question is a proposal to allow commuters to park on residential streets during the workday. Why doesn't the survey ask that question directly?? My response to that question is NO! We don't want commuters using our streets for their parking needs. We want and need resident-only parking 24 hours a day, 7 days a week.

We need much better parking enforcement; NOT LESS, as obliquely suggested by the survey question. The city needs to immediately adopt License Plate reader technology and have the VENDOR manage the IT and software. This is what the City of Ithaca does.

But unlike, Ithaca, we should continue to use bumper stickers in conjunction with LPR technology so residents can identify cars that are violating the parking regulation and contact Parking enforcement to help with parking enforcement. The bumper stickers will also be useful when snow covers license plates the LPR technology doesn't work.

The RPAC proposal to use parking permit hang-tags from car's rearview mirrors is a horrible idea for many reasons. It will create a secondary black market for the use of residential parking permits. It will allow non-residents and commuters to park on resident-only streets. It will result in twice as much traffic coming and going on each street because there will be resident traffic and commuter traffic using the street to park.

We need a tech savvy leadership in the parking enforcement office. In a number of ways, our parking enforcement office has done a poor job in parking enforcement. Too few people doing enforcement, mostly foot patrol, limited hours of enforcement, ineffective communications with Code Enforcement, Planning and Zoning grandfathering violators. No grandfathering should be allowed for parking enforcement issues!

Going forward, each of the 5 parking enforcement officers should be in mini electric vehicles instead of doing parking enforcement by foot. And each parking enforcement officer's car should have License Plate reader technology in it.

Genetech, a vendor of license plate reader technology, houses and manages the software and IT, for \$2000 per month for 2 cars fully suited up with LPR technology. Ithaca uses Genetec as their vendor, and their contact person at Genetec is Allan Witton at Tel 856-768-1016. Ithaca collects \$50K a month in parking enforcement. The revenues more than cover the cost of the technology and manpower. And in Ithaca commuters do NOT park on residential streets. All Cornell commuters use Cornell park and ride lots -and these lots and garages are not abutting residential neighborhoods. Ithaca earns more than it spends on parking enforcement without changing residential streets into commercial parking lots.

The city and UVM should be **required by this parking study** to establish satellite parking lots on the edge of Burlington.

Commuters driving to Burlington should be required to use satellite lots on the periphery of the city. The city and UVM need to establish park and ride lots in the following locations:

- Where there is a UVM corn field on Spear Street, south of the country club;
- KMART parking lot,
- hotel lots at I89 exit 14,;
- a Winooski park & ride lot,
- Perkins Pier, and Gilbane Lot on Lakeside Avenue.

People who commute to Burlington are not paying the taxes that residents pay to live here. They save money by living out of town. They made a choice to live out of town in order to save money and have a higher quality of life.

We should not allow commuters to park in our residential neighborhoods because they want to avoid the cost of city garages or university lot permits.

The city needs to charge commuters for parking based on convenience.

The price of using a satellite parking lot should be super cheap -- free or nearly free and the city and UVM should provide free shuttles.

The city garages should charge \$1.50 or \$2 per hour. Parking meters should be priced at \$4.00 per hour and with a maximum duration of 4 hours.

This pricing system will encourage commuters to use the satellite parking lots and city garages. This will free up the most convenient parking spots, which are metered, for use by tourists, shoppers, and people who need short-term parking. No one should be parked at a meter if they are working an 8 hour day downtown; they should be in a city garage or parked at a satellite park and ride lot. Brown meters are currently priced too low and offer too much time on them.

Recommendations #1 and #2 in the RPAC report needs to be re-written and include much more detail about:

- Where all the satellite parking lots are going to be and who will own or lease the lots;
- Shuttle schedule and routes from the satellite parking lots to the Davis Center, Waterman Hall, and downtown; and who is going to operate the shuttles, and when will they start operating;

- Establishment of bike lanes from the satellite lots into the city and through the city;
- Establishment of bike lockers at the park and ride lots and downtown and long Pine Street and through-out on-campus. This will allow people to drive to the park and ride lot and then use their bike for their commute into the heart of the city.
- Establishment of coffee shops, cafes, barbers, dry cleaners, and other amenities at the park and ride lots so commuters will find it a great place to park their cars while they are at work in Burlington, and a safe dry place to park their bikes overnight when they take their cars to their homes in the surrounding communities.

The city needs to stop giving city garage parking permits to city employees and instead strongly encourage employees to use the park and ride lots. This proposed pricing system, express park and ride shuttles and bike lockers will make this successful.

UVM should turn the corn field that is on Spear Street, across from the UVM barn and south of the country club, into a large park and ride facility for all of UVM's 10,000 commuters and the students who bring cars to Burlington.

The city should require UVM to implement this idea as part of the CITY/UVM PILOT contract. UVM should have its satellite lots at the places listed above and NOT ON THE EDGE OF CAMPUS ALONG RESIDENTIAL STREETS.

It would be wrong (sinful) for the DPW commission to allow commuter parking on residential streets in our city because that will set us back in terms of reducing the world's pollution and our pollution. We need to push/require the city and UVM to set up these satellite parking lots now in order to establish an environmentally friendly transportation plan and an environmentally green city.

We need to set up a plan so that fewer cars come into Burlington. The way to do that is to not allow commuter parking on our residential streets; but to guide those cars to use satellite parking lots on the edge of the city.

It would be a terrible wrong to let the Mayor pursue his profit-above-all-else agenda. Please vote NO on the RPAC report and ask the city to go back to the drawing board and add detailed plans to Recommendations #1 and #2. (Sustainable transportation and satellite parking.)

Don't accept a delay of the satellite lots and extensive bike culture and routes because if we allow commuters to park on our residential streets, we will NEVER see our city become a green city. UVM will never establish an extensive network of satellite lots on the edge of the city and direct shuttles to their campus if we allow commuter parking on residential streets.

Postpone the vote. Wait until the report has it right.

FOOTNOTE:

I attempted to use the comment page on the city's web page: www.parkBurlington.com I ran into 2 glitches using the survey page. The link to get to the survey doesn't work and the comments have to be kept short to be accepted. Seems like the city is again intentionally trying to discourage the receipt of

public comments. I believe that the city is not capable of providing on-line permits with no abuse of the on-line application process resulting because it can't provide a web-based survey page that works seamlessly.

Barbara Headrick, 7/21/15

Please add this email **and the July 20th email provided below** to the public comments regarding the city's report on Residential Parking reform. I remain concerned about Mr. Jim Barr's participation on the Residential Parking Advisory Committee while he is a DPW Commissioner; and how the existence of this conflict of interest over the past 12 months has adversely influenced the development of RPAC's recommendations and the DPW commission's evaluation of those recommendations.

Also concerning is that Mr. Barr has twice tried to deny that he is a member of the RPAC. My opinion is that his denial of his active membership on the RPAC is "dishonest behavior". Given that Mr. Barr is a city official on the DPW commission, his lack of honesty about his being an active member of the RPAC needs to be addressed by the DPW Commission.

This is an example why Mr. Barr's colleagues on the RPAC and DPW commission need to question the veracity of all of Mr Barr's statements and intentions with respect to the Residential Parking study. He is suppose to be supporting the interests of residents; but most likely he is supporting the interests of UVM. Thank you. Barbara Headrick

----- Forwarded message -----

From: **Barbara Headrick** <barbara.headrick@gmail.com>

Subject: Re: July 14th letter of opinion regarding Jim Barr, UVM's Director of Transportation and Parking

To: Kelly Devine <director@bbavt.org>

Kelly,

Jim Barr was and still is a member of the Residential Parking Advisory Committee.

He participated as an RPAC member in the most recent RPAC meeting; and that meeting was held less than 2 weeks ago (July 7, 2015). Unless Mr. Barr resigned from the RPAC after July 7, 2015, Mr. Barr is a member of the RPAC. It is not necessary for Mr. Bergman to delay his response to my questions. Here is the "attendance data":

To date, the Residential Parking Advisory Committee has had 3 meetings:

1. August 13, 2014 Kick-off meeting
2. February 10, 2015 meeting
3. July 7, 2015 meeting

Mr. Barr attended two of the three meetings. The first and the most recent.

Mr. Barr participated in the August 10, 2014 Kick-off meeting as a member of the RPAC. His role on the RPAC is as the "UVM representative". The August 2014 meeting minutes report that Mr. Barr's responsibility as a member of the RPAC was to design the residential parking permit zones that the RPAC would recommend.

The permit zones that Mr. Barr designed were presented in a handout at the February 10, 2015 RPAC meeting even though Mr. Barr was absent. The RPAC team had a pre-printed table-top name card for Mr. Barr at the 2/10/15 meeting and spoke of him as a RPAC member. They commented that he was absent.

Mr. Barr was also absent from the downtown advisory committee meeting on February 10, 2015. (see attached meeting minutes.)

In the most recent RPAC meeting (July 7, 2015), Mr. Barr sat at the front table with all the RPAC members and took his turn speaking when all the other RPAC members commented on the July 3, 2015 RPAC report.

Even if Mr. Barr steps down from the Residential Parking Advisory Committee now, we can't ignore the fact that he has been a member of the RPAC and the DPW Commission for the past 12 months. When I learned in May 2015 that the residential parking report is going to the DPW commission for a vote, (and not City Council), and that Mr. Barr is a member of the DPW Commission, I went to the DPW commission meeting and asked that Mr. Barr recuse himself. At the end of that DPW Commission meeting, Mr. Barr told his colleagues on the DPW commission that he was not going to recuse himself. 12 months a significant amount of time for someone, whom I believe has a conflict of interest, to take a role in actively opposing existing city ordinances by supporting new recommendations. He has done both as a member of the RPAC and as a DPW commissioner. I believe that Mr. Barr has an interest in helping UVM and that interest is at conflict with his role as a DPW commissioner role and his primary responsibility to represent Burlington residents' interests.

The influence and impact of that conflict of interest has to be addressed. Probably by City Council. Meanwhile, Mr. Barr needs to remove himself from the RPAC and recuse himself from the DPW commission discussion and vote. But given the impact Mr. Barr has had in developing proposals and discussing the recommendations with other DPW commissioners over the past 12 months, neither action sufficiently remedies his conflict of interest impacts on the RPAC report and on the DPW Commissioners' thinking about that report. This deserves City Council's attention.

Meanwhile, thank you for supporting my request for a reply from Mr. Bergman regarding the questions I asked him earlier today (via an email dated July 20, 2015).

Best regards, Barbara Headrick, 7/23/15

Mr. Bergman,

Following up with you regarding my July 20th email as I have not heard from you.

The July 20th email asked for clarification of your July 14th letter of opinion because there is a chance that you were not aware of Mr. Barr is a member of the Residential Parking Advisory Committee, as the UVM representative, while he is a DPW commissioner.

In addition to the questions asked in the letter you received from me on July 15th and my subsequent July 20th email, it would be very helpful please if you could address the following information as well:

During your recent presentation to the DPW Commission, you mentioned that specificity in the recommendations could potentially create a conflict of interest, but that your understanding is that the RPAC has provided the DPW commission with only general concepts and a general plan, not specifics.

However, there is a significant amount of granular detail and specifics in many of the Residential Parking Advisory strategies/recommendations. Which means that the RPAC work is more than a "conceptual or general plan".

The specifics reinforce my belief that there is a conflict of interest for Jim Barr to be on the RPAC, as the UVM rep, while he is a DPW Commissioner. The specifics in the RPAC recommendations are providing the DPW Commission with details to include in new ordinance language. The specifics in the RPAC recommendations also demonstrate that Mr. Barr is actively opposing the language in existing ordinances. All of this is relevant to conflicts of interest under regulation and ordinance section 133.

Please, it would be very helpful, when you reply to us, to recognize and address the granular level detail in the recommendations that the RPAC has provided to the DPW commission. A 2nd letter of opinion that reflects your receipt of this new information would be much appreciated.

Examples of granular detail in the RPAC recommendations:

1. RPAC map of proposed parking permit zones. Handed out on 2/10/15 and provided to DPW Commission. Parking permit zones designated by Jim Barr, UVM's rep. (Strategy #13, page 76)
2. Proposed price of a parking permit: \$10 for 1st permit, \$40 for 2nd permit, \$80 for 3rd permit, \$130 for 4th permit. (Strategy #8, page 69 of July 2 RPAC report)
3. Proposed fine for a parking violation: \$15
4. Maximum number of permits per dwelling unit: 4 (Strategy #9, pages 70 and 71)
5. Zero guest passes as hang-tags will be transferable. (Strategy #9, pages 70 and 71)
6. 30 day and 1 year contractor and caregiver visitor passes. (Strategy #10, page 71)
7. Use of transferable hang-tags instead of non-transferable bumper sticker parking permits, p70-71
8. Specifics regarding Commuter Parking Pass Program on page 78: 85% occupancy inventory, hours of the permits (7:30Am to 5:30PM), providing up to 3 free Residential parking passes (a \$130 value) to each dwelling units in the residential zones that participate.

Gene, I hope you can help us with this request. I know that others are also interested in having you write an opinion on these issues as they were not addressed in your original letter of opinion.

Thank you for your time and assistance. Barbara Headrick, 7/23/15

August 26, 2015

TO: David Grover, RSG
Bob Chamberlin, RSG
Chapin Spencer, DPW
Nicole Losch, DPW
Residential Parking Advisory Committee
DPW Commissioners
City Council
Mayor Weinberger

RE: Residential Parking Study, version dated 8/14/2015

The RSG / city residential parking report continues to include significant errors and bad policy proposals:

1. Page 4: Figure 4.3 is mislabeled. One of the benchmark cities, Ithaca NY, does not issue permits per living unit or household. Ithaca limits the number of permits to 2 or 4 per BUILDING.
2. Page 46: Paragraph 1 at the top of page 46 is wrong. Burlington provides many more on-street parking permits per household than Ithaca. Ithaca provides a maximum of 2 on-street parking permits for single-family building. For multi-unit buildings, Ithaca provides a maximum of 4 on-street parking permits. This equates to an average of 2 or fewer permits per unit or household in a multi-unit building. Even if Burlington starts to limit the number of on-street parking permits to 4 per living unit, this will be twice the number of permits that Ithaca provides.

3. Page 45: Figure 4.4: Ithaca's fines increase from \$15 to \$45 for repeat residential parking violations over an 18-month period. The data in Figure 4.4 should be corrected to reflect this by extending the bar for Ithaca higher -- it can be color shaded to show the higher fine rate for repeat violations. Figure 4.4 should also show the fines that UVM charges:

- \$30 for a permit that is not displayed
- \$50 for parking without a valid permit
- \$80 for use of an unauthorized permit

Source: Joint Institutional Parking Management Plan 2014-2019, page 4-20.

The city needs to charge more than UVM for parking fines in order to discourage UVM drivers from parking on city streets. UVM drivers will park where the fine is the lowest. Parking violations ruin neighborhoods and cause parking problems on city streets. UVM should have to deal with the violations of drivers coming to its campus and these issues should not be allowed to spill over into our residential neighborhoods.

4. Page 16: It is a stupid idea to offer parking permits per bedroom. **This will lead to more on-street parking congestion.** It will also worsen the shortage of family homes. Slum-lords will convert more single family homes into over-crowded rental properties if parking permits are issued per bedroom. It is also too generous a gift to developers.

5. Page 8: The city has caused parking congestion by providing an unlimited number of permits per living unit. Parking congestion will grow worse if the city starts to provide parking permits per bedroom. The way to eliminate on-street parking congestion is to provide only 2 or 4 permits per building - which is what Ithaca does.

6. Page 54: The list of objectives includes a number of bad public policy goals.

Goal #1: It is bad public policy to use residential parking areas to balance demand between residents, visitors, and commuters. Commuter and visitor (not guest) parking needs to be prohibited in residential areas.

- Employers need to provide on-site commuter parking OR direct their employees to park in city garages, parking lots, OR park & ride lots on the periphery of Burlington.
- *"Visitors" come to Burlington to shop, dine and attend events.* Downtown parking and on-campus parking are the primary ways to serve Visitor parking demand. Park and ride lot and shuttles should be used for surplus parking demand.
- *"Guests" visit residents. Burlington should establish 2 kinds of guests permits: A 2 week long permit and a 5 hour dated and time marked permit. These should be inexpensively priced; but to avoid abuse of the permit system, only a limited number of guest permits should be sold to each building over the course of a year.*

Goal #2: It is bad public policy to use residential streets as a way to produce extra revenue via for-pay-public parking. Public parking on residential streets will erode quality of life for residents – particularly families. If the city allows public parking on residential streets, many more families will move to the suburbs and Burlington's public schools will continue to decline. As the school system continues

to decline, families that want to live in an urban environment will increasingly send their children to private schools -- further eroding the public school system.

Goal #3: Address the Need to Maintain City Transportation Infrastructure

Selling on-street parking permits in residential areas is not an effective way to fund street repair and maintenance. Instead:

- The city needs to implement a more aggressive (24/7) enforcement effort for over-weight trucks and speeding cars, buses and trucks. There are hundreds of trucks that enter the city each month that are over-weight and going too fast. The city could collect very large fines from enforcement of truck traffic. Most CCTA buses are speeding. Most cars are speeding. Ticketing aggressively would increase city revenues; and this revenue should be earmarked for street repair and maintenance after paying for the additional cost of enforcement.
- The city needs to start charging ALL developers for every over-weight truck that drives on city streets and is related to their project. For example, UVM will undertake 9 development projects in the next 5 years. Champlain College will also undertake 9 projects. These 18 projects will involve 1000 truck trips on our city streets. There are probably 10 more developers with similar plans. This equates to 10,000 over-weight trucks on our city streets in a year. This means 27 truck trips per day – I've see at least 15 construction trucks per day on South Prospect street this past summer. These trucks, which are grossly over our streets' weight limits, because of the equipment, rock, soil, etc. that they carry, accelerate the deterioration of our city streets. The developers and institutions should be paying a fee to the city for each mile that is driven by each truck that is over-weight. The fees are already outlined in state regulations. I recall reading that there is a \$500 fee per truck trip as a waiver for being over-weight. The city should be charging this for overweight trucks per trip on city streets. \$500 per trip fee for each overweight truck in the city X 10,000 trucks = \$5,000,000
- The city should require UVM buses to use on- campus roads and not South Prospect, Summit or Maple Street, so that the road deterioration caused by the UVM buses frequent cycling, occurs on UVM road and not city streets. UVM buses weigh 29,000 lbs empty and this exceeds the weigh limits on our city streets (16,000 lbs on truck restricted streets like University Place and 24,000 lbs on other streets) . UVM should be paying the city an over-weight vehicle fine for each mile a UVM bus drives on city streets. For example, the institutions should pay the city a fee (\$50) for every mile driven by an university shuttle bus on South Prospect Street south of Maple. This will encourage UVM to use its campus roads for its buses and to keep its buses on US Highway 2 (Main Street) and off of South Prospect, south of Maple, since this is a residential street that is not constructed to withstand the wear and tear caused by heavy weight vehicles. The same concept should apply of charging UVM and Champlain College should apply to all their shuttle bus routes that use other residential streets in Burlington. The city should charge UVM and CC for repair and maintenance of any road (other than US Highway 2) that they use for their buses, vendor trucks, service vehicles, and construction trucks. The two institutions are the source of much road deterioration in Burlington, and therefore they should be paying a significant amount to the city for road repair and maintenance.
- CCTA buses are too large and over-weight. The city should charge CCTA for each mile driven on city streets. CCTA can include this charge in their budgets an grant requests and obtain federal funds to cover their expenses, including this fee.

- The city needs to stop selling garage parking permits at a discount to city employees. Instead of driving into the city, municipal employees should be required to use city owned remote parking lots and a city shuttle to their office. This will allow the city garage to sell more parking spots at full price, it will free up curb side parking in the areas surrounding downtown, it will reduce the number of SOV on city streets, and it will reduce wear and tear on city streets. The shuttles will be on Main Street, Pine Street, and Battery Street and will not be over-weight for those particular streets.
- The city needs to annually increase what it charges for parking in the city garages and at the meters. The brown meters are very under priced. It costs 75% less to park for 10 hours at a brown meter than it does to park in a city garage.
- The city needs to place the fees that are collected from the above initiatives into a reserve account that is specific for road repair and maintenance. The city's administration should not be allowed to use these funds for other purposes.

Goal #7: Apply a Data Driven Approach

Data and rigor are excellent as long as common sense is also used. Now or in the future, don't misuse data to try to justify eliminating 24/7 resident-only parking in areas where it currently exists.

Goal #10: Is Market-Driven

This sounds like another loop-hole that will allow the city to eliminate resident-only parking after the city allows a developer (or the university) to build a large residential building that disrupts the historic character of a neighborhood. Loopholes are not acceptable. In fact, they are an example of lacking transparency and dishonest, disingenuous dealings.

7. Page 56: Bus transportation is not sustainable transportation. CNG and diesel buses emit toxic pollutants. Sustainable transportation is walking and biking and 100% electric vehicles.

To save the city \$\$ by reducing what it needs to spend to repair and maintain South Prospect Street, (a \$ saved = a \$ earned), the city should require UVM to remove UVM's Redstone Express bus from South Prospect Street – it is 41 feet long, over-weight, loud (71 dBA), and drives by our homes 112 times a day!!! Students should be walking or biking the 1 mile from the Redstone campus to the Main Campus; or they can ride the UVM "on-campus" bus for a ride to the same destinations!! **Eliminating the Redstone Bus from South Prospect Street will save the city \$\$\$ in maintenance and repair of South Prospect Street, south of Maple.** The municipal infrastructure under South Prospect Street is old and prone to break – we have repeatedly seen the municipal waterworks break under S. Prospect Street in the past 5 years. The frequent cycling of the 2 UVM Redstone buses on South Prospect Street (constant cycling of the 1 mile loop) is accelerating the deterioration of the street and the collapse of the municipal waterworks that are under the street.

8. Page 59, last paragraph: *"UVM has developed an integrated policy to encourage use of alternative transportation. The University and colleges provide free transit passes, CATMA memberships,*

car share privileges, and up to eight emergency taxi rides home. It is important to keep these practices in place."

UVM can do much more to encourage biking and walking instead of car and bus use. UVM's transportation plan is too heavily focused on operating UVM buses between points on-campus. UVM needs to change its strategy in order to more effectively encourage students to walk and bike rather than using UVM buses to travel between points on campus. **UVM's bus service should be focused on providing transportation from REMOTE satellite park and ride lots to main campus points:** Waterman Hall, Votey, Medical Center, Davis Center, Living Learning Center, Gutterson Lot, and PFG complex, and Redstone Lofts. This strategy would move on-campus residential student cars and computer cars out of the city and out of our residential neighborhoods. This would slow down the rate of city expenditure for street repair and maintenance by extending the usable life of our streets.

9. Joint Institutional Parking Management Plan, (2014-2019) Page 60: "According to Association for the Advancement of Sustainability in Higher Education, one of the most popular ways to cut down on congestion is to close off central areas of campus to cars. This isolates traffic flow around the perimeter of the campus, where satellite parking lots are located. An investment must be made in alternative parking areas, and larger schools may need a public transit option, which UVM currently has. **In the long term, there are likely significant savings in reducing the need for road maintenance within the campus.**"

*** UVM WANTS TO REDUCE ITS OWN ROAD MAINTENANCE EXPENSE BY PUSHING ITS TRAFFIC OFF-CAMPUS AND ONTO RESIDENTIAL STREETS AROUND THE EDGE OF CAMPUS. IF UVM TRAFFIC SHIFTS FROM ON CAMPUS TO OUR NEIGHBORHOODS, THIS WILL INCREASE CITY (AND TAXPAYER) EXPENSES FOR ROAD REPAIR AND MAINTENANCE. ****

In the Joint Institutional Parking Management Plan 2014-2019, page 4-16, UVM wrote:
"This is the long term vision for the University's parking system an realization of a pedestrian campus. The University will continue to explore innovative approaches and solutions to effectively address the needs for campus parking while relocating parking from the core campus to the periphery and/or off-campus."

*(Note that UVM plans to locate periphery lots on the edge of campus where residential areas **abut** the Institutional zone. This is a harmful strategy. Periphery lots should be **REMOTELY** located.)*

And on page 4-17 of the JIPMP (2014-2019), UVM wrote:

"The overall intention will be to move the parking spaces removed from each District into peripheral parking area nearest to that District. In order to achieve the goal of a pedestrian campus and accommodate future parking (in order to allow more intense building development on campus), the University needs to consider the following potential strategies... **Place parking (spaces) shortfall in peripheral lots; The University will need to further develop an expand the peripheral lots.** This is the critical core element of future parking distribution and location strategy. The future shuttle system will need to be modified to serve the peripheral lots."

- (1) UVM shuttles need to stay on-campus and not use residential streets. UVM bus use of our city streets costs taxpayers.
- (2) Clearly, it has been a conflict of interest for Jim Barr, Director of UVM's Transportation and Parking to be a member of the Residential Parking Advisory Committee and a voting member of the DPW Commission with respect to residential parking given that UVM has the strategy of wanting to move its parking off-campus and/or to its periphery. It is obvious that Mr. Barr's could not represent the public in an unbiased way given his responsibilities at UVM and UVM's strategy as stated above.
- (3) It is extremely wrong for UVM to plan on building garages and parking lots along the periphery of its campus where the institutional zone is adjacent to a residential zone.

Parking lots and garages increase traffic going to and from that parking facility. A UVM parking garage and/or parking lots will ruin the residential street on which the parking lot and garage is located. (\Example: Gutterson Lot and Spear Street homes across from it were ruined because no one wants to live across or near a university parking facility.

UVM's parking lots and garages need to be **REMOTELY** located. One good site for a park and ride lot would be on the cornfield that UVM owns on Spear Street. The Lakeside Avenue Gilbane lot and the I89 hotel lots are other examples of well located REMOTE lots that UVM should use instead of building parking lots on the periphery of its campus where it will increase traffic in neighborhoods and deteriorate city streets faster than already occurs.

The city needs to prohibit UVM's plan to build garages and parking lots on the periphery of its campus if those locations are adjacent to a residential neighborhood. The UVM traffic that is pushed off campus and onto streets surrounding the campus will also accelerate deterioration of city streets, leading to more municipal and taxpayer expense for street repair and maintenance.

10. Page 62, last paragraph: It is wrong to install parking meters in residential areas. Residential streets should not look like commercial parking lots. Parking meters only belong in the downtown district or on university property. For-pay public parking should not be allowed in residential areas, for reasons already discussed. This city strategy is obviously catering to UVM and Champlain College and downtown merchants because they financially benefit by having access to on-street parking near their popular destinations. The revenues that the city will earn from the meters, and from a higher PILOT payment from UVM in exchange for this compromise, will be more than offset by a drop in housing prices and lower tax assessments where meters are installed, and a flight of families from residential neighborhoods to the suburbs and the deterioration of the public school system.

11. Page 68-69: It is wrong to use a zone approach for parking permits. This approach caters to UVM who will not be providing enough parking for its events at the Alumni House and for on-campus events. UVM will avoid the cost of shuttles by having visitors use parking meters on our streets. This shifts value from the homeowner, who will lose value in the house, so UVM can in turn save money on shuttle expense and use its real estate on campus to make money. It is a transfer of wealth from taxpayers to UVM. Furthermore, the zone approach is wrong because it caters to developers and landlords who put too many tenants in a building without meeting their parking needs. Parking permits should be by BLOCK. Eg: 200 block of Wilson Street, 300 block of White Street, 800 block of Rocket

Road. This way abuse of the system is minimized and contained. The source of problems will be more easily identified and addressed.

12. Page 70: Commuter parking on Residential Parking Permitted Streets.

This should not be allowed. In order to discourage commuter use of residential streets instead of UVM parking lots, commuter permits should cost \$12,000 per year – the difference between what city residents pay in taxes and what commuters pay in property taxes. It is important to charge thousands more for the most expensive UVM permit because the city should not allow UVM to push its commuter demand for parking, and the associated costs into our residential neighborhoods and city expenses. UVM should be working on programs to have its commuters park in REMOTE park and ride lots and UVM should provide shuttles between these REMOTE satellite park and ride lots and the Davis Center. The city has to pay to maintain its street, and run a parking enforcement program. At the same time, UVM will reduce its expense for the maintenance and repair of its garages and parking lots if it can push its drivers to park off-campus. Parking in residential areas provides UVM with greater savings because UVM can avoid having to shuttle people between park and ride lots and campus.

13. Page 73: This is a loophole that will lead to the expansion of the commuter permit parking program. This loophole needs to be eliminated.

14. Page 75, 2nd paragraph: What the RSG report says is factually wrong. In Ithaca, curbside parking along residential parking signed streets is often empty because residents have driveways and commuters use Cornell University park and ride lots and shuttles. The city of Ithaca does not consider removing the resident parking program from streets that have lots of unused on-street parking. In Ithaca, this only comes up if it is requested by a resident in each or most of the buildings on that street.

Also, **License Plate Reader Technology does not work when snow is covering license plates. This happens often in the winter. It is best to continue issuing parking stickers to affix to cars so that when LPR does not work, the stickers can be used.** LPR speeds up enforcement and increases collections when it can be used. LPR data in the officer's car should only include the plate number and exclude the name and address of the driver. Neither UVM nor Champlain College should be given access to the permit database. This would be a violation of residents' privacy.

15. Pages 75 and 76, Strategy #5 and #6: I do not appreciate this city's administration efforts to establish loopholes for the city to change a 24/7 "resident-only parking" street into an street where "for-pay public parking" can potentially be allowed sometime in the future. I interpret this city strategy as sneaky way to circumvent strong public opposition to the city's interest in using all residential streets as commercial parking lots.

16. Page 77, Strategy #7: **The city of Burlington is proposing too many parking permits by basing it on number of permits per living unit (and bedroom in the future). The city should limit it to 2 or 3 on-street parking permits per BUILDING.** Two for single family buildings and 3 for multi-unit buildings. If the city of Burlington continues to issue permits per living unit (or bedroom), then the parking congestion problems in some neighborhoods will not be resolved and instead the problem will spread to other neighborhoods across the entire city.

17. Page 78-79: Hang-tags are a bad idea for reasons explained in prior correspondence.

18. Page 80, Strategy #8: Home care parking permit tags are a HUGE AND VERY SERIOUS loophole. This will be the cheapest permit for anyone to buy. And anyone will be able to buy one. Because of HIPPA, the city will have no way to establish or prove if someone is a caregiver or not. If this strategy is implemented, it will be the equivalent of selling public parking permits for use on residential streets for \$10 each per year per driver. This is a bad policy because it will cannibalize city revenues earned in city garages and cause parking congestion everywhere. Home care tags are not needed if the resident can park on the street and the caregiver can park in the resident's driveway. If the resident does not have a driveway, then the caregiver can use the resident's guests passes, which the resident can buy for the caregiver's use.

RSG has misstated information about Ithaca in trying to provide a benchmark that guest passes for caregivers should cost only \$10. It is extremely important for RSG and the City of Burlington to realize that Ithaca's guest passes EXPIRE AFTER 2 WEEKS!
And permit holders can buy a limited number of guest passes per year.

19. Page 14: Property owners must have the right to prevent Car Share from establishing a POD on their residential street. Car Share is a commercial activity and does not belong in front of anyone's single-family residence. Keep the PODs on university land, or on city land like the Fletcher Free Library parking lot, and off of our residential streets.

20. Page 7: The report overstates the expenses and number of man-hours used to support the city's residential parking program. It is not correct to attribute 100% of these man-hours and costs to residential parking. For example, other parking fines, not just residential parking fines, are collected by the people who work in the city's parking enforcement office.

21. Page 8: The report lacks credibility when it asserts that property values are not impacted by residential parking policies. Denying the connection undermines the veracity of the consultant, city administrators, and the report's conclusions.

22. Page 24, Figure 3.9. The report is wrong in stating that Robinson Parkway is 50% to 75% rental units. This city block is primarily single-family homes. (See Figure 3.6 for an accurate picture.) Figure 3.9 is misleading and erroneous in its conclusions. For Area 3, the numerator in this equation reflects only a few buildings that have multiple living units. The denominator reflects a suburban environment where single family homes are prevalent and these homes are located on large lots. **The result is that the report mischaracterizes the neighborhood by claiming that it is 50 to 75% rental when it is not.** RSG needs to re-do this analysis by counting buildings and not by counting the number of living units.

23. Page 28: Maple Street, between Willard Street and Summit Street, is almost always fully occupied with parked cars. The RSG study wrongly reports the opposite.

24. Page 29: Many Robinson Parkway residents park on the street. This is why the street is 31% to 60% occupied during the morning and in the afternoon/evening. There is too little parking enforcement along South Prospect and Robinson Parkway.

25. Page 35, Figure 3.23: The legend accompanying Figure 3.23 indicates that there are two parcels along the south leg of Robinson Parkway that have 4-5 on street parking permits and one parcels

with 6 to 11 on-street parking permits. This is factually wrong. These are single-family homes. Since the information in Figure 3.23 is wrong, it indicates that your data is wrong. Thus, the analysis and conclusions are wrong. RSG simply needs to go look at these buildings to see that their data doesn't make sense.

26. Page 38: This analysis uses a bad assumption; and therefore the conclusions are misleading. The conclusions are based on an underlying assumption that the city provides an equal amount of parking enforcement on every street in the city. But this is not true. There are more fines collected where the city does more enforcement. There would be more fines collected on Robinson Parkway and Henderson Terrace if parking enforcement visited these streets more often. Often, there is no response from Parking Enforcement or the city's police department when residents of Robinson Parkway and South Prospect Street call to report residential parking violations. On-street parking violations due to not having a valid residential parking permit are especially rampant in the evening and on weekends because people know that enforcement does not visit then. A neighbor recently called BPD on a Saturday and a Sunday to report residential parking violations (because the Office of Parking Enforcement was closed), and the cars that were parked illegally all weekend were never ticketed.

27. Page 49: The RSG report incorrectly explains the Ithaca signage system and residential parking system. In Ithaca, on streets that are signed for residential permit parking, a resident with a permit can park anywhere on that street at any hour. They do not need to park between the signs. Drivers without permits have to obey the signs that indicate parking on one side of the street from 9AM to 1PM; and parking on the other side of the street from 1PM to 5PM. The result is that commuters do not park on these streets because it is too inconvenient to move one's car at exactly 1:00PM from one side of the street to the other.

28. Page 59: The RSG report states: *"UVM, UVM Medical Center, and Champlain College currently all provide park and ride facilities at Lakeside Ave Lot (formerly the Gilbane Lot)."*

According to the 2014-2019 JIPMP, UVM and the UVM Medical Center **are NOT currently using park and ride facilities at Lakeside Avenue.** (Reference page 5-7, last paragraph in the JIPMP 2014-2019.)

"Although future development plans call for a reduction in land use for parking, for the near future UVM was able to offer parking to Fletcher Allen eliminating the need for Medical Center and UHC employees to be assigned parking at Gilbane site. " "The CATMA Express shuttle is no longer in service. Due to the lack of a Southern Connector, plans to develop the Gilbane site are on hold."

29. Page 61: Why does a street sign in Burlington cost \$500 to \$600? In Ithaca it costs \$25. In Boulder, CO a sign costs \$100. In Charlottesville, the cost is de minimis. Clearly, the city of Burlington is over-estimating the costs related to the residential parking program. Or the city is grossly mismanaging taxpayer dollars.

From Barbara Headrick, 8/26/15

5/2/2015

Neighborhood Petition regarding the City's Resident-Only Parking Program

We do not want South Prospect Street, Robinson Parkway, or Henderson Terrace impacted by any changes that the city is going to make to the city's resident-only parking program. The resident-only parking program, as it exists today, is essential for our neighborhood given our proximity to UVM and University Hospital. We do not want commuters, special event attendees, tourists, or other members of the general public parking on our residential streets in areas that are currently designated as resident-only parking.

| Resident name (print) | Resident signature | Resident address |
|-----------------------|--------------------|--------------------------------|
| Chris A. ... | <i>[Signature]</i> | 295 S. Prospect St |
| DAVID JENKINS | <i>[Signature]</i> | 307 S. Prospect St |
| Gloria Flinn | <i>[Signature]</i> | 295 S. Prospect St |
| Michael Flinn | <i>[Signature]</i> | 15 Robinson Hwy |
| Ellen Hourigan | <i>[Signature]</i> | 135 Robinson Hwy Burlington |
| Ruth Dennis | <i>[Signature]</i> | 135 Robinson Hwy |
| TIM STICKLE | <i>[Signature]</i> | 15 Robinson Hwy |
| Jeanne Landan | <i>[Signature]</i> | 292 S. Prospect St. Burlington |
| ADAM WING | <i>[Signature]</i> | 292 S. Prospect St Burlington |
| Glen Jarrell | <i>[Signature]</i> | 605 Robinson Hwy Burlington |
| Vincent CARTILARO | <i>[Signature]</i> | 88 21 N. ... |
| Katherine Cartularo | <i>[Signature]</i> | 88 Robinson Hwy Burlington |
| Maryanne Thompson | <i>[Signature]</i> | 115 Robinson Hwy |
| Marilyn Boyle | <i>[Signature]</i> | 39 Robinson Parkway |
| David ... | <i>[Signature]</i> | 120 Robinson Hwy |
| Neil A Stout | <i>[Signature]</i> | 124 Robinson Hwy |
| Andrew H. Martin | <i>[Signature]</i> | 130 Robinson Hwy |
| Mary Grinnell | <i>[Signature]</i> | 93 Robinson Hwy |
| DAVID KLYSZEKO | <i>[Signature]</i> | 77 Robinson Parkway |

5/2/2015

Neighborhood Petition regarding the City's Resident-Only Parking Program

We do not want South Prospect Street, Robinson Parkway, or Henderson Terrace impacted by any changes that the city is going to make to the city's resident-only parking program. The resident-only parking program, as it exists today, is essential for our neighborhood given our proximity to UVM and University Hospital. We do not want commuters, special event attendees, tourists, or other members of the general public parking on our residential streets in areas that are currently designated as resident-only parking.

| Resident name (print) | Resident signature | Resident address |
|-----------------------|------------------------------|------------------------|
| BEATRICE C. BARKER | <i>Beatrice Barker</i> | 19 Henderson Ter |
| Clifford Morgan | <i>Clifford Morgan</i> | 27 Henderson Ter |
| ELIZABETH MORGAN | <i>Elizabeth Morgan</i> | 27 HENDERSON TERR |
| Pouya S. Wafar | <i>Pouya S. Wafar</i> | 47 Henderson Terrace |
| Jane Green | <i>Jane Green</i> | 48 Henderson Terrace |
| DAVID ADAMS | <i>David Adams</i> | 48 Henderson Terrace |
| DAVID D. SMALLEY | <i>David D. Smalley</i> | 54 Henderson Ter |
| Laura J. Shaw | <i>Laura J. Shaw</i> | 54 HENDERSON TERR. |
| Brooks Miller | <i>Brooks Miller</i> | 60 Henderson Ter. |
| E. HALPERN | <i>E. Halpern</i> | 60 Henderson Terrace |
| Barbara Headrick | <i>Barbara Headrick</i> | 282 S. Prospect Street |
| Helene Spharici Porta | <i>Helene Spharici Porta</i> | 34 Robinson Parkway |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

| NAME | ADDRESS | APT # | PHONE # | E-MAIL ADDRESS |
|-----------------|-------------------|-------|----------|---------------------------|
| Allan Martin | 70 Robinson Pkwy | | 863 8227 | Allan Martin |
| Susan Patterson | 67 Robinson Pkwy | | | spatters@wum.edu |
| Larry Lunt | 50 Robinson Pkwy | | | larry.lunt@wum.edu |
| Lisa Radtke | 55 Robinson Pkwy | | | lisarad@wum.edu |
| Karen Allen | 45 Robinson Pkwy | | | KarenB.Karenallen@wum.edu |
| Paula Olsen | 40 Robinson Pkwy | | | olsen@champlain.edu |
| Cheryl Hays | 145 Robinson Pkwy | | | chayhays@wum.edu |
| Grady Kenning | 139 Robinson Pkwy | | | gkenning@wum.edu |



Paul A. Averill, DDS

802-864-5315 paulaverilldental@comcast.net 239 Pearl Street Burlington, VT 05401

May 7, 2015

Chapin Spencer
Director of Public Works
City of Burlington

Dear Chapin,

As you know from our previous conversations, I believe strongly that we need metered parking on Pearl Street from Union to Hungerford Terrace (South side) to match what is present on the north side of the street. As a result of the devastating fire that destroyed the medical office building next to our practice, parking has become a real problem. In addition to our practice several other offices leased parking from the group next door. (2 other dental practices on our block and Burlington Rehab to name a few) Now that the housing project has started this is no longer possible. It has placed a sever strain on parking in our area and will only get worse once the project is completed and the units are occupied.

Increased metered parking downtown and higher parking fees have also affected the parking situation. Many of the unmetered spots near us are occupied by people working or shopping downtown leaving no spaces for business clients on our block of Pearl street. (and often parked all day long) We have served patients from the surrounding area as well as those from the downtown area. Most require parking, but some bike and walk to our practice. Presently we are leasing spaces across the street, but if this were ever to end we would be forced to move our practice outside Burlington.

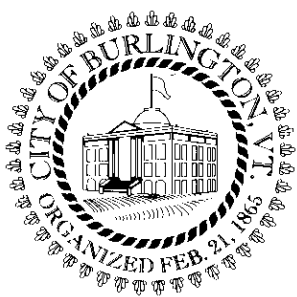
Our practice has been in downtown Burlington for over a hundred and fifteen years, and in its present location since 1958. Over many of these years we have always felt a strong connection with our business and the Burlington community. As of late, we feel that this connection is no longer there as it seems like we are being intentionally forced out. It appears that the total focus on business in Burlington has been on Church street and has not included the many business's that are within a few blocks of the Marketplace. It seems to me that to have a vibrant and successful downtown it would be necessary to also have a successful business structure in the surrounding area.

As a local business owner I believe we too should be included in the "conversation" to have input to improve our downtown community. I would appreciate the opportunity to discuss this with you in the future.

Sincerely yours,

Paul A. Averill, DDS

CC: Mayor Weinberger



Office of Mayor Miro Weinberger

July 28, 2015

To:

Barbara Headrick
Charles Simpson
Susan Patterson
Thom Patterson
Alison Cassler
Bruce Cassler
Gloria DeSousa
Elaine Katz
Ellen and Marc Keller
Lee Hoehn
Carol Shepherd
Allen Shepherd
Judy Barber
Anita Rapone
Bonnie Campono
David Klyszeiko

Dear Neighbors:

Thank you for your letter from July 12, 2015, regarding the Public Works Commission, the residential parking study, and your ongoing engagement with the discussion of the City of Burlington's residential parking policy.

Before responding specifically to the issues raised in your letter, I would like to make sure that my reasons are clear for supporting this review of our residential parking program:

- 1) **Protection of residential neighborhoods from downtown parking pressures:** For over a year, the City has been considering much-needed changes to its downtown parking policies to support investments that will create job and housing opportunities. The City Council, with my support, thought it was prudent to delay these changes until we could complete a review of the residential parking program so that we could ensure that the residential neighborhoods would be protected from any new parking pressures resulting from downtown parking changes.

City Hall | 149 Church Street | Burlington, VT 05401
802.865.7272 | www.burlingtonvt.gov

- 2) **First policy review in history of 25-year-old program:** From its start as an initiative to protect the neighborhood around Centennial Field, the residential parking program has grown into a program that regulates the use of nearly 10 percent of the City's streets (8 miles of streets), and that may be expanded further in the near future. In the 25-year history of the program, there has never been a thorough review of the policy and its implementation until now.
- 3) **Complaints about the residential parking program:** In recent years we have received numerous complaints about the program, including too many permits being issued in some residential parking neighborhoods, the time-consuming process required to secure permits, and the City's systems for administering the program. The review, therefore, is addressing potential solutions to those concerns.
- 4) **Public infrastructure funding needs:** Since the review of the residential parking program began, it has become clear that the City faces a significant financial challenge maintaining its street and sidewalk infrastructure properly over the next decade as a result of long-term underinvestment in these public assets. It is a major goal of my Administration to responsibly maintain our streets and sidewalks while minimizing property tax increases. Therefore, the review is exploring whether we can continue to protect residential neighborhoods from the negative impacts of commuter parking while also securing significant contribution to the costs from non-Burlington residents who are using our street and sidewalk infrastructure.

After considerable work, our staff and consultants have made 14 draft recommendations for improving our residential parking program. These recommendations would maintain residential parking protections in all areas of the City that currently have them, would give the Public Works Commission new guidance for considering the creation of new residential parking areas, and should improve the experience of residents seeking residential permits. The third Advisory Committee meeting will be in August, on a date to be determined. At that meeting Public Works staff will present revised strategies based on the feedback received so far. The Department will then present the final draft to the Public Works Commission on September 16. I hope that you will come to the meetings and present your specific concerns about the plan so that the Department and the Commission can fully consider them.

I understand that you are questioning whether the Commission can consider the plan based on your concern that Commissioner Jim Barr may have a conflict of interest. The City Charter has a provision regarding such conflicts, and, in response to your letter, I asked the City Attorney's Office to issue a formal opinion addressing the concerns you have raised. After careful review, the City Attorney's Office's opinion is that "Commissioner Barr does not have a conflict and may participate in the discussion of the [residential parking] plan and vote on its approval, amendment or rejection." The City Attorney's full opinion is attached to this letter.

Separately, the City Attorney's Office is looking into whether open meeting rules were violated, per the question on page two of your letter, and will be providing you a formal response on that issue separately. I have issued an executive order directing all City Departments to know and follow the state's public meeting law requirements; any violation of this law would be a concern for me.

Finally, at the end of the letter you expressed an interest in discussing this matter further with me. I would be happy to do so. If you would like to meet with me, please contact Jordan Redell (jredell@burlingtonvt.gov or 802.865.7272) in the Mayor's Office to schedule this conversation.

I appreciate your interest in these important issues and your willingness to share your concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Weinberger', is centered within a light gray rectangular box.

Miro Weinberger
Mayor

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CITY OF BURLINGTON, VERMONT
OFFICE OF
THE CITY ATTORNEY
AND
CORPORATION COUNSEL

To: Mayor Weinberger
From: Sr. Assistant City Attorney Gene Bergman *JB*
Date: July 17, 2015
Re: Does Public Works Commissioner Jim Barr have a conflict of interest regarding the residential parking policy currently under consideration by the commission?

You have asked our office to opine as to whether or not Public Works Commissioner Jim Barr has a conflict of interest regarding the residential parking policy currently under consideration by the commission.

It is our opinion, based on our review of the relevant charter provision and the draft Residential Parking Management Plan before the commission, that Commissioner Barr does not have a conflict and may participate in the discussion of that plan and vote on its approval, amendment, or rejection.

Conflicts of interest are governed by City Charter section 133.¹ This section defines a direct conflict of interest as a situation in which the official is "seeking to do business with the

¹ § 3-133. Conflicts of interest

(a) No City officer shall participate in any fashion or cast a vote on any matter in which either a direct or indirect conflict of interest is present. Nor shall a City officer participate or vote on any question in which such participation or vote would reasonably create in the mind of an objective person the appearance of a direct or indirect conflict of interest. The presence of a circumstance as above enumerated shall be regarded as a conflict of interest situation. In the event a conflict of interest situation arises, the affected City officer shall at the first opportunity formally declare the existence of the conflict of interest situation. Thereafter, such officer shall not participate in any fashion at any level, formally or informally, in the discussion of the matter, nor cast a vote of any kind at any level with respect to the matter to which the conflict of interest situation applies. For the purposes of this section, the following definitions shall be applicable:

(1) Direct Conflict of Interest shall mean a situation in which the City officer has a direct and immediate financial interest in a matter which is officially before such officer or before a board of which such officer is a member. Such financial interest shall be regarded as present if the City officer is either the self-proprietor of the organization seeking to do business with the City or an officer, partner, professional associate, shareholder holding at least five percent of the outstanding shares of any particular class of shares, director, or managerial employee of such organization. It shall also be regarded as present if the City officer serves as legal counsel, accountant, architect, or consulting engineer, or has another such professional relationship with such organization. For purposes of this subsection, doing business with the City shall mean contracting within the City, seeking or opposing a permit or similar permission for a particular activity, seeking or opposing a legal enactment or some amendment thereof, soliciting employment with the City, or otherwise requesting some status, right, or benefit from the City that has a financial value. Doing business with the City shall not include supporting or opposing the passage of a legislative measure unless

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at 865-7145.

City.” Doing business with the City means “contracting within the City, seeking or opposing a permit or similar permission for a particular activity, seeking or opposing a legal enactment or some amendment thereof, soliciting employment with the City, or otherwise requesting some status, right, or benefit from the City that has a financial value.” Doing business does not include supporting or opposing a legislative measure unless it “relates substantially” to the officer’s business rather than to a broad scope of public and private interests that include the officer’s business or private financial interests.

The plan before the Commission does not involve contracting, permitting, or soliciting employment. It is only a plan, not a “legal enactment” such as an ordinance or regulation that would actually give or take away a right to park in a particular place; its adoption would not confer any status, right or benefit on any particular person or entity. Therefore, this topic appears to be the type of broad discussion issue that does not give rise to conflict of interest disqualification.

More specifically, the plan reviews the city’s on-street parking needs in residential neighborhoods and recommends strategies and methods to address those needs. The recommendations are not specific to UVM and relate to the entire city. Specific parking regulations would still have to be adopted to effectuate many of these strategies, and no regulations are before the commission right now. Others recommendations require technological improvements or financial arrangements that are outside of the commission’s jurisdiction to decide upon. Still others relate to permitting, pricing and administration that are general in nature and relate to the entire city, not just UVM. This broad scope also suggests that conflict of interest is not at issue. Consequently, the plan does not constitute UVM’s “doing business” with the city and Commissioner Barr has no conflict in discussing it and voting on its adoption, amendment, or rejection.

such measure relates substantially to the City officer's business or business organization rather than to a broad scope of private and public interests which may include the private financial interests of the City officer.

(2) Indirect Conflict of Interest shall mean a situation in which the City officer is a spouse, parent, child, brother, sister, grandparent or grandchild, uncle, aunt, niece, nephew, or first or second cousin of an individual who would have a direct conflict of interest were such City officer involved in the situation.

(3) City Officer shall mean the Mayor, a member of the City Council, a member of the Board of School Commissioners, a commissioner appointed by the City Council, with Mayor presiding, a superintendent or corresponding department head of a City department or any City official who is appointed by the Mayor subject to the approval of the City Council.

(b)

(c)

(d) While not proscribed by the precise requirements of this section, a City officer is also requested to consider declaring a conflict of interest situation and not participating in any matter where as a result of close personal friendship with an applicant or for any other reason unrelated to the merits of the matter, the City officer is not able to consider the matter at issue without being influenced and guided by such friendship or other reason unrelated to the merits of the matter. Further, a City officer who holds less than five percent of the shares of any particular class of shares in any organization seeking to do business with the City is also requested to declare his or her ownership of such shares when voting on a matter in which he or she would have a conflict of interest if the percentage of ownership were five percent or greater.



August 25, 2015

Barbara Headrick
282 S. Prospect Street
Burlington, VT 05401

RE: Assertions in Attachment #3 in Your Letter to Mayor Weinberger and City Attorney Bergman

Dear Ms Headrick:

In your July 12, 2015 letter to Mayor Weinberger and City Attorney Bergman you included an Attachment #3 entitled "Errors in Benchmark Data Used to Formulate Recommendations". In this letter, I respond to the assertions made in Attachment #3.

RSG obtained information about the City of Ithaca residential parking program from their website - <http://www.cityofithaca.org/187/Residential-Parking-Permit-System> - and followed up with email and phone communications with Julie Conley Holcomb, City Clerk, and with Frank Nagy, Director of Parking Operations. After we reviewed Attachment #3, we contacted Mr. Nagy again on July 27, 2015 to verify the information about Ithaca's program.

Below is our response to the assertions made in Attachment #3.

Assertion: "For example, it is concerning that RSG said in the RPAC (Residential Parking Advisory Committee) report that Ithaca does usage counts of parked cars where there is signed residential parking in order to determine whether resident parking should be revoked. This is false. Ithaca does not do this. Residential parking is not revoked in Ithaca based on low-usage of the on-street parking. The only time that Ithaca eliminates the residential parking is if the neighborhood requests it or if fewer than 25% of the residents buy on-street parking permits for 2 consecutive years."

Response: The RPAC report discusses Ithaca parking counts by the City Traffic Engineer conducted during the petitioning process. **The RPAC report contains no discussion of Ithaca conducting this type count during the process of revoking the residential parking system.**

As part of the petitioning process, parking counts are conducted. From page 47 of the draft report: "A block petitioning for the permit system must hereby meet certain minimum requirements with respect to parking occupancy. The City Traffic Engineer will conduct a parking survey over two separate days during average weekly peak hours to determine that at least 75% of the legally available

parking spaces are being utilized. (<http://www.cityofithaca.org/189/Permit-System-Petitioning>)

Your assertion therefore is incorrect.

Assertion: Attachment #3 contains a table enumerating other ostensibly inaccurate or misleading information about the Ithaca program. This table is recreated below, with each item numbered.

| | RPAC report page # | Quote from RPAC report | Correct Information that needs to be included in the RPAC report |
|----|-------------------------|--|---|
| #1 | 51 | “For example, only residents with permits may park from 9AM to 1PM on certain streets.” | Residents with permits can park anytime and anywhere on their street. |
| #2 | 47 | Ithaca’s residential permit violation fine = \$15. (see Figure 4.4) | Ithaca’s residential permit fine varies from \$15 to \$45. For each violation within an 18-month period, the fine rises from \$15 to \$30 to \$45. |
| #3 | 51 and 72 | “Residents in zone 1 may have up to 8 guest permits, and residential zone (2) may have up to 16 guest permits.” ... “Each resident may have 4 guest permits...” “Residents can purchase a maximum of 8 or 16 passes per property.” | The RSG statement is misleading and inaccurate. The number of guest permits available is not <u>per resident</u> . Ithaca limits the # of guest permits provided <u>per building</u> , per year, provided that a resident of that building has an on-street parking permit. (Guest permits are valid for 2 weeks.) |
| #4 | 51 | “Ithaca has two different residential zones, based on housing density. In residential zone 1, two permits are allowed, and in residential zone 2, 4 permits are allowed. | The RSG statement is misleading: It is important to know that each <u>building</u> on a street where residential parking in requested has a designated zone R1 or R2. The R1 buildings receive a maximum of 2 on-street parking permits per building; and the R2 buildings receive a maximum of 4 on-street parking permits per <u>building</u> . |
| #5 | 83 | “The Traffic Engineer do daily inventory in residential parking zones using License Plate Recognition technology, which allows them to conveniently conduct counts from their vehicles. They use data from the daily counts to ensure that parking utilization is optimized at around 80 percent.” | Ithaca does not do counts to see if parking utilization is optimized at around 80 percent on signed residential parking streets. After a street is signed for residential parking, Ithaca’s traffic engineers travel those streets for enforcement purposes but not to measure amount of on-street parking usage by residents. |

Response to #1: Both statements (RSG's and Barbara's) are technically correct. Residents with permits are exempt from “no parking” restrictions. In some cases, “no parking” restrictions vary from block to block, with restrictions applying to non-permitted parkers from 9am - 1pm and/or from 1pm - 5pm. RSG will clarify this issue in a re-draft to the RPAC report. Clarifying this issue will not affect the RPAC report recommendations, however.

Response to #2: It is correct that the first fine is \$15. Though Ms Headrick’s additional information on fine escalation is correct, RSG didn’t feel it was necessary to include this detail in the report for the purpose of brevity. Instead, the report states on page 48: “There are



progressive tickets for violators so that the fines rise based on how frequently a vehicle illegally parks.” There is no need to clarify this issue in the RPAC report, and the assertion will not affect the recommendations.

Response to #3 and #4: In Ithaca, R1 zone permits are based on the "property", and a maximum of 2 residential permits may be issued per R1 zone property. Each R1 zone permit may, in turn, acquire up to 4 visitor passes, for a maximum of 8 per property.

R2 zone permits are based on "dwelling units", with a maximum of 4 permits per property. Each R2 zone permit may, in turn, acquire up to 4 visitor passes, for a maximum of 16 visitor passes per property. Our re-draft of the RPAC report will clarify this issue. Though **as it is currently stated in the draft, it is neither inaccurate nor misleading**. Clarifying the issue will not affect the recommendations.

Response to #5: Based on a July 27 phone conversation with Frank Nagy, the Ithaca Director of Parking Operations, the RSG statement is correct. In addition to the one-time parking survey conducted when a petition is submitted, the Ithaca parking staff typically conduct daily parking inventories in residential parking zones using License Plate Recognition (LPR) technology. LPR allows them to conveniently conduct counts from their vehicles, while electronically matching vehicles with and without residential permits. Ithaca parking staff also use LPR to determine the amount of time a vehicle has been parked at the same location, enabling enforcement of parking time limits (e.g. 9am – 1pm only; or, 2-hour parking only). The LPR count data informs Ithaca Parking Operations staff on parking demand, helping maintain a parking utilization of around 80 percent.

The undercurrent in your letter, that in conducting the Residential Parking Study for the City of Burlington, RSG is packaging “ideas that the Mayor wants to adopt” and ignoring comments from residents, is unfortunate. RSG prides itself on our objective analysis of data to enable informed decision-making, and we have worked to address residents’ concerns.

Although we disagree with your contention that there are errors in our benchmark data, we appreciate the public feedback. The strong response from residents has helped inform our recommendations and provided context for our strategies, and we continue to work towards a final document that will enhance the livability of Burlington residents.

Sincerely,

RSG



ROBERT CHAMBERLIN

Senior Director





August 25, 2015

Barbara Headrick
282 S. Prospect Street
Burlington, VT 05401

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TRUE.

Response: The RPAC report discusses Ithaca parking counts by the City Traffic Engineer conducted during the petitioning process. The RPAC report contains no discussion of Ithaca conducting this type count during the process of revoking the residential parking system.

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RSG makes various points to say under-utilized RPP streets should be available for commuter parking (Bad policy)

page 86: Strategy #14 BIV to adopt commuter parking permit program. where there is surplus parking available on RPP streets.
page 83: DPW parking staff will continue to conduct parking counts to ensure there is demonstrated parking demand.
page 83 Case Study: Ithaca daily RPP inventory counts to ensure 80% utilization. ← Does not apply to RPP streets. RPP streets can be empty day after day. No impact to RPP.

parking spaces are being utilized. (<http://www.cityofithaca.org/189/Permit-System-Petitioning>)

Your assertion therefore is incorrect.

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RSG,
Please
see
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statements.

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building

building

units

per building

Does not apply for purpose of increasing public access to parking

on RPP streets.

RPP streets can be empty & not lose RPP status.

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RSG's chart comparing city fines overstates the gap between what Burlington charges and what other cities charge.



RSG 55 Railroad Row, White River Junction, Vermont 05001 www.rsginc.com

The gap is narrower than shown because Ithaca² charges \$45 for repeat violations. Relevant to strategy. BTV's fine should exceed UVM's fine. \$/ticket.

"property" is the wrong term to use.
It could refer to a condo.
The practice is # permits per building.

progressive tickets for violators so that the fines rise based on how frequently a vehicle illegally parks." There is no need to clarify this issue in the RPAC report, and the assertion will not affect the recommendations.

per building

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NEVER
Topic of
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Sincerely,

RSG

Robert Chamberlin

ROBERT CHAMBERLIN

Senior Director

ineffectively
unsatisfactorily

True.
Has been the case.
+
continues.

TRUE.

1° responding to Mayor's acknowledgement
of public pressure.



Burlington Residential Parking Comments from 10/20/15 through 11/25/15

David and Peter,

I spoke briefly with David at the meeting this afternoon about formalizing the arrangement for relaxing residential parking restrictions when there is a gathering with more visitors than the resident can get permits for.

Right now, when I am going to have a meeting at my house, I e-mail John King a day in advance, and he passes the message on to his team. Apparently this arrangement isn't formalized in the policy, which would leave it up in the air if John King retires or leaves. I feel it should be formalized, because the people who live on a street should be able to use it.

Also, if we decide to sell parking spots in residents-only areas to commuters, we need to make sure to leave enough spots available for the residents' visitors. Strategy 3 on page 60 to establish permit periods based on time-of-day, etc. may help with this, since gatherings tend to be in the evenings, but I do sometimes have daytime meetings at my house.

If we implement strategy 14, selling commuter passes to allow for occupancy of up to 85%, we should consider that when there are cars parked on Deforest Road, there is not enough room left for cars going opposite directions to pass safely - it's the empty spots that allow one car to pull out and let the other go by. If we sell spaces and there are also residents & guests parked there, the street may have to be changed to one-way. Do we want that? To be honest, I kind of like the idea of raising income by selling parking spots, but it has to be done judiciously.

By the way, on page 11, the plan states that when a residential dwelling has more than 2 guests, the extra ones can send their tickets in to be voided. My impression is that this is no longer true.

Thank you for your consideration,
Tom Hyde
160 Deforest Road

Statement at the Oct. 20, 2015 Residential Parking Advisory Committee Meeting, City Hall.

1. I want to take issues with the fundamental premise driving the neighborhood parking study in its latest iteration. That is that 85% occupancy of curbs is a standard and ideal which the city should pursue with various measures:
 - a. selling parking spaces in resident-only areas to commuters
 - b. installing parking meters in selected residential neighborhoods
 - c. requiring residents to pay to park in front of their own houses
 - d. Widening resident-only parking permit areas from specific streets to larger areas.
2. Hotels sensibly seek 85% occupancy rates; restaurants would love to have 85% table use at lunch and dinner. What have such market-based standards to do with the organization of street parking in residential neighborhoods? Nothing beyond a seeming similarity in the bogus language of efficiency.
3. City streets are not parking lots; they are the environment for residents and serve many purposes--promoting the quiet enjoyment of one's residence, residential accessibility, a safe route for pedestrians and cyclists. In some areas, such as dead end streets, they function as impromptu play areas. (Note that Ward 6 entirely lacks a public park.) While the plan mentions "balance" of values as a guiding principle, there is nothing balanced in its specific or "tactical" recommendations for change.
4. Consider: treating extensively constructed and maintained streets as parking lots rather than calling for more peripheral municipal garages tied to the central city via more frequent and effective mass transit is inefficient. With the closing of South Burlington's K-Mart, an opportunity exists for the Chittenden Co. Regional Plan Assoc.

to coordinate the construction and bus connections of a large regional parking garage peripheral to the downtown. Requiring residents to provide off street parking on their property so as to free up curb space for commuters while downtown developers are given a waiver--As Plan BTV suggests--exempting them from providing similar off-street parking is an unfair and discriminatory use of city ordinances.

5. While coordinating with the institutional generators of parking via their staffs, clients, visitors and students is a sound idea well-underway, the plan fails to specify the parking responsibilities of those institutions. These should include housing all of the cars traffic they generate in peripheral lots away from residential neighborhoods.
6. Direct and occupational conflicts of interest among the DPW commissioners who double as members of the parking advisory group are not addressed or rectified.
7. Finally, moving to license plate reading technology which involves considerable capital investment in equipment and still requires parking enforcement officials to photograph the wheels of parked cars in areas with time-limited parking is not efficient and essentially duplicates the current system of bumper stickers. But more importantly, is a move toward a total information system for identifying vehicle use on streets that is intrusive and violates residents' privacy rights. It is a step toward the surveillance state.

Charles Simpson, Ward 6, Residential Parking Advisory Committee member

I am sorry not to have been able to attend today's Parking Study Meeting, held at 2 to 4 pm meeting during the work week!

I've read the revised report, and don't feel that it addresses the key point raised in the earlier public meeting at DPW:

1. The plan should emerge from the needs of the residents. This has not been satisfactorily addressed. I do not see a groundswell of people seeking either looking to pay to park on the street they live on, nor to sell commuter parking on their street. An exception was hypothesized that King Street residents wanted this, and yet no documentation of their attendance at meetings and support for this project has been forthcoming. Another street hypothesized to want this parking sale is Mansfield Ave, and anyone strolling down the street would see that between the gigantic oversized green belt grants them a veritable green-view-way between homes and the parking lot street which is also super wide, which is also mostly non residential on the other side. In other words wholly atypical, and not worthy of building a city wide commuter park plan around, which seems to be growing in expense (\$ and time) as the months roll by.

2. When you describe a parking area and say permits within "walkable" distance" you severely underestimate what walkable means - in terms of weather, carrying loads, fitness, injury, children, etc.. This sounds and is ignorant.

3. Over the course of the "planning documentation" I've seen comments that speak to the purpose of this revised neighborhood parking model - they range wildly from meeting residents needs, raising money, cost neutral, meeting commuter needs, all this variance in the feels disingenuous; residents are getting the short end of the lived reality.

Respectfully,

Laura Massell
35 Kingsland Ter

Almost scandalous to have such an important mtg at this time of day....
Do wonder how many folks showed up...do not remember any notification on FPF ?
What will be the next step in the process?

Thank you Laura
Barbara

Hi David, Thank you for letting me know about the meeting this afternoon at City Hall. I was hoping to attend, but something has come up at work that will prevent that. As President of the Lake Forest Homeowners Association I speak for the 37 homeowners who strongly urge the city to ban parking on Flynn Avenue between Oakledge Park and the rr tracks and encourage people to park on Sears Lane to access Oakledge Park. With the increased business traffic on Flynn which is only going to get worse with the opening of City Market, parking has caused all sorts of problems for those businesses as well as for the surrounding residential neighborhoods. I've observed people already parking on Sears Lane and walking through Lakeside to Oakledge Park. That roadway is vacant of any business or residences making it an ideal spot for people to park and walk to the park. Lake Forest is a private road maintained by the homeowners and not the city and we have had to deal with constant drive through and turn around traffic and have had enough! We're taking action on our part to prevent that in the future, but the city needs to do its part on keeping its streets safe for vehicle, bicycle and pedestrian traffic as well as provide easy access to and from local businesses that have chosen to locate in that area. Thank you for your consideration.

Cathy Bughman

David, my bad! The washing repair man came and I had to hang around while he rebuilt our 14 yr. old washer. That was bummer enough, but missing the meeting was the real bummer. My apologies. That said, There is nothing I could have added other than

1. NOT ALLOWING ANY STUDENTS TO BRING CARS TO BURLINGTON UNLESS THEY PARKED AT SATELLITE PARKING LOTS AND ALL CARS REGISTERED WITH BPD.

2. parking permits based on 1 per apartment or 2 per household.

Draconian as these are, they would be mollified by providing more public transportation, better walking and biking facilities, and making use of new technologies to enhance service.

Of course these are radical and repugnant to most people so I'll just let it slide until gas prices go up and air pollution gets to the point where people start caring.

Best, Phil

Thanks for your huge effort pulling this draft together. I do have a couple of comments though.

1. First, regarding the proposed change in requirements for developers. I am really unclear what the residents of Burlington are getting from giving developers such a huge break. I understand the idea that providing parking can be ugly, and it certainly reduces the available space to be developed, but this proposed change is not promoting tenants to use an alternative means of transportation, it is promoting tenants to not own cars. And, your sample area with the most rentals was also the one with the biggest parking issues. How can it make sense to put more people in a space and not make allowances for their cars?

2. It seems that "resident only" parking promotes under utilization of available parking. Since many of the "resident only" streets are single family homes with driveways, these are the streets that need restricted parking the least. And, by restricting parking on those streets, it forces the surrounding streets to have more parking issues. And since the application for "resident only" parking requires a stable resident population to sign off, it really is biased against neighborhoods with rentals. Why not get rid of all resident only streets?

Thanks for your time. I'll try to make it to a meeting, but in the meantime I did want my voice in.

Linda Campbell

N. Winooski Ave.

Chapin,

Unfortunately, I cannot be at the DPW commission meeting tonight but I would like to reiterate what I, and many others, have said in regard to changes in residential parking permits that would be detrimental to our neighborhoods which are already under stress from UVM and Champlain College. As others have mentioned, our neighborhood streets are not parking lots to be monetized by the selling of commuter parking permits. I will send similar comments to the members of the DPW Commission and hope that you and they will listen to the will of the citizens of Burlington.

Mary Grinnell

Dear Chapin - I am against most of all of the proposed changes in neighborhood residential parking. The only thing I would favor is the idea to expand the range of streets where a resident could have protected parking -eg. I live on Bilodeau Parkway and under current policy can park only on that street. I would be ok with allowing Bilodeau Court, Parkway, East Ave and Case Parkway to be combined into one zone.

Under no circumstances should these street be opened up to commuters. Nor should there be meters on these streets. We pay for parking through our taxes, so we should not have to pay extra for parking permits. If revenue is an issue, put meters on Institute Road and Flynn Ave to take advantage of traffic brought by those who do not have yearly park passes and try to avoid fees by parking for free at BHS, and on Institutue Road and Flynn Avenue.

I may or may not get the to the meeting tonight. Just back in town after a month on the road and have some domestic things to catch up on, so if I don't make it, here are my comments!

Thanks, John J, Cane
33 Bilodeau Parkway

Hi Chapin - Thanks for the quick reply and the reassurance about meters. I hope you will also nix the idea of commuter permits in our neighborhood. They would diminish the number of spaces for residents, their guests and the various service/contractors people who need to park here, and would bring more traffic to a here to fore quiet neighborhood where it's still safe for little kids to ride their bikes in the streets!

John Cane

Dear Chapin,

We met you at the meeting at Ruggles house last summer. We organized the meeting, along with Judy Barber.

I understand that there is going to be a meeting tonight on the topic of residential parking. We cannot attend but we want to reiterate our opposition to selling permits to commuters to park on Robinson Pkwy. As you are aware, no resident of Robinson Pkwy has expressed a desire for commuter parking to be instituted on our street. Please note our opposition to this plan. Thank you. If there is anything else you think we should do to prevent commuter parking on our lovely street, please let us know.

Maryanne Kampmann, Nick Gotelli
115 Robinson Pkwy
Burlington, VT 05401
802-863-7810

Many residents, including myself, are opposed to the installation of parking meters and pay stations on any residential streets, including arterial residential streets. We object to having parking meters installed on some residential streets for the same reasons we protested the city's idea of selling commuter permits for parking on

residential streets. We don't want our residential streets, including residential arterial streets, turned into commercial parking lots.

I am particularly opposed to the installation of parking meters and/or pay stations along South Prospect Street, Maple Street, and Summit Street.

Meters on these streets are inconsistent with the historic character of our residential street and would degrade our residential neighborhood; and it would make it much harder to get the educational institutions to stop using our residential streets to satisfy their parking needs.

Please see the attached letter for suggested initiatives to create an environmentally responsible parking plan for the city. If the city implements the 10 principals I have outlined in the attached letter, the city will be able to increase its municipal garage parking revenues while also improving quality of life for residents, improving safety for pedestrians and bicyclists, reducing pollution, and enhancing the vitality of the downtown shopping district.

Thank you for considering the attached letter.

Sincerely,
Barbara Headrick

Nicole and Chapin,

For corner lots that are bordered by 2 RPP streets, I believe that the homeowner of a single-family residence should be able to choose 1 of the 2 RPP streets for their on-street parking permit. This makes sense because the homeowner is not going to cause a shortage of parking on either street if both streets are RPP, and it increases the acceptance of the revised parking plan with taxpayers.

When a multi-unit building is on the corner, and bordered by 2 RPP streets, I recommend that the multi-unit building be allowed only to have permits to the street that it faces. The reason is because multi-unit buildings tend to face the larger street and have smaller side streets. The tenants' parking demand would overwhelm the parking availability on the smaller side street.

Unlike the situation above, giving the tenants a choice of which street to use for their parking permit would significantly decrease parking availability on the smaller side street.

EXAMPLE: RUGGLES HOUSE is a corner lot property with 2 adjacent Resident Permit Parking streets (South Prospect and Robinson Pkwy). The cars of the residents in the 9 dwelling units, if all were drivers, would overwhelm on-street parking availability on the small side street, Robinson Parkway. As is typical of large multi-unit buildings, they face the larger street and Ruggles faces South Prospect Street. There is space for 9 cars in front of the Ruggles House on South Prospect Street and currently it is signed for Resident only parking. Ruggles House residents and visitors can park in this area by using a city permit or a guest pass. So it makes sense for this multi-unit building (and other multi-unit buildings) to be limited to having on-street parking permits for street that it faces and not its side street.

For corner lots that are bordered by only 1 RPP street, I agree that the homeowner of a single family home or the tenants of a multi-unit building, should be limited to obtaining an on-street permit for the facing street and not the side street.

Thank you for considering these comments.

Sincerely,
Barbara Headrick

Here's my public comment on parking meters.

Will you guys please quit trying to diminish quality of life in Burlington!!

Seriously, enough with the residential parking meters already- time to KILL that idea.

On-street commuter parking should be moved to remote satellite park and ride lots and our residential streets should be used for resident parking and bicycle lanes. This would reduce traffic, make our streets and neighborhood quieter and safer and increase student use of bicycles, thereby reducing demand for the excessive number of shuttles plying S. Prospect.

In my opinion, our city officials should be doing more to protect residential streets from the spill over impacts caused by the institutions. UVM and CC campuses are adversely impacting and absorbing our neighborhood. I am asking the DPW to not install parking meters or pay stations on South Prospect and Maple Streets, and to stop the institutions' use of South Prospect and Maple for commuter parking! Let's keep Burlington a livable city and quit making us want to move away (moving our tax dollars as well)!

Kim Lang



Go Outside and Play!

November 10, 2010

City officials should be doing more to protect residential streets from the spill-over caused by educational institutions. UVM and CC campuses are adversely impacting and absorbing our neighborhood. I ask the DPW not to install parking meters or pay stations on South Prospect and Maple Streets. These institutions' use of South Prospect and Maple Streets for commuter parking should be restricted.

Yours sincerely,

L.. M. Holmes, 261 South Prospect Street

Hello,

It's hard to believe that we still need to be writing regarding the parking issues around Burlington. You have gotten a lot of input and the overwhelming feeling is please do not wreck our neighborhoods!! The idea of even considering parking meters on South Prospect St and/or beyond would in my mind be the ultimate disregard and disrespect for those trying to maintain neighborhoods that are family friendly and safe for all of us, especially our children. To pursue this way of thinking is to drive families out of Burlington. We should be proud of our schools and propose initiatives that encourage NOT discourage families from wanting to live in Burlington. It is a simple and basically important quality of life issue. Parking meters, if implemented, I strongly believe will have far reaching negative effects.

Why must we keep asking for UVM and Champlain to stop encroaching on our neighborhoods? Our residential streets, our neighborhoods should not be their parking lots!

Please keep our residential parking intact.

Are you listening??

Thank you.

Lee Hoehn

273 South Prospect St.

Burlington, Vt. 05401

To Whom it May Concern:

I am the property owner of 308 South Prospect Street. It has come to my attention that the city has not ruled out parking meters on South Prospect street, which would directly affect my family and my property value. Currently, the public can park in front of my house from 6am to midnight, which results in my family and friends often not

being able to park directly in front of my house, seeing the street fills up early in the morning. We are the only residential address on South Prospect where this is the case. Our residential stickers do not allow us to park on Henderson and so we often have to park down the block for our own house. The current situation is unfair and undesirable to our family and we have requested this to be reviewed.

Having said that, we are **vehemently opposed** to anything but "residential only" parking on South Prospect Street. We do plenty to tolerate the University already and absolutely do not believe we should have to accommodate their parking as well. If UVM is in need of parking for their commuters, they should do this on campus, not on my front lawn.

I would hope the committee is thinking seriously about preserving what's left of our downtown neighborhoods, otherwise, the eventual tax implications tied to property values will create more serious problems.

I am openly voicing my concerns on this topic and I hope the committee will honor our opinions and influence in our neighborhood. If there is action to follow through on parking meters or a change in parking on South Prospect, I will be organizing with my neighbors to stop this plan and we will fight it until it is dropped.

I welcome a positive conversation with anyone who would like to hear my perspective.

Best,

Perry LaRoque

This is a request from a taxpaying city resident to please NOT place parking meters on our residential streets. Residential areas are NOT places for commuter parking.

Find more opportunities and create more incentives for satellite commuter areas, and encourage more alternate transportation-buses, city bikes (like Boston has), foot power! But please don't install meters in our beautiful neighborhoods. Keep residential streets RESIDENTS ONLY.

Thank You!

Barb Rouleau
20 Overlake Park
802 363 1706

Thank you for your consideration of my neighborhood. Specifically what streets are being considered at this time? I continue to feel strongly that parking meters should not be added to more residential streets even outside my ward.

If you were to ask me to pick one thing I intensely dislike about living in Burlington I'd say those god forsaken meters and pay stations- find another solution that enhances quality of life here in Burlington instead of diminishing it.

Kim Lang



Go Outside and Play!

The plan I've seen recently is too vague and will impact Burlington negatively in the long run. It appears that the city seeks to change zoning by expanding the commercial use of our streets and thus increase the commercial area under a mixed-use formula. The people, businesses or institutions that need the parking should pay for their parking or create additional parking that that doesn't impact our city. I've seen allot of development and improvements in and around Burlington the past 25 years. (Some good and some not so good) This just smells like it's a special interest backed plan and not a plan in the overall best interest in the City and its permanent residents. There are many other ways to create additional parking. (however more costly and less convenient) This plan is appears to be backed by those who need the parking and are just seeking the lowest cost alternative. In the long run this plan will have an adverse effect on the city's livability and reduce our ability to continue developing more bike lanes and just increase traffic congestion in our neighborhoods.

Is the additional revenue that may be generated really worth it? Development always has a cost and a benefit. In this case like a lot of other things in this country the benefits appear to only to be going to the special interest and not the residents. I would never buy a house with a parking meter in front of it unless it was a rental property or a business. Would you?

Gil Lang
96 Deforest Heights
Burlington VT

Greetings,

Please accept the following as my official comment on the residential parking study:

1. Remove the suggestion about putting parking meters in residential neighborhoods. This will degrade the quality of life for residents.
2. Enact policies to ensure that major businesses, including Champlain College and The University of Vermont, provide parking spaces for their employees, staff and students on their own property at their own cost.
3. Ensure that UVM's director of Parking and Transportation and Champlain College's VP of Campus Planning be removed from the city's Residential Parking Advisory Committee due to flagrant conflict of interest. Their professional interest in solving the parking problem on their own campuses should not be allowed to influence a parking solution that has the interests of the city's residents in trust.
4. Ensure that new parking regulations benefit residents of the city, not businesses and developers who have an interest in reducing the required number of parking spaces required in new developments and enterprises. Already throughout the city the reduced parking requirements on new developments have put a burden on residential neighbors who can no longer find parking near their homes since their spaces have been taken up by the new residents in the new buildings.
5. Face the fact that urban density does not reduce the number of cars and drivers in the city, but only increases them without providing real solutions for dealing with these cars.
6. Park and rides, public transportation initiatives, and a holistic vision for development and sustainable neighborhood quality of life are some better solutions than parking meters, selling parking spaces, and robbing the residents to enable developers to make profits.

Thank you,
Genese Grill
South End Alliance

Perfect, Genese. I can't imagine anyone saying everything that needs to be said better or more succinctly.

Barbara McG.

Residential Parking

Charles Simpson, charles.simpson@plattsburgh.edu, Summit Ridge

Barbara noted in a recent FPF message that the latest revisions of the city's residential parking plan include the following:

"Parking meters or pay stations may be added to specific areas of the City, including within some RPP areas, which would allow visitors to pay to use excess on-street parking spaces in mixed-use areas or in areas adjacent to recreational, commercial or downtown-transition zones. This strategy may be attractive to some residents in non-RPP areas because they avoid the costs and restrictions associated with the RPP. It balances the needs of residents to have a place to park at the end of the day while sharing those spaces with the broader public while adjacent shops, offices or schools are open. To ensure that the goals of the City are met, RPP permit holders would be required to pay for meters during enforcement hours." p. 64.

If street trees and greenways identify a street as residential, parking meters send a commercial message. Rather than moving toward bike lanes, the city seeks to maximize the parking potential of our residential streets--the

cruising for space, the frequent coming and going from metered spaces, the enhances street congestion in hitherto quite residential areas where children cross at will or play at the ends of cul-de-sacs. In a word, the city seeks to bust zoning by expanding the commercial use of our streets and thus the commercial area under a mixed-use formula. This is opportunistic, failing to address the real parking issues that require peripheral garages for campus users and downtown employees, linked to their destinations by mass transit. Such a system could be paid for by allowing institutions and downtown employers to pay into a fund which would be devoted to peripheral parking and mass transit passes. But this would require the city to oppose the more narrow interests of downtown employers and the higher ed institutions who see curb space on city streets as a cheaper alternative. As Barbara suggests, let your council members and DPW know what you think of commercialized parking on resident-only streets

Dear Nicole and Chapin,

I recently read an email on Front Porch Forum that states that the city of Burlington is seeking to install parking meters in residential areas in the city. I have lived on Maple Street between Pine and St. Paul Streets for more than sixteen years now. I am currently working on a petition to have residential parking only on my block. Every building, except for a daycare (which has apartments above it), on my block is residential. I strongly oppose parking meters on my block and other predominately residential blocks in the city.

Sincerely,
Lori Lewis

Parking meters or pay stations on residential streets is an abomination, especially So. Prospect St.

David A. and Susan K. Jenkins 307 So. Prospect St

Subject: Parking meters.

I pay 9300 dollars a year to live in my house. I do not want parking meters outside my house with cars that I will have trouble getting around to get out. Enough is enough! Wendy bombard

I may have other comments later (I'm at work)

I'm glad that this hasn't been done without any input from the residents . However as you know wording for this type of thing is very important because lawyers representing special interest will take advantage of any ambiguous or unclear language to get what-ever their clients are paying them for.

Does the definition of mixed use apply to schools like Champlain College or UVM or Rice High school?

If so then there need to be a clearer definition of mixed use. I'm sure low density neighbors to those schools don't want parking meters in front of their house. As an example " A former college of mine lives adjacent to Champlain College he has a 1 acre piece of property that he lives in full time with his wife." Is that considered to be mixed use? if so then all the people in their situation in the city will not be happy. In my opinion every permanent resident should be able to park in front of their house for free or a very modest annual fee to cover the annual permit. (parking by permit only) I have seen other small towns with mixed use situations that handle the issue that way.

Lang, Gilman (Williston)

Karen,

I see the emails flying again on FPF about the potential to add parking meters on South Prospect/Maple/Summit areas. While I'm sure there will be a lot of people opposed vocally, I think it's a great idea to test out.

People would like to think that the public street in front of their house is their property, but it's not generally; it's the city's property. We have a huge demand for parking in this area at certain times, and I think it's fine for the city to charge to use this space. Right now, we have a free resource (free on-street parking) in a very limited area which creates the dynamic of no supply and way too much demand. Let's make a few bucks from this demand....

My two cents.....

I would vote to try it, and see how it works out.

Daniel Scheidt

Thank you for your reply. I would like to be kept apprised of this discussion.

So sounds like I'm best off limiting my conversation to my neighborhood (I think you know my overall opinion already). I think it'd be helpful if you sent an email to the DPW, and copy me, and request that the paragraph on page 64 be modified to specifically exclude all streets in the RL zone, including those adjacent to UVM and Champlain College, from consideration for the installation of parking meters and pay stations. Since you are against the installation of parking meters in the RL zone, and say it isn't going to happen on RL zoned streets, then you should be okay with asking Chapin Spencer and Nicole Losch to modify the parking meter section on page 64 to exclude all RL zone neighborhood streets and all RL zone streets that are adjacent to UVM and Champlain College. That would be a good start.

Again, thanks so much.

Kim Holtan



Go Outside and Play!

Nicole,

I'd like to see some new goals added to the residential parking study please:

1. The residential parking plan should be, to the greatest extent possible, environmentally responsible. This should be the report's #1 goal.
2. The plan should be written with recommendations that will maximize safety on residential streets. This should be the report's #2 goal.
3. The 3rd most important goal in the plan should be to significantly improve quality of life for residents; and any action that degrades quality of life for residents should be deleted from the report unless it helps the environment or improves safety.

And given these goals, the report should be recommending the removal of commuter parking from all residential streets, including those streets that are adjacent to UVM and Champlain College. Instead of adding parking meters to any residential streets, the city should allow for bicycle lanes in the curb side space where commuter parking should be displaced.

The residential parking report needs to recommend removing commuter parking from all residential streets, including South Prospect and Maple Streets. This will reduce parking congestion where it has been a problem and make our streets safer, quieter, cleaner, and slow their physical deterioration (save city \$\$).

The residential parking report, when discussing the institutions, needs to recommend (require) that UVM and CC obtain the license plate numbers of all employees and students and start paying an impact fee the city for the cost of ticketing commuter cars which are found violating city parking ordinances and UVM and CC parking policies by using residential streets for parking while they are at school or at work.

Thank you again for considering this input for inclusion in the residential parking report.

Best regards,
Barbara Headrick

Hello,

I would like to take this opportunity to voice my opinion against metered parking on residential streets in Burlington. Even if only select streets are proposed, this would prove to be an inconvenience to current residents who already struggle to find parking spots during the week.

-Hannah Blatchford

I am very opposed to the proposed strategic policy of installing parking meters (or pay stations) on any residential. This will severely change the character of the neighborhoods, add to more congestion and more use of cars.

Karen Hewitt
58 Henry st
Burlington vt 05401

The proposed policy recommendation to install parking meters on some residential streets should be removed from the residential parking study.

It penalizes some neighborhoods over others and changes the feel of the neighborhood. If it's about raising money, make commuting students and workers buy sticker passes that cannot be stolen/reproduced and let them pay for the ability to park for months at a time. They use our infrastructure without paying for it, currently, when they park on our side streets. Residents pay city property taxes and should not be paying twice if a parking meter were to be installed on their street.

There has to be a better way to deal with parking than this.

Margaret Conant
69 Mansfield

Nicole,

I'd like to see some new goals added to the residential parking study please:

1. The residential parking plan should be, to the greatest extent possible, environmentally responsible. This should be the report's #1 goal.
2. The plan should be written with recommendations that will maximize safety on residential streets. This should be the report's #2 goal.
3. The 3rd most important goal in the plan should be to significantly improve quality of life for residents; and any action that degrades quality of life for residents should be deleted from the report unless it helps the environment or improves safety.

And given these goals, the report should be recommending the removal of commuter parking from all residential streets, including those streets that are adjacent to UVM and Champlain College. Instead of adding parking meters to any residential streets, the city should allow for bicycle lanes in the curb side space where commuter parking should be displaced.

The residential parking report needs to recommend removing commuter parking from all residential streets, including South Prospect and Maple Streets. This will reduce parking congestion where it has been a problem and make our streets safer, quieter, cleaner, and slow their physical deterioration (save city \$\$).

The residential parking report, when discussing the institutions, needs to recommend (require) that UVM and CC obtain the license plate numbers of all employees and students and start paying an impact fee the city for the cost

of ticketing commuter cars which are found violating city parking ordinances and UVM and CC parking policies by using residential streets for parking while they are at school or at work.

Thank you again for considering this input for inclusion in the residential parking report.

Best regards,
Barbara Headrick

No parking meters on residential streets!, Rabbi Jan, Blessings abound

Dear People involved in the suggested parking regulation changes (I have written separately to the Mayor and Sharon Bushor)---

I certainly hope that the new parking recommendations can be stopped. The current system is working fine and the proposed changes will be detrimental to our community. As someone who has lived on my street for more than 40 years and is downtown on a regular basis, I have notice absolutely nothing new that would warrant changing a system that has worked so well for us for so long.

This is something that is clearly geared to others than the city's inhabitants. Perhaps the proposals are supposed to help developers and commuters—they clearly are not meant help us.

FRED

Fred Magdoff

16 Wilson St.

Hello All,

I'm writing in regard to the recent discussion about residential parking. I am opposed to the installation of parking meters on residential streets. We all pay high taxes and should expect to be able to park in front of our own homes without added cost.

More and more, Burlington is being changed from a City that people want to live in and visit for its small City qualities to a "developers dream". There are plenty of cities outside of Vermont that they would be happy in, but once our City has been changed, there is no turning back and the Queen City will be just another city. What a pity.

Please vote NO on residential parking fees.

Thank you, Dixie F. O'Connor

62 Chittenden Dr.

Burlington, VT

Hi Nicole,

Please don't put parking meters or pay stations along the South Prospect Street and Maple St.

Its hard for me to believe there is enough parking there to alleviate any of the city parking needs and these are residential areas that already experience a fair amount of commuter and college parking.

Alicia Cunningham

Dear Mayor Weinberger,

I'm writing to register my strongest opposition to the new parking proposals. I certainly hope that these new parking recommendations can be stopped. The current system is working fine and the proposed changes will be detrimental to street and our community.

FRED

Fred Magdoff

16 Wilson St.

Jordon,

I didn't even mention meters. I was referring to the general issue of paying for parking—via permits or meters.

I do not think that, after paying through our taxes for street/sidewalk upkeep (including snow removal) that we should pay for the right to park in our own low density neighborhood. What a colossal pain in the neck it will be. And what a negative influence on the neighborhood. And, I have yet to hear what the problem is that this is meant to solve, except to get more money.

I plan to vigorously oppose any change to the parking conditions in streets such as Wilson and Henry.

FRED

Dear Nicole,

Thanks for your note, but I must admit being somewhat dumfounded by the logic behind it.

I guess that you can look at the issue as being that other parts of the city are "subsidizing" the parking permit process (as it now stands) for certain neighborhoods. But to me that is downright absurd. Either we're a city or we're a bunch of private special interests.

I pay for schools even though I have not had a child in Burlington's schools since the 1980s. SO applying your apparent logic, people with kids in school should be paying a fee to cover the cost so that I don't have to. Is that correct?

I pay for park upkeep even though I have not ever used Leddy park and do not live nearby—I guess I'm subsidizing other folks who live near it and use it a lot. So, people who live near parks and use them a lot should pay a fee. Right?

What about a fee for the bike path, which I never use?

MY GOODNESS!! What an unbelievably warped and anti-social way to look at things!

AND EXACTLY when do the inhabitants of the city and its affected neighborhoods get to vote on this sorry excuse for a policy?

FRED

I'd like to see this maps (which is from UVM's Campus Master Plan) included in the Residential Parking Study as what the city wants to see UVM and Champlain College implement for intercept park and ride lots.

In its parking studies, including the residential parking study, the city should include a specific deadline for UVM and Champlain College to achieve complete implementation of the intercept lots and having all commuters and students use this lots extensively.

to what we already pay via property taxes. I argue that property taxes should be used to pay for it all; and extra taxes should not be assessed for neighborhood improvements.

The city needs to stop spending so much money on using consultants to package and market policy recommendations that the city has already determined it wants the public to consider. The city can request our input without incurring the cost of overpaid consultants.

I am re-sending these goals to you to make sure they are considered for inclusion in the final version of the report since they did not make it into the 11/13/15 version, in part due to timing of the latest version:

I'd like to see some new goals added to the residential parking study please:

1. The residential parking plan should be, to the greatest extent possible, environmentally responsible. This should be the report's #1 goal.
2. The plan should be written with recommendations that will maximize safety on residential streets. This should be the report's #2 goal.
3. The 3rd most important goal in the plan should be to significantly improve quality of life for residents; and any action that degrades quality of life for residents should be deleted from the report unless it helps the environment or improves safety.
4. And given the above 3 goals, the report should be recommending the removal of commuter parking from all residential streets, including those streets that are adjacent to UVM and Champlain College. This will reduce parking congestion where it has been a problem and make our streets safer, quieter, cleaner, and slow their physical deterioration (save city \$\$).
5. Instead of adding parking meters to any residential streets, the city should allow for bicycle lanes in the curb side space where commuter parking should be displaced.
6. The residential parking report, when discussing the institutions, needs to recommend (require) that UVM and CC obtain the license plate numbers of all employees and students and start paying an impact fee the city for the cost of ticketing commuter cars which are found violating city parking ordinances and UVM and CC parking policies by using residential streets for parking while they are at school or at work.

Thank you again.

Best regards,

Barbara Headrick

All,

I am writing to state that I am very much opposed to meters on residential streets. I hope that that part of the City's new parking plan will be eliminated.

Regards,
Molly Langan
473 North Street

Hi Chapin,

Although the fee proposed is not large, at \$10 per vehicle, who is to say that—once a the concept of a fee is accepted and implemented— it won't be increased in the future? Why not \$50 (it's \$45 in Ithaca) or why not \$100. I also doubt that \$10 per vehicle is high enough to be “market responsive” (oh, how I hate that term, and the ideology it represents).

My primary objection is that I find the adding of new fees for public services to be abhorrent, in principle. Why should I pay a fee to park on my own street and a parent not have to pay a fee to send a child to a public school? Why are libraries, schools, parks, streets, parking etc. considered as separate, and the only one with a fee is resident parking? What in the world is the logical difference? Why not institute a fee to use the library or a special fee if you have a child that attends public school?? It is a very slippery slope that leads us down the path to a much more divisive city.

Also two questions— a) according to the proposal, will any people not living on those streets be able to purchase permits or does it truly stay for residents only? b) What is the difference between a visitor permit (that we have now) and a “transferrable” permit.? Just a new name?

FRED Magdoff

Streets are public way, built to the specifications of moving traffic. We need streets to move cars, trucks, buses, and bicycles. City needs to park cars in parking lots/garages, residents need to park on their private property, and businesses/services same.

Until we reserve streets for moving traffic, we need parking meters everywhere. All people parking in the public way need to pay -- not just people who live in some residential areas, everyone parking in the public way, anywhere in the City. That's fair and equitable.

Lea Terhune
63 Appletree Point Lane
Burlington, VT 05408

I would like it known that I believe parking meters on residential streets is a terrible idea.

Best,
Craig Alinder
235 Park Street 05401

Good Morning,

I am reading on Front Porch Forum (see below) that parking meters are being recommended by the Mayor and Chapin Spencer of the DPW for the once quiet little Wilson St that I live on in addition to other residential streets in Burlington. It's the same once quiet little street that was ruined when, without any public hearing or warning to those on adjacent streets, the upper block of North St was torn up so speed bumps could be installed and traffic diverted to Wilson St where now during rush hour it is common to see people driving 30-35 mph. It's the same once quiet little street that is now preferred by Fire Station #3 and ambulances at all hours of the day so they can avoid the speed bumps on North St which had been a main thoroughfare in Burlington since day one. Will there be no public hearing on this either and will I come home one day to find three parking meters in front of my house? Will my friends have to bring a pocket full of quarters when they come to visit me? Will the Mayor have a meter in front of his house too?

I know the meters will not increase the traffic or its speed but it will be one more thing that has adversely impacted the nature and appearance of Wilson St. since this administration began.

I ask you to reconsider this proposal.

Sincerely,
Rod Carr
32 Wilson St

TO WHOM IT MAY CONCERN,

Taxes are already high and they keep going up. Placing more restrictions on parking in front of my own home angers me. Find other ways to raise revenue than off the residents of Burlington. I don't need more strangers in the neighborhood. In the winter I already have to shovel out a parking space and at 63 its getting harder to do each year. I say NO, No, No way to meters on residential streets. Let's not blur the distinction between residential and business/downtown.

Eugene Ducharme
Olf North End

I am very concerned with this proposal for metering the residential streets in Burlington. Our street has only 8 homes, out of those eight, two are Habitat for Humanity homes and two are Champlain Housing Trust homes. Our driveways are not long enough for more than one vehicle. We are not in an income bracket to be able to pay to park in front of our own homes. Even if we wanted to widen our drive way, I am very sure Mary O'Neil would not allow us to because of the "historical" restrictions. Our small street cannot take commercial traffic, any time any of us have social gatherings we ask our guests to park on Manhattan Drive.

When strangers come down our street they hit our cars, dig up our lawns and destroy our flower beds. We cannot afford this change on so many levels!!

Please do not pass this!

Pam Ducharme
27 Volz St
Burlington VT 05401

What an awful idea. Please delete this recommendation from the Residential Parking Study.

Michael Nordstrom
83 Blodgett St

Hello All,

My family and I firmly believe the proposed policy recommendation of installing parking meters on some residential streets is all wrong and needs to be deleted from the Residential Parking Study.

We are very concerned for the state of our neighborhood, the safety of our children and very much opposed to any idea that we or our guests should have to pay for parking at our own home!

We are not on a bustling city street with shops, etc. We live in a quiet, relatively safe residential neighborhood and would like to keep it that way. Consequently, we pay a lot to live here and oppose any ideas of having to pay more to live here so tourists and commuters can come and be charged to park in front of our house.

If this is a need in Burlington, please begin the process of finding an alternative way to create space for such things.

This is a very bad idea and we are strongly opposed.

Thank you all,
16 year Burlington resident,
Nicole Seligson

Chapin, Nicole, & Peter,

Fred's analysis is incisive and persuasive. Are we a community, all in this together, or do we prefer to see ourselves as a collection of stake holders and special interests? Needing a permit (not to mention paying a fee) to park in front of your own house is ridiculous. Sure, the city wants to turn residential parking into a revenue generating commodity, but that financial lure does not make it a just or sound public policy. And the implication that residents are freeloaders not paying their proper share for the residential parking program is just a fatuous attempt to make the innocent feel guilty.

Absent from this discussion has been acknowledgement of why we instituted a residential parking permit program decades ago. It was because many residential streets with ample off and on street parking for residents were being overrun by cars from elsewhere. This opportunistic and intrusive spill-over parking intensified as group quarters became more common and the city allowed bedrooms and units to be added without review, permits, or off street parking.

For example, in my neighborhood, a single family house with one off street parking space and just one or two cars over the last thirty-seven years was recently turned into a group quarters duplex with seven associated vehicles. This landlord and others with similar business plans take no responsibility for their tenants' parking needs. These folks are the freeloaders using public streets for private profit and creating the problem the residential parking permit program was an attempt to solve.

Drawing cars into neighborhoods and making them someone else's problem is the anti-social behavior that should be addressed by the city and paid for by the responsible parties. For residents of vulnerable streets, the residential parking permit program is a necessary evil, not a valued amenity. Charging for permits will only amplify the evil without altering the necessity. And frankly the number of permits issued is in some respects immaterial because the number of spaces remains fixed.

Just as paying to park in front of your house encroaches on your private space, so too do meters and parking-space-stripes violate the residential quality of a street, giving it a commercial and regimented character appropriate to Main Street, but not to residential areas.

The goal of our residential parking plan should be great places to live, not more places to park and covert add-on taxes for services already bought and paid for.

Which is not to mention the lawn parking which relieves our streets but burdens our lake and storm water system. This too must be considered in assessing parking demand and availability. If these lawn cars were parked according to the regulations and with respect for the environment, where would they go?

Regards,

Michael Long

Dear Peter Keating,

I am writing about the proposed plan to put parking meters on residential streets.

Please revise the proposed plan: DO NOT put parking meters in residential neighborhoods UNLESS there is a system in place for RESIDENTS to PARK FREE OF CHARGE.

Parking is a daily challenge for city residents who live in areas where there are many visitors also trying to park. The current proposal only increases the challenge for these residents. It does not need to be this way.

I respect your background in this area, so I am curious, and would like to hear how you see the current proposal being a benefit. Is there a reason to make it more difficult for residents to find parking on their own street?

Thank you.
Melinda White-Bronson

Dear Mayor Weinberger:

We are concerned about Strategy 9 in the draft plan, which recommends that the city consider License Plate Recognition (LPR) technology to enforce parking constraints.

Of course, there's no harm in considering the subject. We do think, however, that such a consideration should proceed from an understanding of the high value that Burlington residents assign to their privacy.

The report is unclear whether the cameras would be permanently mounted in the neighborhoods or employed by the enforcement officer. Either way is intrusive (permanent cameras would be both intrusive and unsightly). The use of a database seems to appeal to greater efficiency; but as with all databases it can easily be abused, and the data mining that the report commends for "improv[ing] the understanding of population densities and correlated parking requirements in a specific neighborhood area" would actually be among the abuses.

Other than the Census, Americans—and Vermonters—have consistently resisted automatic, all-inclusive efforts to understand conditions of interest by collecting and analyzing data about individuals. This seems like such another instance—a heavy-handed alternative to the simple, reliable, well accepted, and time-honored method of looking for a sticker.

Sincerely,

Thomas Corcoran
Linda Perry

Hi Peter -

I have a concern regarding the residential parking plan. I live in a mixed use area - corners are generally commercial, interior residential, adjacent to downtown (South Champlain Street). I'm guessing this means we can never require residential permits on our street?

I am particularly **against extending the ban on lawn parking to our neighborhood** which it appears that this plan is recommending.

Would this apply to side and rear yards?

I am sure that in neighborhoods it is disturbing to see households expanding and parking on lawns in the yard. However, in our neighborhood both our property and the adjacent property use our side and rear lawns for parking, and very appropriately.

This enables the yards to generally be grassed but also when needed, to be parked on (generally not during a winter parking ban).

They also serve as parking for ADA, during times when ice is sliding off the roof (most of winter) and a windshield could get cracked (already replaced one), and for convenience (contractors, visiting relatives).

It would be very expensive for us not to use our lawn in the winter due to the historic location of our driveway, and unsightly if we had to pave our lawn so we could use it for those few icy months in the winter, when we do not need it nine months of the year.

Most of our other neighbors have no lawn, their entire yard being parking or very very small yards.

I would like my comments regarding parking on lawns entered into the record, is there anything else I should do regarding this issue?

Ilona Blanchard
184 South Champlain Street

Hello Chapin,

The only link I could find to the parking study is here:

<http://parkburlington.com/residential-parking/residential-parking-management-plan/>

which shows a November 2015 version with tracked changes. In this version, on pages 68-69, the language reads (emphasis mine):

"Parking meters or pay stations may be added to specific areas of the City, including within some RPP areas, which would allow visitors to pay to use excess on-street parking spaces in mixed-use and commercial areas or in areas adjacent to parks recreational, commercial or downtown-transition zones. Use of meters or pay stations outside these areas is not recommended. This strategy may be attractive to some residents in non-RPP areas because they avoid the costs and restrictions associated with the RPP. It balances the needs of residents to have a place to park at the end of the day while sharing those spaces with the broader public while adjacent shops, offices, or primary / secondary schools are open. To ensure that the goals of the City are met, **RPP permit holders would be required to pay for meters during enforcement hours.**

I appreciate that this successive version does not recommend meters outside of the targeted areas - is this last sentence in the final draft (that I was not able to find)? If so, I would still point out that because this City's housing stock is 70% rental, in dense neighborhoods where parking needs exceed available spaces, requiring residents to pay for metered spaces is a hardship for any renter.

Are there are plans to meter King St. which is one of the City's lowest income census tracks?

If there are policy and revenue goals behind limiting student cars or students parking on residential streets adjacent to downtown, it would seem that the City could meet these goals by requiring UVM to identify students living in those neighborhoods and have them pay for permits, while non-students could obtain permits from the

City. Even \$25 per permit per year would generate revenue and be relatively affordable - this census track is not one of the lowest income.

Thank you for considering the needs of low-income and other renters for parking spaces not afforded by the density of inner city neighborhoods.

Liz Curry
Burlington, VT

City Should Delete Parking Meter Plan from Residential Parking Study

Sam Otis, samuelotis3@gmail.com, South Prospect Street

I'd like to thank those who informed us of the city's proposed plan to install parking meters on some residential streets. If this had not been posted to FPF, and if residents had not responded as quickly as they did, the city would have moved forward with its plan (in the original version) and many more streets, including South Prospect, would have been impacted.

In response to Councilor Karen Paul's oft-repeated comment that the city proposal does not mention the RL zone, I would like to point out that "not mentioning the RL zone" is not the same as excluding the RL zone. For that matter, the RH and RM zones were not mentioned either. Therefore all residential zones, including RL, are still included in the city's parking meter plan.

I believe that Councilor Paul should be telling the city that that the parking meter plan is a bad idea (for all the reasons we cited in our emails to her and the city); and that it should be entirely deleted from the Residential Parking Study.

The city's recent revisions to the Residential Parking study are inadequate:

(1) The city's proposal to install parking meters in "areas" adjacent to elementary and middle schools puts homeowners along Maple and Union Streets at risk of having parking meters installed in front of their homes. It is the rare person who wants a parking meter installed in front of their home. Moreover, parking meters will increase drive-through traffic on nearby streets.

(2) Another red flag is how the city proposal is worded. The city refers to adjacent "area" when describing where parking meters might be installed. Does adjacent "area" mean multiple city blocks near a school or commercial building? Or does it mean 10 feet, on either side of the entrance? The city's choice of words lacks transparency.

(3) In addition, there is the possibility that someday in the future, a Planning and Zoning Department employee might decide that the UVM Alumni House on Summit Street is a commercial activity. Does this put Summit Street at risk of having parking meters installed? the north section or all of Summit? Obviously, we don't want any parking meters in our neighborhood.

(4) We shouldn't have to fight to protect our neighborhood street by street. The protections should be in place to protect all residential streets. Once parking meters are installed on some residential streets, the city will try to expand the practice to other residential streets. Willard is history. Maple and Union Streets are at risk, and perhaps Summit, and it spreads on and on. If the Residential Parking Study is approved, this will become a perpetual fight against the encroachment of meter on residential streets.

(5) The city's revised language in the Residential Parking Study, and Karen's emails and FPF posts create the erroneous impression that except for Maple and Union Street our neighborhood will not see parking meters installed. This view is based on the faulty assumption that no building in our neighborhood will ever be considered commercial (or mixed use) now or in the future, and the collective (futile?) hope that someday the city administration and city councilors will finally stop the institutions from taking over our neighborhood street by street.

(6) Given the strong possibility that some UVM and Champlain College buildings and future development projects will include commercial uses, the city's Residential Parking Study will make it easier for the city to install parking meters in our residential neighborhood. The most effective way to block the city's proposal is to have the relevant section entirely deleted from the report.

(7) The risk of parking meters and commercial activity in residential zones, including RL, is made worse by this city administration's recent revision of zoning ordinances in order to more easily allow commercial activity and mixed use in residential areas. And under the guise of "streamlining the permit application review process", the city has eliminated public comment and the Development Review Board evaluation on some kinds of development projects. When some commercial uses are proposed, we will have little to no negotiating power.

(8) Therefore, every street is at risk of having parking meters installed. If the institutions or a neighbor or two introduces a commercial activity, even as an accessory use, it could possibly open the door for the city to say the character of the street is "mixed use" or commercial and parking meters may be installed.

For all these reasons, we should continue to be concerned and vocal in our opposition to the parking meter proposal. The best way to protect residential streets from the installation of parking meters is to have the city ENTIRELY DELETE the parking meter proposal from the Residential Parking Study.

The city's Residential Parking Study is available at: www.parkburlington.com The relevant paragraph is on page 68. The city is collecting public comments until November 24th.

Hi Nicole and Peter,

I would like the city to delete the parking meter plan from the residential parking study.

Thank you,

Gloria DeSousa

Hi Nicole,

Thanks for making me think a little more clearly about this issue. I have read the revised language. It's still a little confusing to me. I'm on vacation, or trying to be.

I oppose meters on some streets that are more residential such as Summit and Robinson Parkway, but can see the benefits of meters on some streets that currently have resident only parking, such the streets that are mostly occupied by renters near the hospital and UVM, where the 'resident parking only' has been abused. I can see how meters on my street, South Prospect, would be beneficial. It's free to park there now and as a result, I can never park on my own street during work hours unless I beat UVM and hospital employees to it.

Sorry if I am wishy washy. I can see the pros and cons of both sides of the issue, but in general, I am universally opposed to this concept because of how the lack of certain definitions such as "near" are missing. I think it needs to be further honed.

Thank you for again for your patience and response,

Gloria

We want to voice our objection to a fee for a residential parking and guest pass. The pass gives us and our guests the opportunity to park on our street.. . Until the RPP, our street was a parking lot for university students and staff. Now we have a chance to find a space to park on our street like others on a residential street away from a large institution or commercial establishment. Requiring a RPP fee discriminates against us because we live near a large institution that does not manage its parking. The city has allowed UVM to expand creating an undue burden on its neighbors. We do not believe it is fair for us to have to pay a fee in order to enjoy the same opportunity as other Burlingtonians on Catherine St or Goss Court, for example.

We have lived on University Terrace for 41 years. We have experienced the neighborhood changing from 17 owner-occupied dwellings and 4 multi-unit buildings to 9 owner occupied/permanent renter status dwellings. As the university has increased its student population, houses that were once permanent residences are now student occupied. Approximately 40 students now live on our street temporarily (usually for one year). Most have a vehicle and the street seems to be able accommodate all. It is the UVM commuter student/guest avoiding parking on campus who keeps the parking patrol busy on our street. We should not be charged for the cost of policing them because we live on a residential permit street.

Keith & Penny Pillsbury.

Nicole,

I trust that you can make sure this comment gets filed appropriately.

I write to express support for the current (as of November 17) draft plan language regarding the use of parking meters as an appropriate tool in certain locations in or bordering residential neighborhoods. I know that some residents are upset that they might have a parking meter in front of or near their homes. However, where placed carefully (and presumably after a careful hearing by the DPW Commission) this could be a critical tool to enable the public to use parking in areas near parks and commercial and multi-use areas (such as near schools that are close to downtown) in a controlled manner, with turnover encouraged by the meters. If such areas were resident-only all day long, this could severely limit the rest of the public's ability to reach the city's amenities and businesses.

Thank you,
Asa Hopkins
Foster St.

page 67: The sentence: "The city should work with the institutions to explore access to the campus shuttles."

Instead, please modify the above sentence as follows: "The city should work with the institutions to explore public use of shuttles traveling between intercept lots and campus."

(I want to avoid the situation where UVM calls its Redstone Shuttle a public bus and thereby tries to justify keeping the Redstone Shuttle current route n South Prospect Street, south of Maple. This bus is redundant and wasteful. For the ride north, students already have access to three "on-campus shuttle buses that serve the same bus stops (collidge Hall and Tyler Theatre). And for the southbound route, the students already have access to the 3 same on campus shuttles that can take them from Davis Hall to Coolidge Hall). And the also have access to the CCTA bus that picks up at Waterman Hall and drops off at the corner of Cliff Street and South Prospect street. So the Redstone Bus route is very wasteful because it helps students avoid walking or biking the 6/10th of a mile between the Redstone campus and the main campus and there are other buses that already serve these same bus stops. And the Redstone bus ruins life for residents along South Prospect Street, south of Maple. Twenty-five residents along South Prospect have signed a petition that we want UVM's shuttle off of our residential street. UVM can use their on-campus road to serve the same bus stops that the Redstone shuttle serves today. Other reasons: It is very loud (71dBA, it is very large (41 feet long), it is polluting, it's weight exceeds the legal weight limit for South Prospect Street, it drives by too frequently - every 3 to 7 minutes, which is a huge annoyance and reduces safety for bicyclists and pedestrians; it is costing the city and taxpayers money to have this bus operating on our residential street, it blocks eastbound traffic on the inside lane of Main Street, which is a safety hazard and a traffic flow impediment.)

So leaving the sentence is "as-is" is not okay. Please, it has to be revised to close this loophole.

Thank you
Barbara Headrick

Nicole, Chapin and DPW Commissioners,

I am writing to you regarding the recommendation in the city's Residential Parking Study that would allow "2 hour parking" on streets with Resident Permit Parking. It is critically important to not implement this recommendation until after the city has increased its enforcement and resources so significantly that the "2 hour limit" can be strictly and effectively enforced every time any driver on any street violates the 2 hour limit.

Otherwise, this recommendation will turn into free commuter parking on RPP streets until a city parking enforcement officer happens to show up -- and given the city currently provides grossly ineffective parking enforcement due to

- **very low level of parking enforcement staffing,**
- **too few enforcement vehicles,**

- very slow response time when someone calls to report a violation
- too frequent pattern of no response and no enforcement at all

if the city allowed "2 hour parking" on RPP streets, the "2 hours" would easily turn into 2 days or 2 weeks that any commuter would be parking on RPP streets without a fine/ticket. A lack of effective enforcement (100% of the time someone violates the 2 hour limit) would turn our streets into commuter parking lots. Drivers will take their chances if they perceive there is a chance that they won't get ticketed.

We need the City's parking enforcement department prove to us that its enforcement vehicles will be patrolling each impacted street every 2 hours before the DPW allows the city to implement this 2 hour parking recommendation.

The downside of this that the 2 hour parking recommendation leads to environmentally irresponsible fixes. Therefore, I think the recommendation should be deleted because allowing 2 hour commuter or visitor parking on RPP streets creates pollution and a problematic "high enforcement need" situation that the city won't be able to effectively manage. The city doesn't have the manpower or resources to manage this recommendation well.

Thank you for considering this input.

Barbara Headrick

Nicole, Chapin and DPW Commissioners:

I concur with Barbara Headrick's request to delete any reference to adding two-hour parking limits to residential streets, whether resident-only or simply those in residential neighborhoods.

As Barbara makes clear, enforcement will be difficult and require added staffing or it will be a "ghost" ordinance that for practical purposes is not enforced, thus cluttering residential streets with transient vehicles.

But there's another concern. The existing draft of the Residential Parking Study also recommends exploring License Plate Recognition technology which would be used to monitor the two-hour parking limit by photographing wheel positions and air inflation valves on tires to see if a vehicle has been moved within a two-hour period. First, this is entirely impractical given the miles of city streets, slush and snow accumulation in winter obscuring tire rims, and the demand on city staff time. But more importantly, I believe that the two-hour limit proposal is designed to justify LPR technology, an investment that the Study admits will cost upwards of \$106,000 the first year of operation alone. The practical impossibility of enforcing a two-hour limit would be used to justify LPR as well as to effectively transform residential streets into commuter streets.

It is also possible that faced with program failure, DPW would be tempted to install meters. These would send an aesthetic message that previously residential streets were now effectively mixed-use and an extension of the commercial zone. Such an extension would expand at DPW's discretion and erode the residential ambiance of otherwise quiet and tree-lined streets.

Alternatively to installing meters in residential neighborhoods, the investment in LPR would have to be increased, including the data collection and data retrieval systems that would allow complete information on street parking to be continuously monitored. That is, the location and duration of every resident's and every commuter's vehicle would have to be recorded in real time, stored, and downloaded at will. This is a Big Brother scenario.

I can't believe the citizens of Burlington have this in mind.

Thank you,

Charles Simpson (member, Residential Parking Advisory Committee)

I disagree and would like the 2 hour parking limit to be included.

Thank you,

Emily Lee

Emily,

I thought of you and your comment about wanting to park on residential streets near UVM and Champlain College, for example, when you want to attend a lecture. And your comment that the public can park on your street near the YMCA and the coop. I have thought about your comments a lot since I first heard them in February.

Here are my thoughts: When people visit UVM or Champlain College for a lecture, these two institutions should be providing on-campus visitor parking. I know that UVM already offers this visitor parking. It is on front of the Jeffords building and on the west side of the Davis Center. Champlain College visitors can park on Maple Street and Willard Street. The institutions and other commercial entities need to provide off-street parking for their visitors in order to keep the visitor cars off of our residential streets.

Regarding on-street parking near the YMCA and City Market, visits to these locations should not be allowed to park on your residential street. These commercial entities, like the institutions, should not be adversely impacting nearby residential neighborhoods with their businesses. They need to provide sufficient off street parking for their customers.

A big contributor to the parking congestion on Bradley Street is the fact that there are too many tenants living in each building and that the city has not effectively managed parking demand on that street (and others).

As an aside I'd like to mention that we have been customers of the YMCA and the Co-op for more than 15 years, visiting both daily, and have never tried to park on Bradley Street. We always use city lots or the co-op lot or park at a meter on the street. Which I think is what most people do when visiting these businesses. Maybe the visitors parking on your street are largely commuters trying to avoid the cost of paying for parking in a city garage. The city should make your street RPP if it is not already. Would that help?

Also, when we are going someplace in town, where we know parking is tight, we often ride our bikes or walk. Bradley street is an easy walk to UVM and Champlain College. People who live further away also have the option of using city buses.

Just my thoughts. Thank you for listening.

Happy Thanksgiving.

Sincerely,
Barbara Headrick

Thanks for your comments Barbara,

I'd like to be able to park on all city streets for 2 hours if I am visiting a friend, attending a lecture or visiting a park. The damage is already done by the institutions and there is no space adjacent to these institutions or on them for parking. If I am attending a lecture alone, I certainly bike**. However, if I take my mother or uncle, which I do, I would not ask them to walk a mile up the hill in the snow to see a speaker. I hope you would be kind enough to let me park on your street on such an occasion. Because remember, your street is also my street. It is a public right of way. I would be glad to repay the favor if you would like to do the same on my street.

After, street resident's needs have been met, I welcome any Burlington resident to park in an available spot in front of my house in a reasonable manner. You are a tax payer, and even if you are not! you are a resident and why should my street be vacant and empty when there are other residents who want to use it? - Especially the elderly and disabled.

Absolutely, We don't want our streets to be parking lots for commuters; Yes! we have to balance needs; Yes, residents should get priority over all other users; Yes, we don't want to have residential streets jammed full of cars at 85% occupancy-, BUT lets not forget that we are all neighbors. Lets remember that we are a community. We need to come up with a plan that is reasonable and balances the needs of all of Burlington's residents. We can do this.

Enforcement is not a reason to not have the 2 hour limit. Under that same logic we should have no residential parking passes at all because we don't have adequate enforcement. 90% of people who run stop signs are not ticketed- should we get rid of stop signs?

Best,
Emily Lee

Well said Emily. I also support 2 hour parking. Abby Mattera

Dear Mr. Spencer and Mayor Weinberger:

We have been residents of Loomis Street since 1992. The adoption and implementation of residential parking on Loomis Street and on other streets near the University of Vermont and the UVM Medical Center has been a important step toward maintaining the quality of life in our neighborhoods.

We are writing to express our strong objection to the adoption of any parking plan that includes the installation of parking meters and/or paystations in existing designated residential parking areas.

The City should dedicate its efforts toward ensuring that institutions with large-scale parking demands, including UVM Medical Center, the University of Vermont, and Champlain College, create, maintain and provide adequate on-site or owned/leased off-site, off-street parking to meet the needs of its employees, students, and visitors. The City should not provide *de facto* parking lots for these institutions on public streets in Residential neighborhoods.

We also oppose the implementation of a fee for residents to have a permit card that allows occasional on-street parking for guests or visitors. We already pay homeowners taxes that should cover this modest amenity.

To help manage limited on-street parking spaces in residential neighborhoods, the City should commit itself to meaningful enforcement of existing zoning laws, including the ordinance prohibiting occupancy of a housing unit by more than four unrelated adults. Landlords openly flout this ordinance, each year renting to new groups of 5, 6 and 7 students. On Loomis Street alone, there are several houses / landlords that are in blatant violation of the ordinance. The City ignores requests for investigation and enforcement of this ordinance.

We also note that the Residential Parking Study by RSG is premised on improper comparisons between Burlington and two other "small cities," Charlottesville, VA and San Luis Obispo, CA, that have vastly different year-round climates, and a much larger city, Boulder, CO, that is simply nothing like Burlington. It is troubling that RSG would attempt to employ such inapt comparisons in support of important recommendations.

We look forward to the opportunity to participate in public hearings and the opportunity to give further input on the proposed parking plans.

Thank you.

Todd Schlossberg and Chris Bullard
166 Loomis Street

Burlington, VT 05401

Thank you very much for the changes you have made in the draft plan. I appreciate that you have listened to citizens and made appropriate changes.

I would to comment briefly on four items.

I am opposed to fees for parking permits. We all do have 'skin in the game,' as the director of DPW wants, as at least on my street I believe we are all paying 5-figure property taxes. Since TIFF districts have their taxes dedicated to improvements in those districts, it seems reasonable to consider property taxes paid for properties on resident-only parking streets figuratively in a similar manner. Whether or not another community charges a fee is really not prescriptive not particularly relevant.

I also oppose expanding the use of parking meters on residential or mixed-use streets. There seems to be no logical or persuasive case made that this should be done, and my sense is that residents on those streets do not want them. Meters would essentially charge residents to park in front of their houses.

While I appreciate being grandfathered in, I am concerned about what will happen when residents apply to have their streets designated as resident only parking. The language about considering small parking districts rather than individual streets leaves a lot to the discretion of DPW. I believe that, in the interest of fairness, there residents should have the same options as grandfathered streets.

Last, the push to reduce or eliminate the requirement for developers to provide parking for new multiple dwellings still seems to be lurking in the background, as in the notion of extending metering to more residential and mixed use streets. It is imperative that new housing projects provide parking for its residents in order to protect the quality of life of current residents, as well as the residents of these new projects.

Thank you very much,

Anita Rapone

Summit Ridge

I am writing to register my opposition to the proposal of parking meters/paystations in residential neighborhoods, for the following reasons:

I live on the northernmost block of Hyde Street, in a "Neighborhood" Parking District which is pressed right up against a "Shared Use" Parking District. On my block, there is insufficient off-street parking for residents. My vehicle-owning neighbors (and I, when using a CarShare vehicle) already compete for on-street parking with employees of the Community Health Center. Perhaps our block would not be under consideration for meters, but if the Shared Use Parking District that abuts us get meters, it seems likely that parking competition would increase by squeezing meter-avoiders onto our street, and who knows if the visitors would leave the neighborhood by the time residents arrived home.

In addition to "spillover", another problem I see with parking meters is their interaction with RPPs. If holding a Residential Parking Permit would not exempt residents from having to pay a meter during enforcement hours (which typically align with "business hours"), the following groups would be penalized by the parking meter system:

- Unemployed/under-employed people, who may already be struggling to maintain a vehicle.
- People who work second or third shift or weekends.
- People trying to reduce their environmental impact &/or expenses by leaving their car at home while walking, biking, and busing for local trips.
- People who already pay property taxes and may also have to pay for a RPP, as proposed; the meter/paystation would mean paying a 2nd time (and would feel like paying a 3rd time) for the same parking spot.
- Guests of anyone in a metered neighborhood (I can practically hear the grouching from my Dad and former Mother-In-Law now!).

Further, a concern I've seen raised on Front Porch Forum is the effect of meters/paystations on property values.

I support striping of parking stalls, parking time limits (including restriction signage, as in Ithaca; and "hours...extended in some zones that have limited spots at any point of the day", as in Charlottesville), a streamlined Residential Parking Permit process, and increased enforcement, but not meters/paystations.

On a more general note, I think the City will have to be careful not to let parking exacerbate class issues. The tale of Sample Area 3 gives me the impression that wealthier neighborhoods prefer to hoard parking spaces they're not using, regardless of the impact on more crowded & less-affluent neighborhoods, which should also have the opportunity to improve their quality of life via reduced noise levels and increased safety. I was concerned about the statement that "None of the strategies proposes removing existing resident-only parking restrictions", especially considering that "Sample Area 3 tended to have the lowest utilization even though it was the most over permitted. This is largely because residents in this area are able to park in their driveways or garages", so I was encouraged to read that "Ongoing parking surpluses in residential restriction neighborhoods, which are proximate to mixed-use and transition areas may present opportunities to integrate public parking during periods when residential parking demand is light."

Thank you for your thoughtful proposal, your responsiveness to feedback on the drafts, and for allowing the public to attend Advisory Committee meetings. I attended the 11/17 meeting and found it respectful and interesting.

-Krista Hasert

Nicole and Chapin,

If the "2 hour parking" recommendation remains in the report, then it is essential to add a sentence to this particular recommendation to say that:

- implementation of the recommendation is contingent on the city ability to have enforcement to be highly effective whenever someone stays beyond 2 hours; AND
- Until the city can provide effective enforcement of the 2 hour limit, then the "2 hour parking" recommendation should not be implemented.

If enforcement does not occur every time a car's 2 hours of visitor parking expires, then the city will in effect be eliminating RPP, which is not what the public wants. The 2 hour parking becomes a loophole for the city to avoid doing what taxpayers requested, which is to protect our neighborhood streets from commuter parking.

DPW said protecting quality of life in neighborhoods is now its goal #1. If "2 hour parking" leads to more commuter and visitor traffic on our residential streets ,because they are looking for parking, that will degrade quality of life on residential streets. I

If the 2 hours is not effectively enforced, then our residential streets will become parking lots for commuters. Which is what the city finally said it would not do to us.

Please insert the requested sentences into this recommendation. Thank you.

Barbara Headrick

Obviously this is an issue fraught with both NYMBY, strong feelings economics and occasionally some logic. Rather than be overly dramatic from either side, lets look at the core of the issue; TRANSPORTATION! CARS ARE AN ANSWER THAT IS RAPIDLY BEING OUTMODED DUE TO THE LAND, INFRASTRUCTURE, AND TRAFFIC THEY COST ALL OF US. I strongly suggest we address the issue from another direction; creating essential public transportation that is affordable reliable and frequent. to do this we need to consolidate or at least coordinate all public services. We need to acknowledge that cars will be necessary, but in fewer numbers, and we need to accept the need for change. If the rest of the world can do it so can we.

Best & Happy Thanksgiving

Phil Hammerslough

Interesting conversation but please look at the original reason for residential parking: To free our neighborhoods of commuter parking.

We agree that every neighborhood is unique and we can imagine the impossible enforcement of a two hour parking limit.

DPW recently invested substantial city resources on lower Henry Street because of the demands of the Henry Street Market. The city generously added two new parking spaces, signage for a designated loading zone and several designated 15 minuted parking places - all for the market.

Everyday there are parking violations. Overnight parked cars are in the loading zone at 7, 8 and 9 AM so the delivery trucks still block the street and still park on the wrong side of the street. I call the police and send Chapin pictures but we do not have adequate parking enforcement.

We should go to the root of the problem: the market has increased it's non-conformity as a neighborhood store and has become a destination sandwich and alcoholic beverage shop with no off street parking in a RL neighborhood. A goal for commuter parking and residential parking was to raise money. Did the Henry Street Market pay for any of the street and sidewalk work?

The drivers of the on street parking problems are the excessive cars attached to numerous bedrooms in group quarters that were once residential homes. We can limit the number of people and cars associated with these properties. All parking can be required to be on site. Parked cars on city streets are a danger to cyclists and pedestrians.

Caryn Long

Don't want to get in on this discussion except to say Barbara's comments regarding "enforcement" are spot on. My interpretations of John King's comments are that only one enforcement unit covers the City on some days, on others it is two.

Whatever, it's not enough and the penalties for violation seem inequitable. The best deterrent is towing, trust me, it's a miserable experience, time consuming, costly and dealing with completely unsympathetic contractors. Plus, having to pay all costs up front before the violator gets their wheels back cuts out the problem of ticket "receivables".

Incidentally, I'm not sure how the new "smart" meters are controlled; my bird's eye view of four meters on Centre Street last evening showed some parkers coming and going on flashing-red meters with apparent impunity. No doubt that scenario is repeated thru'out the City Centre.

Best wishes to all,

Richard Hillyard

IMO, the city's Residential Parking Study needs to include a sentence that explicitly states that residents of UVM/Champlain College dorms and UVM/Champlain College affiliated housing have no rights to on-street parking permits.

Barbara Headrick

August 8, 2014

City Council and Commissions
City Hall
149 Church Street
Burlington, VT 05401

Dear City Council Members,

As President of the Lake Forest Homeowners Association, I am writing again on behalf of the homeowners to ask for your help with the parking situation on Flynn Avenue near Oakledge Park.

Oakledge Park, as you well know, is the only park in the south end of the city and Flynn Avenue is the main entrance and exit. The decision to allow parking on the north side of Flynn Avenue below the railroad tracks where Flynn Avenue narrows has resulted in creating some dangerous problems in addition to some nuisance factors.

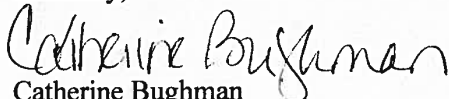
1. Drivers who park on Flynn Avenue pull out of the parking space and make a u turn because either they don't want to have to drive through the neighborhoods on Oak Beach Drive and Austin Drive to get back to Pine Street or Shelburne Road or they don't know that route. Other vehicle and bike traffic have to stop while this occurs. I have witnessed drivers making u turns and almost hitting an oncoming car or bike rider. I have also witnessed drivers making a u turn in front of city police who were writing up parking tickets, but allowed this violation to occur. When did making a u turn become legal?
2. People looking for a parking space use Lake Forest Drive, a private road, as either a turn around area or a short cut to Oak Beach Drive. In addition, residents of Southwind and Ledgewood cut through Lake Forest to avoid the traffic congestion near the entrance to Oakledge. The additional traffic puts wear and tear on our road which we maintain (not the city), and the many who drive too fast for the location endanger the safety of our children, elderly residents and owners with pets who are out walking around. Please understand - we are not talking about a handful of cars a day. We are talking about 20-30 cars a day from May through September from sunrise to sunset! This never occurred before parking was allowed on Flynn Avenue.
3. As the main access to the bike path in the south end of the city, there is no designated bike lane. As a result, some people ride their bikes down the sidewalk interfering with pedestrian traffic or along side the parked cars where in some cases they have been knocked off their bikes due to car doors opening.

On the south side of the street the city has let the vegetation grow and encroach the side of the street making it difficult for people to be able to ride their bikes

safely on that side of the street. I've seen the Parks and Recreation truck out during the summer cutting back the vegetation next to the sidewalk, but never on the south side of the street. It gets so bad that homeowners wishing to make a right turn on to Flynn Avenue from Lake Forest Drive have a restricted line of vision. Some homeowners go out to Flynn to cut back the vegetation near our entrance to correct this problem. I have lived at Lake Forest since 1989 and a person used to be able to safely walk or ride a bike down the south side of Flynn, but over the years the vegetation has been allowed to grow out towards the street by several feet. And the painted lines are barely visible. Is there not enough money in the city budget to maintain this two block area of vegetation? There are designated bike lanes all over the city. Why is there not one on the main route in and out of Oakledge Park?

As homeowners and tax payers we strongly urge you to resolve this problem by finding another parking option and returning this section of Flynn Avenue to 2 lanes of traffic and a designated bike lane. A reasonable alternative would be to make the lower parking area in Oakledge Park a metered parking area. In the meantime, can the city please maintain the street by cutting back the vegetation on the south side and paint a line for a bike lane? This would go a long way in improving the safety for those who use Flynn Avenue on a daily basis. We hope you will be the city council that makes a difference and not the city council that turns a deaf ear and blind eye to the problem. We do vote!

Sincerely,



Catherine Bughman
6 Lake Forest Drive
Burlington, VT 05401

CC: Mayor's Office
Parks and Recreation Department

Is Burlington Trying to Drive Away Part-Time Residents and Their Families and Friends?

To whom it may concern:

We have been part-time residents of the Southwind community in Burlington for 10 years and, up until now, have enjoyed hosting many family members, friends, and other visitors during the summer months. We recently learned that this is something that Burlington apparently wants to discourage.

Several years ago, Burlington restricted parking on our street to residents and their guests. Like other residents of the street, by going down to the police station and proving our residence (through our tax bill), we were able to obtain two parking stickers for our cars, and two guest passes.

This year, however, we were told that things are different. Although parking is still restricted to residents and their guests, we were told that the only way we could “prove” that we are residents of our street is to produce valid Vermont drivers’ licenses listing our street address in Southwind. According to the Burlington Parking Enforcement Manager, no other form of proof of residence is acceptable. Because we live in Maryland during most of the year, we are required to have Maryland drivers’ licenses. Thus, we were not permitted to obtain the stickers and passes that residents of our street are entitled to.

Ironically, we were told that if we did not have any driver’s license, we could have proven our residence through another means (such as our tax bill or current utility bill), and we would then receive the full complement of two stickers and two guest passes. In other words, if you don’t drive – and, presumably, don’t need the stickers – you can get them; but if, like us, you keep a car in Burlington and live here part-time, but spend most of your time in another state, you cannot get the stickers and passes. Go figure!

We were allowed to get either one car sticker or one guest pass, since those are available to “non-resident owners” – *i.e.*, people who own a property in Burlington, rent it to someone else, and occasionally come to check on its condition. Since we do live in our Burlington home when we are here, and we don’t rent it out to anyone else, we don’t fit that description, and the one sticker or guest pass doesn’t fit our purpose.

Why do we even care about this? The parking restrictions are in effect only from May through October, and it is during those months (especially the summer) that we spend a lot of our time in our home in Burlington. During that time, we frequently invite other people, including relatives and friends from outside Vermont, to visit us. When we have guests, the only place for them to park is on the street directly in front of our home.

Under this new interpretation of the rules, however, we will be unable to have visitors stay with us, unless they are willing to park about half a mile away. Because some of our visitors are elderly relatives, that is a non-starter. As a result, we will have to plan on having gatherings outside Burlington, our home will be a lot less valuable to us, and we will ultimately leave the community. There are several other families in Southwind who are in exactly the same situation as we are.

We do not think the Director of Parking Enforcement is correctly interpreting the “proof of residence” requirement in the relevant rule, which is provision 27(g) of Appendix C to the Rules and Regulations of the Burlington Traffic Commission. That provision states, in relevant part:

- (1) Proof of residency. Proof of residency shall include a valid Vermont driver’s license with an address on the designated street ... and a valid Vermont registration for the vehicle(s) involved. For students, proof of residency shall include Residents without a license can prove residency on the designated street by showing a valid written lease, current utility bill, or by being listed on the official voter registration list for the City of Burlington.

In the first sentence of this provision, the key word is “include.” By saying that proof of residency shall “include” a valid Vermont driver’s license, the ordinance implies that there are other ways for residents to prove that they are, in fact, residents. Read in this context, the third sentence must be referring to alternative means for residents to prove their residency, *i.e.*, other ways in which residents can prove their residency without presenting a valid Vermont driver’s license, such as by presenting a current utility bill.

There can be no questions that we are, in fact, residents of Southwind Drive, even though we spend the majority of the year in another State. The term “residence” is specifically defined in the General Provisions of the Burlington Code of Ordinances, as follows: “The word ‘residence’ shall be construed to mean the place adopted by a person as his place of habitation, and to which, whenever he is absent, he has the intention of returning” The term “residence” certainly applies to our home in Burlington: it is our place of habitation, and when we are in this city, we return there. Moreover, no one else lives there when we are absent. In short, our home in the Southwind community of Burlington is our “residence,” and we are “residents” of that community.

Assuming for the sake of argument that the Director of Parking Enforcement’s current interpretation of the ordinance is correct – *i.e.*, that (a) for someone who has any driver’s license at all, the only way to prove “residence” and obtain parking stickers and guest passes is to present a valid Vermont driver’s license, but (b) someone without any license can prove “residence” and obtain the stickers and passes by presenting a current utility bill -- the ordinance would simply make no sense! Moreover, interpreted in that manner, the ordinance would be making an arbitrary distinction between residents, a distinction that serves no legitimate government purpose and, as such, would violate the Equal Protection Clause of the 14th Amendment. *See Williams v. Vermont*, 472 U.S. 14 (1985).

We hope that the Bureau of Parking Enforcement returns to its former interpretation of the ordinance – an interpretation which, in our view, makes the most sense and fully effects the purposes of the ordinance, *i.e.*, to restrict street parking to all persons who are *bona fide* residents of Southwind, or their guests. If the City for some reason stands by this bizarre, new interpretation of the existing ordinance, then we hope the City redrafts the ordinance in a manner that is reasonable, not to mention meets the requirements of the Constitution.

Sincerely,

Bonnie Malkin
24 Southwind Drive
Burlington, VT 08540

Susanne

susanne16@snet.net

76.118.131.190

Awaiting spam check

Submitted on 2014/11/18 at 1:16 pm

As a resident it is very difficult to find parking in the evening near my house . As it is most of the spot close are metered and as a person who needs to find parking each day, this isn't really an option. Also when big events occur downtown, it makes it increasingly more difficult to find a spot. This has been okay for the most part during the summer but this is going to become increasingly more difficult as it gets colder this winter.

Approve | Reply | Quick Edit | Edit | Spam | Trash

bryanwempie@gmail.com

65.183.140.216

Awaiting spam check

Submitted on 2014/11/18 at 10:25 am

Hi, I know there's a mtg scheduled this week to discuss parking in Burl, and I'm particularly interested in what's going on with residential parking and what plans for changes might be in the works. I've looked thru the website and don't see much here (pp not found) – can you keep me on the mail list for these issues, and provide me any relevant links where I may look into it, thanks, bryan.

Approve | Reply | Quick Edit | Edit | Spam | Trash

P.O. Box 64675
Burlington, VT 05406-4675

July 12, 2015

Mayor Miro Weinberger
Gene Bergman, Senior Assistant City Attorney
City of Burlington
149 Church Street
Burlington, VT 05401

CC: City Council
DPW Commission
RPAC

Dear Mssrs. Weinberger and Bergman:

Attached is a copy of Gene Bergman's September 12, 2012 memo to the Public Works Commission. In this memo, the City Attorney describes the responsibilities of the DPW Commission. Please refer to the paragraph about conflicts of interests and Vermont state regulation §133.

§ 133: "The commission is subject to the conflict of interest provision of the charter barring participation in any fashion or voting on any matter in which a direct conflict of interest exists. In short, a commissioner has a conflict of interest on an item where ...

(c) a decision is to be made on a regulation that the commissioner is actively supporting or opposing outside of the role as commissioner

(e) a decision is to be made on something where the commissioner is seeking a status, right, or benefit that has a financial value.

CONFLICT OF INTEREST #1

Mr. Jim Barr, a DPW Commissioner, has a direct conflict of interest on residential parking reform since his employment responsibilities for UVM require:

- Providing sufficient parking spaces (on and off campus) to satisfy UVM's demand for parking.
- Helping UVM implement its stated goal of becoming a pedestrian campus and relocating UVM's on-campus parking to the periphery of campus. (Refer to page 6 in UVM's Campus Master Plan. Available on-line. A quote is provided in Attachment #2 of this letter.)

Mr. Barr and UVM would both directly benefit from a public policy change that increases public access to on-street parking.

- Mr. Barr would have enhanced prospects for achieving his job responsibilities at UVM and for earning a larger salary increase.
- UVM would not need to provide as much parking on-campus, could minimize the expense it incurs shuttling commuters between satellite lots and campus, and increase the revenues it earns by using its on-campus real estate more intensively for activities and services that generate greater revenues than the sale of on campus parking permits to commuters.

Mr. Barr, because of his responsibilities at UVM, has a conflict of interest as a DPW Commissioner when the commission evaluates and discusses public policy about the "who, when, and where" of parking on residential streets and what permits and fines should cost. Evaluating and discussing the reform of residential parking falls into the category of "participating in any fashion."

DPW Commission Tiki Archambeau's email of June 17, 2015 provides evidence that the DPW commission has already had extensive conversations about the topic of residential parking. He wrote: "The commission has devoted an inordinate amount of time on it as other DPW matters go unattended like dozens of water main breaks on old piping and wastewater runoff contributing to the lake's pollution levels."

Mr. Barr's conversations with other DPW Commissioners regarding the residential parking public policy should have never occurred because when a commissioner has a conflict of interest, the state regulation §133 bars "participation in any fashion".

Mr. Barr's opinions, which are influenced by his role at UVM and responsibility for managing UVM's parking demand, have most likely influenced the opinions of other DPW Commissioners' and impacted how some of the DPW Commissioners might vote.

Therefore, it seems that Mr. Barr has already violated §133 of the state regulation pertaining to conflicts of interest. This needs to be addressed. A recommendation is provided below.

Also, Mr. Barr must not be allowed to vote on the public policy reform because that would result in another violation of §133.

SIDENOTE (A):

According to DPW Commission meeting minutes, City Councilor Karen Paul made the following comment during the public comment period of the May 20, 2015 DPW meeting: "any parking talks should be open to city residents to keep them informed on what is going on with these issues."

Mr. Bergman, can you tell us please, were open meeting rules violated? Please provide a list of all the dates since August 2014 when the commission or a subgroup of the commission had conversations about residential parking reform. For each date, please indicate who participated and when and where each of these meetings was advertised. Please provide no later than August 14th. Thank you.

SIDENOTE (B):

On July 1, 2013, the Mayor said in the Institutions and Human Resource Committee meeting that he wants residential parking reform in order to allow commuter parking on neighborhood streets in areas that are currently designated as resident-only parking.

One year later, in June 2014, Mr. Barr became a DPW Commissioner. According to the city's DPW website, to become a DPW Commissioner, an individual is nominated by the Mayor and approved by City Council.

Since the city administration knew that it would be undertaking the residential parking study, and that the DPW Commission would be voting on residential parking reform, it is concerning that the Mayor nominated Mr. Barr to the DPW Commission.

CONFLICT OF INTEREST #2

A month after joining the DPW Commission, Mr. Barr joined the city's Residential Parking Advisory Committee ("RPAC") as the "UVM representative".

The RPAC actively supports the parking revision report in that it is writing recommendations to provide to the DPW Commission for their consideration and vote.

The August 2014 RPAC meeting minutes indicate that Mr. Barr was at this "kick-off" meeting and that he had direct responsibility for designing and proposing zones for permit parking. Six months later, a map of the proposed zones was included in the RPAC handout material for their February 2015 meeting. Zone

permit parking is now Strategy #13 on page 76 in the July 3, 2015 version of the RPAC report. This chronological history is evidence of Mr. Barr's continued involvement as a member of RPAC. But the city did not provide a copy of the map of the proposed zones to the public during the July 7, 2015 RPAC meeting. Why not? Is this to minimize the appearance of Mr. Barr's contributions to the RPAC? Or is this a way to avoid more public push back on the zone methodology since the proposed zones surround UVM, Medical Center and Champlain College buildings?

Mr. Barr should not have participated on the Residential Parking Advisory Committee, as UVM's representative, because it creates a 2nd conflict of interest. Mr. Barr, in a role outside of his role as a DPW Commissioner, is actively supporting a change in the city's parking regulations. According to Vermont regulation § 133, this creates a conflict of interest in his role as a DPW Commissioner. Mr. Barr's participation on the Residential Parking Advisory Committee also falls into the prohibited category of "participating in any fashion". Thus, it seems that Mr. Barr has violated State regulation §133 again by participating on the Residential Parking Advisory Committee while he is a DPW Commissioner.

SIDENOTE (C)

Mr. Barr has tried to deny that he has conflicts of interest. In an email dated June 18, 2015, Mr. Barr claimed that he is not really a member of RPAC committee even though he was listed as a member in the August 2014 meeting minutes, had attended that meeting, and had committee responsibilities. Mr. Barr's denial of his membership on the RPAC lacks credibility given that the RPAC presented a map with the proposed zones in its February 2015 RPAC meeting and Mr. Barr presented his views on the strategic recommendations as a member of RPAC during their meeting on July 7, 2015. His on-going involvement from August 2014 to July 2015 is evident because the current version of the RPAC report includes 8 strategic recommendations that will benefit UVM but at the expense of city residents. Therefore, in future correspondence, neither Mr. Barr nor the city should attempt to deny that Mr. Barr has been an active member of the RPAC.

SIDENOTE (D)

Please note that RPAC's recent decision to exclude streets currently designated as "resident only" from public-permit parking does not eliminate the impact of Mr. Barr's conflict of interest on city residents. UVM commuters currently park on streets that are not designated as resident-only; and the RPAC is now recommending for-pay public parking on these streets even though this creates an unfair program of who can and cannot have resident-only parking. UVM financially benefits from this RPAC recommendation because UVM commuters will continue to use these on-street parking spaces as the least expensive parking option and UVM can use its real estate for more financially rewarding purposes. In allowing UVM commuters to park on city streets, the city will fail to deliver what city residents have been asking for – a reduction in parking congestion on their residential streets.

RECOMMENDATION:

NO ONE CURRENTLY ON DPW COMMISSION SHOULD VOTE ON THE TOPIC

As a result of Mr. Barr's conversations with other DPW Commissioners about this topic, and because of his participation as the UVM representative on the Residential Parking Advisory Committee, this city's administration needs to wait until there has been a complete changeover in all the DPW Commissioners (at least 3 years) before this topic is revisited. Therefore, no one currently on the DPW Commission should vote on this topic.

Meanwhile, to the extent possible without changing ordinances, the city should consider "pilot program" improvements, on a street by street basis as needed, to reduce parking congestion and improve quality of life for residents. See Attachment #1 of this letter for a list of suggestions.

MR. BARR HAS INFLUENCED MANY OF THE REPORT RECOMMENDATIONS

Mr. Barr's influence and opinions are apparent in many of the strategic recommendations listed in the Residential Parking Advisory Committee's report. The report includes 8 recommendations that would help Mr. Barr achieve his responsibilities at UVM, help UVM financially and operationally, but disadvantage city residents:

- Strategy #3: *Establish residential parking permits (time of day) based on parking demand.* UVM commuters and visitors will want to use the residential streets for parking *whenever* it is allowed. People go to UVM for work and events 7 days a week, day and night. Public parking on residential streets (excluding visitor and contractor parking) adversely impacts residents of those streets.
- Strategy #8: *Charge for residential parking permits.* The city's proposed rate for the permits is so low that it will make on-street parking less expensive than city and university for-pay parking facilities. If commuters can obtain permits to park on the street via RPAC Strategies #3, 9, 10, 12, 13, and 14, this will help UVM shift the demand from on-campus parking to parking on city streets. Although UVM will lose some parking revenues if drivers park off-campus, UVM will earn more by providing less parking and using its land for buildings that generate revenues.
- Strategy #9: *Establish a maximum number of transferrable parking passes per unit.* A UVM commuter could pay a Burlington resident to use their on-street parking pass (RPAC has recommended a parking permit tag that hangs from the car's rear-view mirror) during the work-day when the resident might not need the parking spot because they drive to work. Neighborhoods are adversely impacted because this results in twice the volume of traffic coming and going.
- Strategy #10: *Restructure visitor passes.* 30 day and one year passes for temporary workers. A Burlington resident could obtain these passes for any commuter and the city wouldn't be able to determine whether this person was really a contractor or a caregiver. Strategy #10 is a huge loophole and needs to be re-written.
- Strategy #12: *Allow approved landlords and property owners to administer parking passes to tenants.* Some landlords might want to sell these on-street parking passes to UVM commuters rather than giving them to their tenants.
- Strategy #13: *Establish residential parking areas (zones) rather than streets.* The zone permit parking approach allows popular destinations (i.e. hospital, Alumni House, PFG complex) and high-occupancy buildings to use multiple residential streets to meet the institution's parking needs. For example, UVM would like to see its Alumni House and sports event visitors park on proximate residential streets so UVM does not need to provide a costly shuttle service from distant UVM parking lots to these venues. Zone permitting will help UVM and other developers gain access to parking on residential streets near their occupant dense buildings. This is also concerning because on page 4-17 in the Joint Institutional Parking Management Plan, UVM mentions expanding outside of its institutional zone (as Champlain College did with the Eagles Landing building). "...expand into external campuses or leased spaces elsewhere ..." Thus, neighborhoods beyond those that are adjacent to campus will be impacted if zone permitting is approved.
- Strategy #14: *Establish commuter permit program (pilot program).* First, this would require an ordinance change. It is a misnomer and misleading to call it a pilot program. UVM would like to see commuter permit parking allowed so commuters can park off-campus and UVM can use its real estate more intensely in order to generate revenues (sale of event tickets, dorms for rental income, etc.)
- Parking Meters – UVM would like to see parking meters installed on residential streets so UVM commuters and visitors can park off-campus instead of on-campus.

CITY'S OTHER OPTIONS

Due to the broad impact that UVM, via Mr. Barr, has had in shaping the recommendations, it is not sufficient for the city to try to resolve the issue by simply asking Mr. Barr to not vote and/or by eliminating Strategy #13 – the recommendation to implement permit parking zones. No DPW Commissioner should vote; and all of the strategic recommendations that potentially benefit UVM need to be eliminated from the report because they harm city residents and they reflect Mr. Barr's inappropriate influence. This would effectively stop the process and gut the report. Re-starting the study with good processes is appropriate.

Nor would it be prudent for the DPW Commission to assign to the Mayor its responsibility for parking regulations, because the public will readily perceive this as an autocratic form of government given that the Mayor said on July 1, 2013 that he is interested in allowing commuter parking on some residential streets.

Last, in order to avoid the city having to wait 3 years to implement a policy revision, the city might consider trying to scare residents into accepting the current report. The city might politely point out that if the city has to wait 3 years to implement a broad public policy change for residential parking, then the revised study could include the possibility of public parking on resident-only streets. (An implied threat since the city has recently conceded to not allow broad public access to areas designated as resident-only parking). If City Hall tries this tactic, then we will simply report the conflict of interests and the city's response to the State of Vermont. It is to residents' advantage to wait 3 years: 1) the mayor will have to be re-elected again; 2) the public will be more engaged early on in this issue and that will stem adverse impacts; 3) the public will be savvier about making sure that public meetings include legitimate public comment periods; 4) the DPW Commission may include representatives from Wards 1 and 6; 5) City Council might take the initiative to strongly encourage UVM to start providing non-stop and frequent shuttle service from distant satellite lots to the Davis Center; and 6) we can close the loop-holes in the current proposal that will allow the sale of some permits for public parking on resident-only streets.

Given that Mr. Barr appears to have violated State regulation §133 twice; and that these violations compromise the work going forward of the current members of the DPW Commission regarding the topic of residential parking public policy reform, it would be appropriate for the city to consider the following information:

RECOMMENDED NEXT STEPS

The city needs to stop the DPW from voting because of the conflicts of interest and to have more time to re-write the study in a way that **responsibly addresses the many concerns still being raised by members of the Residential Parking Advisory Committee and the general public.** *Content and process* need to be remedied in the next version of the report:

- 1) The consultant failed to use an effective process for engaging public input. For example, the public meeting in November 2014 did not have a legitimate public comment period. The city asked the attendees to respond to Yes/No Survey questions and to write their comments on post-it notes. That is not a public comment period. This city tactic was used to suppress public input.
- 2) The consultant published and used factually wrong benchmark data about Ithaca NY. The errors in describing Ithaca's program are material and significant. Erroneous benchmark data leads to faulty recommendations. (Details are provided in Attachment #3 to this letter.)
- 3) The city needs to audit the consultant's write-up regarding the three other benchmark cities. Since some of the data provided about Ithaca is wrong, it raises questions about the accuracy of the data for the other 3 benchmark cities.
- 4) After the benchmark data is corrected, the recommendations for Burlington need to be re-evaluated and re-written to reflect the corrected benchmark data and public input.

Therefore the DPW Commission should not vote on the report and the study needs to be re-written using: public input, valid benchmark data, and common sense recommendations.

RE-WRITING THE REPORT

We don't need overpaid consultants to package ideas that the Mayor wants to adopt. The residents of Burlington can provide common sense recommendations. To start with, the objectives listed in the RPAC report are wrong.

The Resident Parking Advisory Committee added "quality of life" as a stated objective just this week, after 11 months of work and after it had already formulated its recommendations. This amounts to a superficial recognition of the public's concerns about adverse impacts that are anticipated by the recommendations in the RPAC report. Due to the late recognition of quality of life as an important objective, the city's current report still fails to:

- Preserve quality of life,
- Enhance bicycle and pedestrian safety,
- Reduce pollution and noise,
- Protect and enhance the character of neighborhoods,
- Reduce parking congestion in neighborhoods afflicted by this problem.

In conclusion, besides putting this DPW Commission vote on hold for three years, and asking that the report be re-written, it is necessary to express a popular opinion that the Mayor seems overly focused on maximizing profits for the city, the educational institutions, and the developers. We are a community. Our city is NOT a for-profit business. In a community, public policy needs to first protect residents' quality of life, safety and wellbeing. These objectives are more important than maximizing profits for the powerful and influential.

I look forward to discussing this matter with you and receiving a written response sometime in the next 10 days with a definitive response as to whether the city will put the DPW vote on hold and for how long.

Respectfully,

| | |
|------------------|------------------------|
| Barbara Headrick | 282 S. Prospect Street |
| Charles Simpson | 83 Summit Ridge |
| Susan Patterson | 67 Robinson Pkwy |
| Thom Patton | 67 Robinson Pkwy |
| Alexander Cabler | 5 DeForest Hts |
| Bruce Carlson | 5 DeForest Hts |
| Gloria de Souza | 487 South Prospect St. |
| Elaine Katz | 177 Summit St. |
| Ben + Helen | 206 Summit St. |

Signature Page # 2

The Resident Parking Advisory Committee added "quality of life" as a stated objective just this week, after 11 months of work and after it had already formulated its recommendations. This amounts to a superficial recognition of the public's concerns about adverse impacts that are anticipated by the recommendations in the RPAC report. Due to the late recognition of quality of life as an important objective, the city's current report still fails to:

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I look forward to discussing this matter with you and receiving a written response sometime in the next 10 days with a definitive response as to whether the city will put the DPW vote on hold and for how long.

Respectfully, *In support of the Letter from Barbara & Neighbors*

Lee Hoehn 273 S. Prospect St. Burlington

Carol Shepherd 487 S. Willard St. Burlington

Allen Shepherd 481 S. Willard St., Burlington

Judy Barber 105 Robinson Pkwy - Burlington

Anita Rapone 83 Summit Ridge, Burlington

Bonnie Campos 77 Robinson Parkway

David Klyszew 77 Robinson Parkway

ATTACHMENT #1:

RECOMMENDED IMPROVEMENTS TO BTV'S RESIDENTIAL PARKING PROGRAM

1. Allow any residential street or block (i.e. 400 block of Jefferson Street) to obtain resident-only parking if they meet the stated requirements.
2. Limit the number of on-street parking permits to no more than 2 per building if it is a single family residence; and no more than 3 on-street parking permits per building if the dwelling has multiple dwelling units. This will address 80% of the parking congestion problems. Ideally, each block is not more than 50% full at peak demand levels. This allows for an open bike lane on one side of every street. Designate a dedicated bike lane along the full length of every street where there is moderate to heavy traffic.
3. Conduct a survey of Burlington residents to ask whether the city's parking enforcement officers should adopt License Plate Reader Technology. (The BPD already uses it.) Technology hurdles could be remedied by having the vendor manage the IT system. LPR would significantly increase parking enforcement revenues because a larger area could be covered in each hour. LPR would also eliminate the problem of fraudulent permits. However, there are serious concerns about LPR being a technology that can be abused in a way that leads to a police state, profiling and a reduction in privacy. IF LPR is not adopted, we can continue to use bumper stickers for residential permits. This is better than hang-tags from driver's rear-view mirror because we don't want the permits to be transferrable. Transferrable permits will result in commuters buying use of a resident's tag for use 24/7 or for the part of the day. This doubles traffic coming and going in residential neighborhoods.
4. In conjunction with, or as an alternative to LPR Technology, still issue bumper stickers so residents can alert Parking Enforcement when there appears to be a parking violation.
5. Allow corner lot owners to choose 1 of their adjacent streets for their on-street parking permit.
6. Set a 2-week duration on visitor passes. Allow no more than 8 visitor passes per building (single residence or multi-unit residence) per year.
7. Allow residents to sign the back of parking violation notices for guests who are ticketed in order to ask that the city to waive these fines. The city could set a threshold of no more than 1 waiver for that visiting car in a 30-day period.
8. Encourage residents to contact Parking Enforcement in advance when many guests are anticipated. The resident can ask Parking Enforcement to not ticket guests' cars that are parked on the street near the resident's home during a set period of time.
9. Keep city parking fines higher than UVM's on-campus parking fines so that UVM commuters will choose to park on campus instead of city streets if they are going to violate parking ordinances. Escalate city fines by a factor of 2x each time a driver receives a residential parking violation within an 18-month period.
10. Keep the street methodology for parking permits, and if possible adopt a specific block methodology (i.e. 200 block of Jefferson Street has a different permit from the 300 block of Jefferson Street). This will prevent 'spill-over', where tenants in high-occupancy building park beyond their own block.
11. Shorten the maximum amount of time available on parking meters to 4 hours. This will encourage commuters to use city garages and park and ride lots for their daily workday parking needs.
12. Direct tourists and shoppers to city garages if they want to park for more than 4 hours.

13. Set hourly rates to encourage more use of satellite parking lots and city garages. This will also encourage use of bicycles, walking and buses for travel within the city. Example:
 Satellite parking: \$1 for up to 24 hours. (Perkins Pier, Gilbane, Leddy, I89 Exit 14 hotel lots)
 Garage parking: \$1.50 per hour
 On-street parking: \$3.00 per hour = 50 cents for each 10 minutes.
14. Currently, UVM shows little to no effort to have employees and students, who live in Burlington or on-campus, or near Burlington, use satellite park and ride lots. (The terms “satellite” or “distant” in this context means parking lots that off-campus and not directly adjacent to or in residential areas.) UVM canceled its shuttle service from the Gilbane/Lakeside lot due to low demand and a “surplus” of parking on campus. One problem was that UVM’s park and ride shuttles required a change of buses downtown for travel from the Gilbane lot to the UVM campus. This discouraged UVM employees and students from using the park and ride lots. Now that UVM wants to provide less parking on-campus, **UVM needs to significantly change its park & ride program in order to have 90% of commuters and students park in UVM provided “distant” satellite park and ride lots.** “Distant” in this context means not on the edge of campus adjacent to residential zones or on residential streets.
15. **The city needs to strongly insist, as part of the current 3-year agreement that is being negotiated between the city and UVM, that UVM start implementing the following programs no later than June 2016 and with the goal of full achievement by June 2019.**
- A. UVM needs to create a program and make necessary arrangements so that 90% of employees and students park in distant satellite parking lots – such as Gilbane, Perkins Pier, Leddy Parking lot, Church parking lots, I89/Exit 14 hotel lots, UVM property across from the UVM farm on Spear Street, KMART parking lot, etc.;
- B. UVM needs to start providing non-stop, no-change-over, frequent, free shuttle service from the distant satellite lots to Waterman Hall, the Davis Center, and the Medical Center. After getting off at the Davis Center, if students don’t want to walk or bike to their dorms, then UVM’s current system of on-campus shuttle buses can take students from the Davis Center to the Trinity Campus, the Living Learning Center, the PFG complex, Redstone Lofts and Redstone Apartments. It is important for UVM shuttle buses to use internal campus roads and not residential streets. Likewise, UVM’s park and ride buses should not travel on residential streets (which includes South Prospect Street).
- C. **By city ordinance and the Payment in Lieu of Taxes contract, UVM should be barred from building parking lots and garages on the edges of its campus that are adjacent to residential neighborhoods. This requires Planning and Zoning to revise again the city ordinance that Planning and Zoning recently modified in order to allow UVM to build garages and parking lots on the edge of its campus and next to residential areas.**
- Initiatives A-C, will reduce parking congestion in residential neighborhoods, reduce UVM car traffic on all main thorough-ways, and reduce UVM traffic in the residential neighborhoods that are on the edge of campus.
- UVM traffic causes a lot of wear & tear on our city’s road surfaces. UVM does not pay to repair and maintain our city streets. The park and ride system will reduce city expense for road repair and maintenance and save taxpayer dollars.**
16. The city of Burlington should also do more to strongly encourage city employees to use distant park and ride lots. The city needs to set up a program that includes convenient lots on the perimeter of the city in each direction. Shuttle service needs to be free (part of the park & ride lot fee), convenient, and direct. The city should stop providing city garage permits to city employees. Under this proposed program, 90% of city employees who work downtown should be walking or biking to work or using satellite park and ride lots.

ATTACHMENT #2:

UVM'S PARKING DEMAND

It is evident that UVM would like its commuters to have access to on-street parking in Burlington.

- Page 5-39, JIPMP, Peak Parking Demand data: UVM's commuter lots are 98.8% full.
- On page 4-4 in the 2014-2019 JIPMP, UVM lists 9 development projects planned between 2014-2019. Some of these development projects reduce UVM's supply of on-campus parking.
- On page 4-6 in the 2014-2019 JIPMP, UVM states that "Large event parking needs will likely continue to be accommodated through off-site parking and shuttling, which is not accounted for in the expected parking supply."
- On page 4-8 in the JIPMP, "The implementation of a pedestrian campus is a key vision and one of the primary goals of the 2006 Campus Master Plan." (This plan is continuously updated.) Page 6 in the Campus Master Plan:

" The University is committed to creating a pedestrian-oriented campus. In that light, **parking on campus will be limited to requisite parking** to service accessibility, service, emergency and visitor needs. **Parking needs will be met by periphery parking** facilities (i.e., surface parking lots and/or garages) and all will be serviced by shuttles. Existing parking lots should be considered **options** to site new facilities and additions."

- On page 4-17 JIPMP, to achieve the goal of a pedestrian campus ... "add new parking at the edge of the district" ... "place shortfall in peripheral lots", ... "develop and expand peripheral lots".

This is concerning. Our neighborhood will become commercial parking lots for UVM or UVM will build parking lots and garages adjacent to our neighborhoods. **We must not allow this to happen. UVM should be barred from building parking lots and garages on the edges of its campus that are adjacent to residential neighborhoods.** If UVM builds lots and garages at the periphery of its campus, this will result in an increase in car and bus traffic traveling through our residential neighborhoods to go to these parking facilities. We don't want UVM traffic (cars or buses) traveling along our residential streets. This would be an adverse impact on our quality of life, safety, and property values. (Look at the adverse impacts that Gutterson garage has had on nearby houses.) **Refer to recommendation #15 C on the previous page.**

- UVM 's on -campus parking inventory is 5351 spaces (JIPMP, page 5-38). Of that amount UVM leases out 760 spaces to the Medical Center (JIPMP, page 5-42). Net available = 4591 parking spaces. Total permits issued = 4596 (JIPMP, page 5-42). **UVM has issued more parking permits than it has spaces available.**
- UVM anticipates a 262 student increase in enrollment by 2019. JIPMP, page 4-13

ATTACHMENT #3:

ERRORS IN BENCHMARK DATA USED TO FORMULATE RECOMMENDATIONS

The city of Burlington hired a consulting company (RSG) to work with the Burlington's Residential Parking Advisory Committee ("RPAC") to prepare a residential parking study report that would include recommendations for the DPW Commission's consideration and vote. RSG collected and presented benchmark data about four cities so that the data could be used by the RPAC to formulate the recommendations in its report.

(Side-note... We understand from the CCRPC representative who is on the RPAC that RSG's work on this project is being done under a 5 year contract that RSG has with the city and that RSG did not have to go through the usually required RFP bidding process to obtain this 5-year contract.)

The table on the following page highlights the errors in the data that RSG presented to Burlington's Residential Parking Advisory Committee about Ithaca, NY. The Ithaca Parking Director and City Clerk provided the corrected information that is shown in the right hand column of the table.

It is concerning that there are errors in the benchmark data in the RPAC report:

1. The RPAC used benchmark data is used to formulate policy recommendations for Burlington. Wrong benchmark data can result in faulty recommendations.
2. If data about one city is inaccurately portrayed; then it raises questions about the accuracy of the benchmark data in the RPAC report regarding the other 3 benchmark cities. All the benchmark data mentioned in the RPAC report about the other 3 cities needs to be audited to determine if it is accurate and not misleading.

For example, it is concerning that RSG said in the RPAC report that Ithaca does usage counts of parked cars where there is signed residential parking in order to determine whether resident parking should be revoked. This is false. Ithaca does not do this. Residential parking is not revoked in Ithaca based on low-usage of the on-street parking. The only time that Ithaca eliminates the residential parking if the neighborhood requests it or if fewer than 25% of the residents buy on-street parking permits for 2 consecutive years.

It seems that the city of Burlington included in its RPAC report a false statement about Ithaca's residential parking program in order to create a benchmark example that would lend support to RPAC Strategy #14. RPAC is recommending that the city of Burlington adopt a policy in which the city can sell permits to the public for parking on a residential street if the city's parking enforcement personnel or DPW conducts a count of cars parked on the street and finds too few residents are using on street parking where they live. (In the July 3, 2015 RPAC report, refer to the discussion section on page 77 under Strategy # 14, and the discussion on page 80 under General Parking Management Approaches). This recommendation looks at parking spaces only as an asset and ignores the many other reasons for resident-only parking. Resident only parking reduces noise, theft, vandalism, traffic, pollution, accidents, and improves safety and quality of life on residential streets.

These two sections of the July 3, 2015 RPAC report (page 77 and 80) represent two loopholes that the city will most likely use in the future to eventually start allowing for-pay public parking on residential streets that currently have 24/7 resident-only parking. This is how the city will someday reverse course on the statement in made in the July 7, 2015 RPAC meeting that residents would not lose their resident-only parking as it exists and where it currently exists.

Errors in Burlington’s Residential Parking Advisory Committee’s July 3, 2015 report regarding benchmark data about Ithaca, NY

| RPAC report page # | Quote from RPAC report | Correct Information that needs to be included in the RPAC report |
|-------------------------|--|---|
| 51 | “For example, only residents with permits may park from 9AM to 1PM on certain streets.” | Residents with permits can park anytime and anywhere on their street. |
| 47 | Ithaca’s residential permit violation fine = \$15. (see Figure 4.4) | Ithaca’s residential permit fine varies from \$15 to \$45. For each violation within an 18-month period, the fine rises from \$15 to \$30 to \$45. |
| 51 and 72 | “Residents in zone 1 may have up to 8 guest permits, and residential zone (2) may have up to 16 guest permits. ” ... “Each resident may have 4 guest permits...” “Residents can purchase a maximum of 8 or 16 passes per property.” | The RSG statement is misleading and inaccurate. The number of guest permits available is not <u>per resident</u> . Ithaca limits the # of guest permits provided <u>per building</u> , per year, provided that a resident of that building has an on-street parking permit. (Guest permits are valid for 2 weeks.) |
| 51 | “Ithaca has two different residential zones, based on housing density. In residential zone 1, two permits are allowed, and in residential zone 2, 4 permits are allowed. | The RSG statement is misleading: It is important to know that each <u>building</u> on a street where residential parking is requested has a designated zone R1 or R2. The R1 buildings receive a maximum of 2 on-street parking permits per building; and the R2 buildings receive a maximum of 4 on-street parking permits per building. |
| 83 | “The Traffic Engineer do daily inventory in residential parking zones using License Plate Recognition technology, which allows them to conveniently conduct counts from their vehicles. They use data from the daily counts to ensure that parking utilization is optimized at around 80 percent.” | Ithaca does not do counts to see if parking utilization is optimized at around 80 percent on signed residential parking streets. After a street is signed for residential parking, Ithaca’s traffic engineers travel those streets for enforcement purposes but not to measure amount of on-street parking usage by residents. |

7/17/2015

This is a proposed process and timeline for the DPW Commission to consider adopting. The steps recommended for August – October 2015, mirror those presented in a July 17 email to the DPW Commission. **This document includes additional information to show the steps and processes after October 2015 should the DPW decide to not postpone its vote on the RPAC recommendations.**

August 2015

During the August 2015 DPW commission meeting, the commission needs use an “industry standard” survey to identify which commission members might have a conflict of interest. Examples of commissioners who might have conflicts of interest include:

- UVM’s Director of Transportation and Parking;
- Commissioners who are involved in development;
- Commissioners who are landlords of one or more rental properties;
- Commissioners who have or work for a business interest (ie. attorney) that has a material portion of its income stream coming from UVM, Champlain College, landlords and developers).

September 2015: DPW vote on conflicts of interest

City ordinance section 2.1.5 empowers the DPW Commission to vote on whether there is a conflict of interest among their members.

“A member shall withdraw from all participation... upon determination by a majority of the body excluding the member in question that there is a reasonable public perception that a conflict of interest exists...”

Therefore, in accordance with Section 2.1.5, during the September 2015 DPW Commission meeting, the commission needs to vote on each member with a possible conflict of interest .

The reason for having this vote during the September 2015 DPW commission public meeting is to provide time for the DPW commissioners and the public to consider the information obtained during August when the commissioners’ responded to the conflict of interest survey.

October 2015: DPW should vote on whether to postpone its vote on the RPAC recommendations.

During the September or October 2015 meeting, the DPW commission, excluding those members with perceived conflicts of interest, should vote on whether the commission should postpone its decisions regarding RPAC's recommendations.

This vote is necessary as **there is substantial evidence indicating that the RPAC recommendations are the product of a broken (corrupted) process:**

- Some wide-impacting recommendations are based on false and misleading benchmark data.
- The city hosted public meetings with no public comment period. (November 2014). And the city hosted too few public meetings. This approach limited the public's voice and the collection of public input. People saw this as a city effort to minimize public input.
- For the past 11 months, city officials, CCRPC, university representatives, and Planning Commission representatives on the RPAC have ignored substantial opposition from neighborhood representatives on the RPAC. Most of the citizen volunteers on the RPAC, and most city residents, strongly disagree with the recommendations in the city's RPAC report.
- The above findings support the broadly held public opinion that the major initiatives and the outcomes of the RPAC report were predetermined by City Hall. This means that people believe that the process used by the city to develop the report was corrupt. The public believes that City Hall has used a farce public engagement process to justify changes that the City Hall wants to make regardless of public opposition. If the DPW commission proceeds with its vote on the RPAC recommendations, then it is being misused as a "lever" by City Hall to continue this corrupt process and validate the outcomes.
- More than one conflict of interest (among different members of the RPAC and commission) has **inappropriately influenced the development of the RPAC recommendations** and the DPW commission's conversations on this topic over the past 11 months. According to city ordinance and state statute, commissioners and committee members need to recuse themselves before participating in any meetings and conversations about the matter to which the conflict of interest situation applies. Since this did not happen, the process has been compromised from start to finish. The best decision is to start over.

November 2015: If the DPW has not postponed its vote on the RPAC recommendations, then DPW needs to vote on whether it will vote on the RPAC plan, inclusive of all recommendations, or will the DPW vote on each recommendation separately.

The State charter, which grants the DPW Commission its responsibilities, **does not require the commission to cast a vote on a plan that includes a whole set of**

recommendations. Nor is the DPW commission required to vote within a certain timeline.

The commission can vote on each of the recommendations, thereby allowing it to decide to support, oppose, or defer each recommendation.

In the November 2015 DPW commission meeting, the commission should vote on whether it will be casting a vote regarding the entire RPAC plan, inclusive of all RPAC recommendations, or if the DPW commission will vote on each RPAC recommendation separately.

The timing of the DPW decision about voting on the entire plan or each recommendation has to occur after the September 2015 vote regarding conflicts of interest among the DPW commissioners.

November 2015

After voting on the question explained above, the DPW commission should vote on which recommendations it will make decisions on at its December 2015 , and which recommendations it will defer consideration of.

December 2015

The commission uses its list from the November 2015 meeting and votes on those recommendations that it wants to make decisions on now. The decision on each recommendation can be to accept, modify, deny, or defer. Conditions can also be tied to each approved recommendation. Such as: Expiration dates. Annual audits and quantifiable performance metrics. Annual resident feedback surveys.

CONCLUSION

I apologize for the process-laden material in this email. The detail is justified in that using good processes is extremely important when public policy is being developed.

TO: Mr. Gene Bergman
City Council
DPW Commission

CC: Mayor Weinberger

DATE: July 17, 2015

The purpose of this letter is to present reasons why City Council and the DPW Commission should challenge Mr. Bergman's July 14, 2015 letter of opinion regarding conflicts of interest.

Let's begin with 3 relevant sections from Mr. Bergman's 2012 memo to the DPW Commission.

*"The commission as created by **the charter** which **is a special Vermont Statute** giving special powers to Burlington. **The ordinances effectuate the powers granted by the charter and general Vermont laws to the commission.**"*

In other words, conflict of interests are ruled by state statute and city ordinances. The language of the law is the same at the city and state level.

*"The commission has several areas of direct oversight and responsibility: **the City's parking facilities and regulations** ...*

In other words, the DPW has authority to change the city's parking regulations. And because the DPW has the authority to change the parking regulations, a commission is making a decision to change or amend an existing city ordinance when it votes to support a Residential Parking Advisory Committee ("RPAC") recommendation. The flip side of the DPW voting to support a RPAC recommendation is the simultaneous DPW decision to change an existing city ordinance.

CONCLUSION #1: As a result of the regulatory impact on existing ordinances when the commission votes on RPAC recommendations, conflict of interest laws do in fact apply to DPW Commissioners with respect to their participation in DPW Commission discussions and voting regarding RPAC recommendations.

CONCLUSION #2: And for the same reason, if the commissioner is serving in a different role on the RPAC, that involvement is considered active support of regulatory changes.

CONCLUSION #3: Thus, the discussion of RPAC recommendations is not a broad discussion. These discussions are about changing specific parking regulations to change in favor of the recommendations.

Conclusions #1, #2, and #3 are extremely important points because they refute the argument that Mr. Bergman made in his letter of July 14, 2015. In the 4th paragraph of his letter, he wrote:

“The plan before the Commission ... is only a plan, not a “legal enactment” such as an ordinance or regulation; its (the plan’s or the recommendations’) adoption would not confer any ... right or benefit on any particular person or entity. Therefore, this topic appears to be the type of broad discussion issue that does not give rise to conflict of interest disqualification.”

Given that DPW Commission has both:

- (1) The authority to reject or approve each recommendation in the RPAC study, (The DPW is not required by its state charter to adopt or reject an entire plan that consists of multiple recommendations involving numerous ordinance amendments.)

and

- (2) The right to make regulatory changes to reflect the recommendations it approves,

then

- The **approved recommendations are de facto ordinance changes pending commission approval of the legalese used to put the recommendation in ordinance format;** and
- The approval of the some recommendations will result in conferring rights and benefits to 3rd parties.

REGULATORY IMPACT: When the UVM representative actively supports RPAC recommendations, he is also opposing some existing city parking ordinances.

I hope that readers can see that Mr. Barr’s comment, as provided and quoted at the top of this page, **does not accurately describe the regulatory impacts that the DPW and RPAC discussions are intended to have; nor does it describe the regulatory impacts on existing ordinances when recommendations are approved by the DPW;** and it does not recognize that benefits confer to 3rd parties as soon as the approved recommendation is put into approved legalese and published.

In Mr. Bergman’s 2012 letter to the DPW Commission, he informed the commissioners **that there would be a conflict of interest if:**

“a decision is to be made on a regulation that the commissioner is actively supporting or opposing outside of the role of commissioner.” (Reference page 3 of his September 12, 2012 letter, Section 133 (c).

The advice that Mr. Bergman provided to the DPW Commission in 2012 about avoiding conflicts of interest is relevant today because of Mr. Barr's participation on the Residential Parking Advisory Committee as the UVM representative.

- The RPAC is actively supporting and seeking changes in existing parking ordinances by preparing recommendations for the DPW Commission's consideration.
- Mr. Barr is on the Residential Parking Committee as the UVM representative. This is a role outside of his role as a commissioner.
- Thus, Mr. Barr, in a role outside of the role of commissioner, is actively opposing the continuation of existing parking ordinances by providing recommendations that propose a legal enactment of a new or modified ordinance.

CONCLUSION #4: Mr. Barr's role on the RPAC creates a conflict of interest for him as a DPW commissioner when the DPW commission discusses residential parking reform and votes on RPAC parking recommendations (as these are de facto suggested ordinance changes).

CONCLUSION #5: Thus, it seems that Mr. Barr has a conflict of interest pursuant to Section 133. Pursuant to Section 133, Mr. Barr should not have been a member of RPAC, as the UVM representative, while serving as a DPW commissioner.

CONCLUSION #6: Section 133 bars commissioners with conflicts of interest from participating in any fashion and any vote with respect to this matter.

According to the city ordinance and state statute, Mr. Barr should have immediately recused himself from participating in DPW Commission's conversations and votes regarding residential parking reform. **Unfortunately, Mr. Barr has already participated extensively in conversations with other DPW Commissioners on this matter, and as a result, after 11 months of involvement on the RPAC and on the DPW, he influenced the recommendations and he has tainted the opinions of the entire DPW Commission.**

CONCLUSION #7: Hence, it seems that Section 133 has been violated twice (by Mr. Barr's participation on the RPAC, and by his participation in conversations with other DPW Commissioners).

CONCLUSION #8: As a result, the DPW Commission or (the Mayor and City Attorney) or City Council should postpone the DPW vote until either the DPW Commission has completely changed over; or until another remedy is identified and accepted by Burlington residents.

Thus, I urge City Council to ask Mr. Bergman to reconsider his letter of opinion and address this question: Has a conflict of interest resulted from Mr. Barr participating on both the Residential Parking Advisory Committee and the DPW Commission?

It may be necessary for City Council to vote on this matter in order to try to reach some closure.

ADDITIONAL CONFLICTS OF INTEREST:

Commercial Interests on RPAC

It certainly seems a conflict of interest for the city to have allowed senior managers from UVM and Champlain College, to participate on the Residential Parking Advisory Committee. UVM and CC will financially benefit by gaining the right to use residential streets for their parking needs.

It seems suspicious for UVM and Champlain College to have membership roles on a public policy forming advisory committee (Residential Parking Advisory Committee) whose primary responsibility should have been to advocate for residents' interests since the topic is about parking in residential areas.

UVM and Champlain College are doing business with the City

Both institutions are always doing business with the city, often through permit applications and other contracts. For example, UVM and the city are currently negotiating UVM's Payment in Lieu of Taxes contract.

City Hall Agenda? Residential street parking being sold in exchange for higher PILOT payment ??

The timing of:

- The Mayor's current negotiations with UVM of the 3 year PILOT (Payment in Lieu of Taxes) contract. The city is asking UVM to make a larger payment to the city on an annual basis in lieu of taxes (payment in lieu of taxes). This is a 3-year contract that expired this summer and is currently under negotiation for renewal.
- The UVM representative's heavy involvement in the development of the recommendations at the RPAC level and approval of the residential parking public recommendations at the DPW Commission level;
- RPAC recommendations that would confer significant financial benefits to UVM by allowing UVM's 13,000 commuters to buy permits to park on residential streets; and UVM visitors to use meters to park on residential streets; and

creates the impression that

It is clear that the city's RPAC report, which favors expanding public parking on residential streets, was written to recommend predetermined outcomes. The evidence is a public input process that was compromised, false benchmark data, and representatives with conflicts of interest on the RPAC and DPW.

The fact that the UVM rep is on both, the RPAC committee and the DPW Commission, is unusual. This was implemented by the Mayor to give him greater assurance that the RPAC report will present recommendations that allow UVM to gain rights to use residential streets as its commercial parking lot.

All of these measures were implemented by the city's administration in order to improve the chances that the recommendations in the report provide the Mayor with a "carrot" or "lever" by which he can negotiate a larger annual PILOT payment from UVM.

It seems very likely that in exchange for the city providing UVM with expanded access for commuter parking on residential streets, the city is requesting a larger PILOT (payment in lieu of taxes) contribution from UVM. The current negotiations of the PILOT contract, and UVM's representatives participation on the RPAC and DPW, creates a conflict of interest.

"DOING BUSINESS" clause of state statute 133

The permit negotiations for UVM buildings and the PILOT negotiations are two examples of the city "doing business" with UVM.

Since Jim Barr is a director and senior manager at UVM, and a DPW Commissioner, and a member of the RPAC, the business dealings between the city and UVM creates another conflict of interest for Mr. Barr in his roles on the RPAC and DPW Commission. (Refer to Sec 133).

Process Corrupted by Dual Role

Public opinion is that there is an appearance of a conflict of interest due to one individual participating on both: the committee that formulates the recommendations, and on a different committee that approves the regulations. It gives the impression of a **corrupted process** (note, the word corrupted refers to the process and not any person).

"In order to secure, protect, and preserve the highest level of public trust in the deliberations and decisions of boards and commissioners, it is incumbent upon each member not only to scrupulously avoid any act which constitutes a conflict of interest established in law but also to avoid any act which gives the appearance of a conflict of interest." City ordinance Section 2.1.5, 1st paragraph.

"Additionally, a member shall withdrawal from all participation, including all

formal and informal discussion and voting, in any deliberation of a board or commission, or any of its committees, or from any issue, upon declaration of a conflict of interest, or **upon the determination by a majority of the body excluding the member in question that there is a reasonable public perception that a conflict of interest exists.**

Lack of Documented and Thorough Screening for Conflicts of Interest

It is also disappointing that the DPW Commission has not yet implemented a standard process of identifying conflicts of interest among the commissioners prior to commissioners participating in initial meetings and conversations about potential public policy changes.

Next Steps

Mr. Bergman needs write a letter of opinion on the following question: Has a conflict of interest resulted from Mr. Barr participating on both the Residential Parking Advisory Committee and the DPW Commission?

And before the DPW Commission votes on residential parking recommendations, the commission needs to conduct a written survey of all commissioners (using a survey that has been widely adopted for use with city commissioners) in order to determine if there are additional conflicts of interest among the commissioners.

You may contact me my email if you have any questions or comments.

Sincerely,

Barbara Headrick

To: Mayor Weinberger
Gene Bergman
DPW Commission
CC: Residential Parking Advisory Committee

Re: Residential Parking Committee Recommendations
Date: August 8, 2015

Dear Mayor Weinberger, Attorney Bergman, and DPW Commissioners:

As a member of the Residential Parking Advisory Committee, I very much appreciate Attorney Bergman having provided information on conflict of interest as it pertains to city officials, including commission members (City Charter section 133). That section begins: "No City officer shall participate in any fashion or cast a vote on any matter in which either a direct or indirect conflict of interest is present. Nor shall a City officer participate or vote on any question in which such participation or vote would reasonably create in the mind of an objective person the appearance of a direct or indirect conflict of interest..."

UVM Public Works Director Mr. Jim Barr is tasked with providing sufficient parking spaces for University staff, students, and visitors. He implements the University's objective of becoming a pedestrian campus, plans clearly evident in the minimal parking provided for the new STEM buildings and central quad housing units under development and the projected bike-walk pathway connecting all areas of the campus. He oversees a fleet of buses that connect buildings with dorms with peripheral parking lots within the 450 acres the university owns, using city streets as well as campus drives. In summary, his job is to manage the transportation needs of the UVM population in an efficient and comprehensive manner.

At the same time, as a DPW Commissioner, he forges public policy on parking in city streets including those which surround and provide access to the UVM campus. What may be good for UVM in terms of minimizing campus land used for parking and driving may be in conflict with what's most beneficial for residents in neighborhoods surrounding the university. Sharpening this potential conflict of duties, Mr. Barr participates in the CPW subcommittee which helped formulate the Residential Parking Management Plan for those neighborhoods.

Attorney Bergman argues that the plan is just a plan, a concept rather than a set of ordinances that actually regulate parking. Yet the reason the City spend \$64,000 on consultants alone in drafting this plan is to operationalize it as specific parking ordinances which the data and the "pilot program" that the plan authorizes is intended to facilitate. Thus Mr. Bergman's argument is unpersuasive. The facts "create in the mind of an objective person the appearance of a direct or indirect conflict of interest" in the case of Mr. Barr.

This would be the case for any off-campus parking plan DPW created for the immediate vicinity of UVM. But the particular plan that DPW will soon vote on very specifically benefits UVM and thus enhances the job performance of Mr. Barr as the university's traffic manager. The sale of permits on what are now resident-only parking streets (strategy #3) shifts the UVM population off campus, saving campus space and

lightening demands on the UVM bus system. This burden shift is augmented by a suggested fee structure for public parking that encourages car owners to avoid the UVM permit system (strategy #8). Transferable hang tags (strategy #9) rather than fixed bumper stickers perpetuates an off-market in parking permits that encourages student parking in neighborhood streets as does transferable contractor permits (strategy #10). Melding street systems for residential parking into zones (strategy #13) allows high visitor volume institutional locations such as the UVM Alumni House, Centennial Field, and the hospital to spread out their parking needs over a greater curb area.

The question becomes not whether Mr. Barr should excuse himself from voting on residential parking regulations--I think the answer to that is clearly yes--but whether his participation in the discussion of residential parking up to this point has tainted the deliberations of DPW as a whole. Again, the answer is yes. He's been an active participant in these discussions over many months. As a personable member of the Commission and a participant in DPW's public fora and committee meetings, he has been in a position to effectively lobby for UVM's interests on the Commission. The resulting plan suggests he's been successful. Accordingly, the DPW must postpone any approval or implementation of the neighborhood parking study until Mr. Barr has excused himself from such discussions until the present commissioners have turned over and the topic can be freshly addressed.

Thank you for your consideration of this matter.

Sincerely,

Charles Simpson

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CITY OF BURLINGTON, VERMONT
OFFICE OF
THE CITY ATTORNEY
AND
CORPORATION COUNSEL

MEMORANDUM

To: City Council
From: Eileen Blackwood, City Attorney
Re: Relative Authority of Public Works Commission and City Council over Residential Parking
Date: September 4, 2015

Council President Knodell requested that this office provide the Council with an opinion on the division of authority on residential parking between the Public Works Commission and the City Council. This opinion is based on the language of the City's Charter.

Section 48 (58) of the Charter (emphasis added) provides the following:

(B) The board of public works commissioners shall have general control, management and supervision of all municipal parking lots and garages. Said board shall have power to make regulations with respect to the use of all such municipal parking lots and garages, including reasonable terms, conditions and charges, and **shall also have the power to regulate the parking, operation and speed of vehicles and pedestrian and vehicular traffic on the public highways of the city**, including such ways, streets, alleys, lanes or other places as may be open to the public, **to erect, maintain and operate coin-operated parking meters for the regulations of parking of vehicles**, to govern and control the erection of guideposts, street signs and street safety devices on said highways, and **to prescribe regulations and penalties for violation of the same in respect to all of said matters** and to remove and impound as a public nuisance, at the expense of the owner, any vehicle found parking on a public highway in violation of any city ordinance or any regulation hereunder, and to prescribe the terms and conditions upon which the owner may redeem such vehicle from the pound, which regulations, when published in the manner provided in section 49 for the publication of ordinances, shall have the force and effect of ordinances of the city, and violations of which shall be subject to the penalties provided in section 50 of this Charter. All ordinances of the city, and all regulations of the board of parking commissioners, in effect prior to July 1, 1959, shall remain in full force and effect notwithstanding that the subject matter thereof shall be within the jurisdiction of the board of public works commissioners, unless and until such board shall, by regulation duly adopted and published, alter, amend or repeal the same.

Thus, the charter gives the public works commission the power to regulate parking, erect meters, and prescribe regulations and penalties for violations of the parking regulations. The council does not have that authority.

The city council is given the right to acquire, maintain, and operate municipal parking lots or garages.

(A) **To acquire and hold by lease**, purchase, gift, condemnation under the provisions of sections 2805 through 2812, inclusive of Title 24 of the Vermont Statutes Annotated, as amended, or otherwise, and **to maintain and operate** within the limits of Chittenden County, **a municipal parking lot or lots, and a municipal parking garage or garages, and to alter, improve, extend, add to, construct, and reconstruct such lots or garages, subject, however, to the provisions hereinafter contained in this subdivision.** In exercising the foregoing power, and notwithstanding the preceding sentence, the city council shall not, except pursuant to subdivision (50) of this section and section 276 of this Charter, have authority to acquire any property outside the limits of the City of Burlington through the use of the power of eminent domain or condemnation. The city council shall not be exempt from the responsibility for securing all applicable permits from any community within Chittenden County outside the limits of Burlington in which it desires to construct a parking lot or garage. Any parking lot or garage constructed by the city outside the corporate limits of Burlington shall be subject to the ad valorem property tax of the community in which it is located.

While the “maintain and operate” language suggests a larger role for the council in relation to municipal lots and garages, a later subsection (C) reconciles the powers of the commission and council in relation to parking lots and garages by clarifying that the commission must recommend to the council the acquisition or construction of municipal lots or garages and that the council cannot purchase, sell, or lease municipal lots or garages without that recommendation. This makes clear that the council’s role is limited to the ultimate decision about whether or not to build or buy or maintain municipal lots or garages, but once that decision is made, the commission controls the actual operation.

(C) Said board shall also from time to time recommend to the city council the acquisition or construction of municipal parking lots or garages, and the city council shall not authorize such acquisition or construction without such recommendation, nor shall the city council dispose of or lease to others for operation any lot or garage without the recommendation of said board.

Subsection (D) goes on to describe the relative roles of the commission and council with regard to expenditures. The commission has the authority to authorize expenditures from the receipts of parking lots and garages, which go into the special parking fund. In addition, the receipts of traffic meters would go into that fund, but only the amount that is not appropriated by the council “for the purpose of purchasing and operating said traffic meter installations or controlling or regulating traffic.” So, the council has appropriations authority to raise and spend money from multiple sources, but the commission has authority only over monies generated by operational fees and can authorize expenditures only from the parking fund. The commission is not given any appropriation authority.

(D) All receipts from the operation or lease of said parking lots and garages shall be kept by the city treasurer in a separate fund, which shall not at the end of any fiscal year become a part of the general fund of the city under the provisions of section 65 of this Charter, except as hereinafter provided. Expenditures from said fund may be authorized by said board for the purpose of paying any and all operating expenses of said lots, including salaries and rentals. There shall also be credited to said fund by the city treasurer such portion of the receipts of traffic meter installations on the public streets of the city as is not appropriated by the city council for the purpose of purchasing and operating said traffic meter installations or controlling or regulating traffic. At the close of each fiscal year the city treasurer shall credit to the general fund of the city such portion of the balance of said fund, after the payment of operating expenses, as may be required to meet interest payments on any obligations issued for the purpose of acquiring, altering, improving, extending, adding to, constructing or reconstructing such parking lots or garages, and shall further credit to the sinking fund of the city such further portion of said balance as may be required to meet principal payments on any obligations issued for said purpose, provided, however, that any pledge, assignment or hypothecation of net revenues under paragraph (E) shall be complied with before making such credits.

Further, the commission has the obligation to lower parking rates at municipal sites if the fees are not needed to maintain the lots or garages or acquire new ones.

(E) If it shall reasonably appear to said board at any time that the receipts from said lots or garages are in excess of the amounts required for the purposes enumerated in the preceding paragraph, and that the acquisition of further lots or garages is not required, they shall cause rates and charges for the use of said lots and garages, or some of them, to be reduced.

Finally, only the council has the authority to pledge parking revenues or mortgage parking property; the commission does not have that authority.

(F) Subject to the provisions of paragraph (C) of this subdivision, the city council may from time to time pledge, assign or otherwise hypothecate the net revenues from said lots or garages, after the payment of operating expenses, and may mortgage any part or all of said lots or garages, including personal property located therein, to secure the payment of the cost of purchasing, acquiring, leasing, altering, improving, extending, adding to, constructing or reconstructing said lots or garages, but the city council shall not pledge the credit of the city for any of said purposes except in accordance with the provisions of section 62 of this Charter.

In summary, the commission is given day-to-day operational regulation of parking in the city, including management and control of the city's municipal garages and lots. The council is responsible for establishing municipal sites and any appropriations or financing required to construct or acquire them. There is no explicit reservation of a policy-setting or planning role for the council, and no explicit requirement that the commission's regulations be in conformance with any policy or plan established by the council or other body.

Michael and Kathryn Sarvak
25 North Prospect St
Burlington, VT 05401

October 25, 2015

Burlington City Council Members
Via Email

We are writing to raise our concerns about the Residential Parking Study date 8-14-2015 and the recommendations being considered by the Parking Advisory Committee in regards to residential parking.

As long term residents of Burlington, we have witnessed the fundamental shift in the residential parking program from its beginning roots which were, as admitted by the study, "a response to the concerns about the availability of parking for residents within their neighborhoods" to what it has become in the past several years: a car owner shaming program designed to manipulate homeowners under the guise of "best use of public right of way"... a clever rebranding that reverses direction and undermines the original goals of the entire program.

After reading the study, and attending the fourth meeting of the Residential Parking Advisory Committee, we find it beyond disturbing that:

- ❖ The City would consider requiring homeowners to pay for the "privilege" to park in front of their own homes. The fact that the study now considers this a privilege, rather than acknowledging that adequate curbside parking is a key component of a city's livability, reflects a predetermined outcome that the study seeks to achieve. The study proposes that Burlington charge this fee apparently because the selected cities studied do so... what a ridiculous basis! Interestingly, while the study noted that Burlington's fine is higher than all the other cities, it did not recommend that this be lowered. Evidently, the study only uses logic when it is beneficial to the revenue stream, but conveniently disregards the logic when it is not. Furthermore, the study blatantly admits that charging this fee is about manipulating and controlling residents.
- ❖ The City would limit the number of parking permits and passes for family residences. In today's world, the extended family is becoming the rule rather than the exception. Children are returning home to live, and aging parents are moving in with adult children far more than in the past. Multi-generational families are not a drain on society; they enhance the vibrancy of the neighborhood. The limit and fee structure proposed by the Committee are detrimental to extended families living in Burlington.
- ❖ The study recommendation that residential parking spots be sold off to commuters is dumbfounding. The study notes that having a residential

parking program encourages “non-residents to park in more appropriate locations” which “helps generate revenue for the city”. Why then, in light of the real need for more residential parking, would it even consider selling residential parking spaces to non-residents? The major contributors to the parking dilemma, such as UVM and UVMMC, need to do more to address the parking needs of their students and employees, but buying parking spots in front of family homes is NOT appropriate.

- ❖ The argument that 85% occupancy of on-site parking is ideal is arbitrary and highly disputable. While this may be true in the more commercial setting around Church Street, we would find this level of congestion unacceptable in our residential neighborhoods.
- ❖ The City would charge home care organizations a fee to park at a particular address while providing home care. This is not only impractical, due to the rotational nature of home care, but also contributes to the already high cost of home care just to generate revenue to the city at the expense of the infirm. Certified home care agencies should be given placards free of charge to exempt them from residential parking restrictions while on duty. They perform a critical duty that contributes to the livability of the city’s residents.
- ❖ The number of members on the Residential Parking Advisory Committee that indicated their voices were being ignored was most disconcerting. The minutes from the most recent meeting note that the plan being presented to the City Council does NOT have the approval of the advisory committee. It seems a bit disingenuous that the main proponents of the plan seem to be those who work for City departments that will benefit from the revenue stream if this plan is put into place.
- ❖ Although the study acknowledges that the City has a problem with transparency, it does nothing to address the highly discretionary and unregulated decisions on parking ticket waivers. The parking pass system does not work in all circumstances. We have been informed that no parking pass will be replaced if it is lost. With that understanding, it is easy to see how a homeowner may be reluctant to allow incidental visitors, such as workmen, contractors, or even family and friends stopping by momentarily, to use the pass, as it is likely to be overlooked or lost. When we first received parking passes, we were told that if anyone visiting our house received a ticket, we were to submit it with the permit number noted on it, and it would be waived. In the last few years, however, this practice has been abandoned. As noted in the study, “fines are forgiven for a variety of circumstances” but it does not identify what these circumstances are, nor does it cite any regulation that provides guidance to the City Attorney: the decisions are entirely discretionary and lack accountability. This leaves residents with no reliable safety net. While we believe the voucher concept may have some merit, it would only be acceptable if vouchers were provided annually, without charge. It should be relatively easy for the City to determine if a particular location is excessively requesting waivers or abusing the system, but to assume that all residents are doing this is offensive. It is

unacceptable for the City to profit from the self-imposed limitations of its own program.

- ❖ Currently, it is very unclear to us how construction vehicles, landscapers, and moving vans are treated in these parking zones. The idea that a homeowner would have to pay another fee to have necessary services provided at their home is egregious. Most of this work improves the quality of the neighborhood. If long term projects are a concern, then perhaps in that circumstance a different rule should apply, but a one to two week project should not be subjected to a parking fee.

The very name Downtown Parking Improvement Initiative shows that this is an issue driven by one particular area of the city but the particular needs of that area should not be imposed on the city as a whole. We are a diverse community, and we need to put our residents first. We encourage you disregard the directive on the planning calendar at <http://parkburlington.com/wp-content/uploads/2014/12/Timeline-for-Parking-and-Transportation-Plans-Final.pdf> which states as a foregone conclusion that on 12/7/2015 the City Council "votes to accept the plan"... rather, we strongly encourage you to reject the Residential Parking Study recommendations.

Sincerely,



Michael and Kathryn A. Sarvak



November 8, 2015

Nicole and Chapin,

cc: Residential Advisory Committee

The city's 10/22/15 version of the Residential Parking plan briefly mentions the idea of installing parking meters and pay stations on some residential streets.

Many residents, including myself, are opposed to the installation of parking meters and pay stations on any residential streets, including arterial residential streets. We object to having parking meters installed on some residential streets for the same reasons we protested the city's idea of selling commuter permits for parking on residential streets. We don't want our residential streets, including residential arterial streets, turned into commercial parking lots.

I am particularly opposed to the installation of parking meters and/or pay stations along South Prospect Street, Maple Street, and Summit Street. Meters on these streets are inconsistent with the historic character of our residential street and would degrade our residential neighborhood.

For example, if meters were installed on South Prospect and Maple Street, it would turn our beautiful neighborhood, into a neighborhood that looks like a commercial parking lot for Champlain College and UVM.

Maple Street and South Prospect Street have been severely impacted because of the institutions' development projects near the Redstone Campus and along Maple Street.

In the updated parking report that you are working on, the city needs to address the problems arising from UVM commuters' use South Prospect Street, south of Henderson Terrace for their parking needs, and Champlain College commuters' use of the south side of Maple Street for their commuter parking needs.

Neither area currently has parking meters; nor should parking meters be installed. Instead this commuter parking should be eliminated because UVM's commuter traffic adversely impacts the entire residential neighborhood.

UVM's commuter traffic that drives to South Prospect Street to park in a curb-side area between Henderson Terrace and Burlington Country Club, not only impacts South Prospect Street but also increases traffic on other residential streets, including: Ledge Road, Cliff Street, Maple Street and Summit Street.

The institutions' use of our residential streets, and in particular South Prospect Street and Maple Street, for their parking needs has significantly increased traffic in our neighborhoods, made our streets more hazardous for drivers, pedestrians, and bicyclists, increased noise and pollution, and reduced quality of life.

The solution is not installing parking meters. Parking meters will officially turn our neighborhoods into the institutions' commercial parking lot and that would be a grave travesty. The adverse impacts listed above result in pre-mature deaths, pollution, and neighborhood degradation; and the installation of parking meters will make it all that much harder to get the university to stop using our residential streets for their parking needs, whether it be commuters or visitors for their revenue generating events.

Instead of installing parking meters, the city should eliminate the commuter parking along South Prospect and Maple Street, use the curbside area for shared use as a bicycle lane and 24/7 resident only permit parking, and require the institutions to extensively use park and ride lots for their commuters and visitors.

Creating bike lanes where there is currently commuter parking on South Prospect and Maple Streets is consistent with the city's Bike/Walk Committee recommendations.

As the public has repeatedly told the DPW, the educational institutions need to use remote satellite parking lots and not adjacent neighborhood streets for their parking needs. Making a decision to not install parking meters on South Prospect and Maple Streets would be consistent with this goal.

HISTORY

The city needs to be firm in implementing this suggestion because UVM has been dodging its responsibilities and impacts for more than 10 years. From 2006-2014, UVM stated its Campus Master Plan that it was going to establish 6 park and ride locations on the outskirts of the city in order to reduce its traffic impacts on the city. UVM has failed to implement this park and ride strategy; but meanwhile, it proceeded with its growth plans. As a result, all of our neighborhoods have suffered.

BENEFITS

If the city requires UVM and Champlain College to require its commuters and students to use park and ride lots, there would be less parking congestion and less traffic congestion in the city.

- Neighborhoods that are adversely impacted by commuter traffic and commuter parking would have improved on-street parking availability, less drive-through traffic, safer and quieter streets, and a better quality of life.
- Our streets would be safer for biking and walking and there would be fewer pre-mature deaths.
- The city (and taxpayers) could save money because a reduction in commuter traffic would slow down the deterioration of city streets.
- In addition, there would be less standing traffic at rush hour. This would reduce air pollution, reduce commuters' gasoline expenditures, and improve emergency vehicles response times during peak traffic hours.

- Everyone would benefit physically and financially from a cleaner environment (air, water, streets, lake).
- Instead of selling parking to commuters, who are not necessarily shopping downtown, the municipal garages could increase its revenues and increase downtown's vitality by selling 24/7 leased parking spots to downtown residents who are currently on a 7 year waiting list for a 24/7 municipal parking garage parking permit; and to shoppers and diners who want municipal parking available even on the busiest shopping days of the year.

OBJECTIVE

There is right now a great opportunity for the city to create an environmentally responsible parking plan that includes specific measures to eliminate the adverse impacts cause by the institutions' traffic and parking demands. In doing so, the updated parking plan could reverse years of accumulated traffic and parking impacts resulting from the institutions' growth; and at the same time, benefit the city environmentally and financially.

IMPORTANT PRINCIPLES TO INCLUDE IN THE CITY'S RESIDENTIAL AND DOWNTOWN PARKING PLANS AND ITS TDM PLAN

The city needs to include the following details in the city's TDM (Transportation Demand Management) strategy and in the Residential and Downtown Parking Reports when addressing the institutions impact on traffic and parking in the city:

1. The city needs to cancel its recommendation to "install parking meters/pay stations on some residential streets"; and the city needs to eliminate the commuter parking that already exists on South Prospect Street, Maple Street and some other residential streets surrounding the UVM and Champlain College campuses. Instead the city needs to:
 - (A) Require the institutions to require their commuters and students to use remote satellite parking lots. This will free up convenient parking spaces on-campus for use by short-term visitors.
 - (B) Change city signage posted along these streets to read 24/7 resident-only permit parking; and
 - (C) Establish bicycle lanes where the commuter parking is being removed and designate this as shared space for a bicycle lane and resident permit parking.

2. In order to significantly reduce commuter traffic and commuter parking in residential neighborhoods, the city needs to require UVM and Champlain College to locate and operate satellite parking lots *in remote locations*. The city can use UVM's request for construction permits as negotiating leverage to make sure this happens.
3. The remote satellite park and ride lots and UVM parking facilities need to be located on the periphery of the city and *not adjacent to residential neighborhoods*. Examples of appropriate remote satellite locations are lots at Exit 14, 15, 16, Lakeside, Perkins Pier, the Kmart lot, and North Avenue Alliance Church on North Ave.
4. In order to protect neighborhoods from UVM's commuter traffic, *the city needs to prohibit UVM from establishing or expanding parking facilities on the periphery of campus if that area is adjacent to a residential neighborhood*. For example, no UVM or affiliated parking lots or garages should be built along South Prospect Street. These protections should be written into city ordinances.

EXAMPLE:

When UVM built Gutterson parking garage on Spear Street, they ruined quality of life for residents who owned homes across the street from where the multi-level garage is now located. Parking garages and parking lots ruin neighborhoods because of the increased traffic flows and crime, drug, noise problems inherent with garages and parking lots.

5. When UVM establishes shuttle service to serve its parking facilities, the shuttle service needs to stay off of residential streets that surround the campus. UVM shuttles should only use internal campus roads, Main Street, Colchester Avenue, and South Prospect between Main and Colchester, but not south of Maple, and Summit between Main and Maple, but not south of Maple. The UVM shuttles should not have bus stops in locations that will require the UVM bus traveling along residential streets.
6. Even if UVM and Champlain College commuters are all required to use their institutions' remote satellite park and ride lots, the city still needs to dissuade other commuters from parking in residential neighborhoods or at on-street parking meters. To this end, the city should shorten the maximum time period available on its parking meters to no more than 4 hours Monday-Friday (8AM to 5PM) and raise the meter rate to 200% of the municipal garage rate. This will encourage the private and public sector workforce to use city garages instead of the on-street parking spots that are better suited for use by shoppers, diners, and short-term visitors.
7. Residents of Maple Street and South Prospect Street will have varying opinions about whether to mark the bicycle lane and how to do so (e.g. ballards, painted lanes, and raised bicycle lanes like those mentioned in the Walk/Bike Study, or not at all; and therefore, should be given the opportunity to provide their opinions and guide the outcomes on this.

EXAMPLE:

An unmarked bike lane/parking lane would allow South Prospect Street residents to park their cars on the street when necessary and the bicyclists can maneuver around these cars as needed. It won't be bumper-to-bumper commuter parking like we see today. Most of the time, there would be an open bike lane the entire length of the street. This suggested plan would increase the use of bicycles by UVM students and local commuters, and make our environment greener because UVM should be able to reduce its bus operations and the resulting toxic emissions if more students rode their bikes to/from campus.

8. Rather than using commuters' parked cars along South Prospect and Maple Street to slow traffic speeds (parked cars are a danger to bicyclists), speed enforcement and other traffic calming measures should be implemented to reduce speeding.

9. Motion activated, ticket generating, speed enforcement cameras would generate significant revenues for the city. South Prospect Street is an ideal location to pilot this program because of the volume of traffic, the variety of vehicles (trucks, buses, cars) and the high incidence of speeding. Some people will oppose this idea because it reeks of big government and infringement of our privacy; but the cameras will not take any photos if the driver is not speeding. So privacy is only compromised for drivers who speed. In addition, a 3rd party vendor can have exclusive access to the data and photos, and manage the ticketing, so individual details are not available to federal, state or local governmental entities.

10. To enable enforcement, UVM should require all employees (FT, PT, per diem) and students to report their license plate number each year, and as soon as it changes, and agree to having the information shared with the city's parking enforcement office. (Cornell requires all employees to report their license plate numbers for enforcement purposes.)

Immediately these 10 principles can be applied to South Prospect and Maple Street. There should be a sense of urgency about addressing life-safety issues on South Prospect and Maple Street because of the volume of pedestrians and bicyclists going to/from the college and the elementary and middle schools. The combination of buses, trucks, bicyclists, commuter traffic and cut-through traffic that is avoiding Main Street makes driving along Maple Street is extremely hazardous for pedestrians and drivers.

And if implemented per residents wishes on other residential streets, via the city's parking plans, these 10 principles would greatly enhance Burlington's livability, help neighborhoods recover from an accumulation of traffic and parking impacts that have become increasing worse as the institutions have grown, and benefit the city environmentally and financially.

According to our city ordinance, city officials and UVM are responsible for protecting residents who live adjacent to the institutions from adverse impacts and spill over from

the institutions. Eliminating the institutions' commuter traffic and parking impacts on our neighborhoods will be a significant improvement in this regard. Not installing parking meters should be the correct conclusion.

If the idea of installing parking meters on some residential streets is not entirely removed from the updated Residential Parking Study, then

- The city needs to include a map that shows the proposed locations for the installation of parking meters and pay stations; and the November 15th deadline for public comment should be postponed by another 30 days in order to allow the public time to comment on the map that should have been provided in the 10/22/15 version of the report.
- The city needs to list parking meters and pay stations as one of the “strategic recommendations” in the updated report. The city was not transparent on this topic in the 10/22/15 report. It looks suspicious that the city did not list parking meters as one of the strategic recommendation and did not provide the map. The city seems to have intentionally glossed over its plan to install parking meters on some residential streets by only superficially and briefly mentioning it in the pages of text *preceding* the list of recommendations and by not listing it as a recommendation.
- While we are on the topic of missing maps, the 10/22/15 version of the report did not include a map of the proposed parking zones (areas). If the city has decided to not implement parking permit zones (areas), then all of the references to this concept should be deleted from the report. If parking areas and zones are still being considered, then a map of the proposed zones needs to be included in the next version of the residential parking study and a new 30 day public comment period is necessary.
- In addition, the maps referenced above should be mailed to long-term residents on those streets that are impacted. If long-term residents of a street, and residents of pass-thru streets, are opposed to parking meters and pay stations, then the meters and pay stations should not be installed. Allow one vote per building in order to avoid a situation where a multi-unit tenant building could skew the vote and outcome.

Thank you for considering these comments.

Sincerely,
Barbara

COMMENTS ON CORNER LOTS

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“Strategy #4 could partially address this issue; however, to clarify the situation with corner lots, it is recommended that owners of corner lots with **primary** frontage on an RPP street, streets, or area be given the choice **of which street or area** to have their permit associated with **their primary frontage**. The onus should be on the homeowner to prove that their lot has **primary** frontage on the street or area they request, and this proof should be furnished along with evidence of eligibility for the RPP in general. The City should determine what forms of proof are acceptable and easy to process. Examples include a copy the corner lot’s tax map or a print out from computer mapping software.”

COMMENTS: The city told the general public who attended the meetings that it was not going to proceed with zone or area permitting and that it would continue with street permitting. This report shows the opposite, which erodes trust in what the city says. **The proposal to allow the DPW to review this every 5 years to decide if an area should be created is a loophole for developers that should be closed. All references to parking permit areas should be deleted from the report.**

Does the 11/13/15 Residential Parking report contain a map of the proposed parking areas? If not, a map is needed for purposes of collecting public comments.

For the reasons explained below, the above idea is horrible. Assuming the parking areas are largely the same as those that were identified and mapped in a handout for the 2/10/15 RPAC meeting, here are some EXAMPLES:

1) Homeowners who live on the east and west side of South Prospect Street are in different “parking areas”. But no parking is allowed on the west side of South Prospect Street. Under the proposed parking area rules in the 11/13/15 report, the residents of the west side of South Prospect Street will not be allowed to park in the different parking area that is on the east side of South Prospect street. Therefore, the homeowners who live on the west side of South Prospect Street will be required to park on Summit Street when they need on-street parking – which is too far from their house to be considered convenient parking.

2) There are some multi-unit buildings that deeper than they are wide. Drivers living in the multi-unit building will be able to acquire parking permits for the smaller side street because they live in a building that has a deep lot parcel. But the side street, like Robinson Parkway, has no parking on multi-unit building’s side of the street. So all the cars associated with that multi-lot building would be parked on the opposite side of the small street, thereby causing parking congestion with single-family home residents on the side street. Instead of the 11/13/15 proposed policy, multi-unit buildings should only be allowed to park in front of their building, assuming parking is allowed at the curb directly in front of their building. The city should limit the number of on-street parking spaces provided to tenants in this building to no more than the number of cars that can fit curbside directly in front of their building.

3) Developers will abuse this proposed parking area policy by allowing their tenants' and parking needs to overflow into the entire area. The developer financially benefits by not providing enough off-street parking for his own tenants, and the neighborhood suffers because his tenants' parking uses up too much of the area and leaves too little on-street parking available for other residents.

4. Some homeowners live on the corner of a "parking permit area or zone". They will have two zones – one in front of their house, and one beside it. They should be able to choose one of the two zones (one of the two adjacent streets) for their on-street parking permit. Whether they park their 9 foot long car where they have 85 feet frontage on one street, or where they have 80 feet frontage on the other adjacent street, should be irrelevant to making this an accommodating and acceptable residential permitting program for the single family homeowner. Suggestion: Allow single family homeowners, who live on a corner lot, to choose 1 of the 2 adjacent streets for their on-street parking permit.

5. The 2/10/15 map created by Jim Barr for the Residential Advisory Committee discussion of parking permit areas, has Robinson Parkway, Henderson Terrace, and University Place as one designated parking area. University Place is mostly student housing because it is across the street from the Davis Center. University Place is ripe for dense development as student housing. This is very different from Robison Parkway and Henderson Terrace, which are largely single family homes. Residents of University Place should not be allowed to spill over their demand for parking onto Robinson Parkway and Henderson Terrace. In addition, the transferrable tags are probably going to be used by commuter friends of UVM students who live on University Place. These commuters should not be able to use that transferrable area permit to park on Robinson Parkway and Henderson Terrace. Students will park on our residential street, then walk through our back yards and jump over the fence in order to get back to University Place. University Place should not be in the same "parking permit area" as Robinson Parkway and Henderson Terrace.

6. The report needs to explicitly say that residents of UVM dorms and UVM affiliated housing, and Champlain College dorms and affiliated housing, have no rights to on-street parking permits. UVM and its developers need to be responsible for providing off-street parking for its tenants; and more importantly, they should require the students to use remotely located park and ride lots.

7. UVM and Champlain College will abuse this "parking area policy" by finding a way to obtain access to on-street parking permits and allowing their visitors' and residential students' parking demands to overflow onto residential streets adjacent to and near their campus.

Comments on the 11/13/15 Residential Parking Study

Page 60

“On major corridors through residential neighborhoods, the City should consider **whether sustainable transportation facilities**, such as bicycle lanes, **are would be** more appropriate than parking spaces”

Request: **Delete the words “sustainable transportation facilities”** This sounds like a garage for bikes or other hard infrastructure. We don’t want any facilities of any kind on our residential streets or in our residential neighborhoods, and this includes arterial residential streets. What we do want to have the curbside space available for biking, and the commuter parking removed from our arterial streets and other residential streets.

PAGE 64

“UVM, UVM Medical Center, and Champlain College currently all provide park and ride facilities at Lakeside Ave Lot (formerly the Gilbane Lot). All three campuses provide free off-site parking for their employees, staff, and students and CATMA coordinates with CCTA on its satellite commuter routes.”

Request: This needs to be updated/corrected. According to the JIPMP (2014-2019) UVM is not using the Lakeside/Gilbane park and ride lot. My view on this is that UVM’s effort to use this lot failed because riders had to change buses downtown when trying to get from the Lakeside lot to campus. UVM had stopped providing the direct express shuttle service from Lakeside to campus.

PAGE 65

“According to Association for the Advancement of Sustainability in Higher Education, one of the most popular ways to cut down on congestion **is to close off central areas of campus to cars. This isolates traffic flow around the perimeter of the campus, where satellite parking lots are located.** An investment must be made in alternative parking areas, and larger schools may need a public transit option, which UVM currently has. In the long term, there are likely significant savings in reducing the need for road maintenance within the campus.vii”

Request: Include 3 statements: (1) the city, for quality of life and financial reasons, is opposed to UVM pushing its on-campus traffic onto surrounding residential streets. (2) the city is opposed to UVM establishing or expanding any parking facilities that would be adjacent to residential neighborhoods or require transit through a residential neighborhood; and (3) the city is opposed to UVM commuter traffic and truck traffic using residential streets adjacent to campus to enter campus. Specifically UVM traffic needs to use campus entrances and exits that directly intersect Main Street, Spear Street, or Colchester Avenue, in order to keep UVM traffic off of the streets that border the west (residential neighborhood) side of the campus.

Page 65

“A park and ride study was completed in 2014 considering a facility proximate to Exit 14. The construction of new park and ride lots, and the improvements to existing park and ride lots, as outlined in the forthcoming State of Vermont Park and Ride Plan, can help to meet the commuter parking demand of downtown businesses.”

Request: Shouldn't the new park and ride lot at Exit 14 also serve UVM and Champlain College commuters, and not just the commuter parking demand for downtown businesses? What about adding park and ride lots at Exits 13, 15 and 16?

PAGE 67

“The City should work with the institutions to explore public access to the campus shuttles.”

Request: UVM runs 5 shuttle buses that save students from walking or biking 6/10th of a mile from Coolidge Hall on the Redstone Campus to Tyler Theatre on the main campus green. 3 of the 5 buses use an on-campus road called University Heights. The other 2 buses use a residential street called South Prospect. Twenty-five homeowners along South Prospect Street have signed a petition requesting that UVM remove its two shuttle buses from our residential street. (The Mayor has this signed petition.) The two UVM shuttle buses that use South Prospect Street can instead travel along the on-campus road to serve the same bus stops that it currently serves. It is obvious that the new sentence recently added to the residential parking study (shown above) is an attempt by UVM to avoid public pressure to have the two UVM shuttle buses (Redstone Express) moved off of South Prospect Street. Clearly, the general public has no interest in using UVM buses that run between points internal to campus and only on campus roads. Therefore, the new sentence is only relevant to the shuttle bus that runs along South Prospect Street. Since the UVM bus is making a 6/10th of a mile run between two UVM buildings, and doing this 1 mile circle all day, it is environmentally irresponsible for UVM to be providing this bus service and it is disrespectful to our residential neighborhood that this 41 foot long bus is driving by our homes 112x per day. The UVM bus must be removed from our residential street and UVM should not be allowed to try to avoid this by inviting the public to ride this UVM bus from the Coolidge dorm to the Tyler Theatre or from Waterman Hall to Cliff Street. The public does not need the UVM bus since there is a CCTA bus that travels from Waterman Hall to the top of Cliff Street. So the southbound route of the UVM bus is redundant with CCTA bus service. The UVM bus is redundant in both directions since the students can catch the on-campus bus for the northbound run and the city bus for the southbound run. The UVM Redstone shuttle service is environmentally irresponsible, very loud at 71dBA, a harmful health impact due to the noise and toxic emissions, a safety risk, and an adverse impact on our neighborhood's quality of life.

The new sentence should be changed to read: UVM and the city should work together to provide shuttle service between the intercept park and ride lots and Davis Hall and the downtown. UVM can shift resources to serve the new park and ride intercept lots by eliminating shuttles that are deemed an adverse impact to residential neighborhoods.

PAGE 68

“As the University of Vermont updates their Campus Plan, the City encourages UVM to: **Not only focus automobile access at the perimeter of campus with access to/from visitor lots and peripheral lots within core campus,** but identify locations for off-site parking with frequent shuttle service for employees and students.

Request: This highlighted text has to be re-written so it is clearer what is being said. It sounds like UVM wants to build visitor lots and parking lots on the edge of campus next to our residential neighborhoods in order to push its traffic off its campus and onto surrounding streets.

But remember: City residents (taxpayers) don't want UVM parking lots or garages built adjacent to our residential neighborhoods. We don't want parking facilities to be expanded or located where it will cause commuter traffic to drive through our residential neighborhoods, and this includes residential streets adjacent to campus.

UVM's parking lots, visitor lots, and peripheral lots need to be remote satellite parking lots (intercept lots) at Exits 13, 14, 15, 16. Their on campus parking lots need to be accessed by routes that do not cause traffic to enter the residential neighborhood bounded by and including South Prospect Street, Maple Street, Ledge Road, Cliff Street, and Summit Street.

UVM trucks and buses should only be using the campus entrances/exits at Main Street, Spear Street, and on Colchester Avenue; and not entering South Prospect Street south of Maple. Most car traffic should also be using the Main, Spear, and Colchester entrances/exits so the entrance at Davis Road and South Prospect Street becomes lightly used.

UVM shuttles should never travel on South Prospect Street, south of Maple.

PAGE 33: COMMUTER PARKING

“ Maple Street between S Willard Street and Summit Street does not have residential permit restrictions and remained less than 30% occupied. “

REQUEST:

Redo the survey of this street. The statement above is misleading. The survey was probably conducted on a weekend or when Champlain College was not in session. It is usually completely full when Champlain College is in session.

The city should cancel the agreement it has with Champlain College about not restricting Maple Street to permit parking. This agreement has increased commuter parking and traffic on Maple Street. The line of parked commuter cars has made Maple Street very hazardous for drivers, college pedestrians, cyclists, and families and children walking to the elementary and middle school. The street, with its buses, trucks, cars, and pedestrians and cyclists is an terrible tragedy about to happen. To increase safety, and reduce traffic and provide more space for bicyclists, the commuter cars should no longer be allowed to park on Maple Street.

Same is true for South Prospect Street. The area were commuters can park should be re-signed so that no parking is allowed, other than by residents. This way it will create more space for bicyclists. This is necessary in order to encourage more students to ride their bikes instead of riding the UVM Redstone bus the 6/10th of a mile to the main campus green.

November 18, 2015

Nicole and Chapin,

Thank you for facilitating last evening's Residential Parking Advisory Committee meeting. Although some people offered conflicting suggestions, I hope you and the RPAC committee choose to recommend those measure will:

- (1) to the greatest extent possible, be environmentally responsible;
- (2) increase safety on residential streets, including arterial residential streets;
- (3) improve quality of life along all residential streets, including residential arterial streets (because reducing the adverse impacts along arterial streets will help neighborhoods become more connected, cohesive, safer, and less susceptible to drugs, crime, and violence.)

Consistent with these 3 goals, I would like to offer a few more comments:

RESIDENTIAL ARTERIAL STREETS NEED TO BE PROTECTED FROM ADVERSE IMPACTS. STRATEGIES AND POLICIES NEED TO PROVIDE THESE PROTECTIONS .

The "old" way of thinking was to allow increasing amount of traffic, parking and development to occur on residential arterial streets. This is a car-centric view of life degrades quality of life for people who live arterial residential streets and negatively impacts the entire residential neighborhood.

When city planners allow heavy drive-through traffic, congested on-street parking, and development on arterial streets, it results in more pollution and noise, reduced safety for bicyclists and pedestrians, reduced residential property values, and the encroachment of commercialism into residential areas.

Developers take advantage of the city's too lax protections for arterial residential streets and lower property values by constructing oversized buildings that don't fit with the rest of the residential neighborhood. This leads to other problems. By not protecting arterial streets, there is a downward spiral for the entire residential neighborhood.

The old style policies that erode arterial streets undermine our ability to achieve the 3 goals listed above while also reducing the cohesiveness of residential neighborhoods. Increasing the cohesiveness of the city's residential neighborhoods is extremely important because a cohesive neighborhood decreases crime, drug use, and violence.

The “old” way of thinking about arterial residential streets creates a “Great Wall of China”, separating and dividing neighborhoods on the two sides of the arterial residential street from each other. Un-cohesive neighborhoods do not fair as well as cohesive ones.

People, including families, live on arterial residential streets. In each neighborhood, the less affluent live on the arterial residential streets and they are greatly harmed, physically and financially, when arterial streets are not protected to the same extent that there are protections for other residential streets.

They cannot afford the lawyers to protect their streets like those who live on side streets and are more affluent. Nor do they have the political connections to have their street exempted from city initiatives that cause adverse impacts. The vulnerability of people who live on arterial streets is another reason why we as a city should have policies in place to protect arterial residential streets that thereby protect these people, their quality of life, their properties, and their broader neighborhoods.

Due to all the impacts listed above, it is irresponsible to utilize strategies and policies that degrade arterial residential streets. Arterial streets should be protected and enhanced and that will make our entire city a better place to live.

These protections can be initiated by modifying the following sections of the city’s Residential Parking Study.

(1) Write into a report a definition of residential streets to include arterial residential streets.

Page 58 – delete the first bullet point, which reads: “Balance Parking Needs: Balance the needs of those who park on Burlington’s streets, including residents, visitors, and commuters.”

Replace this sentence with: “Improve quality of life for all city residents by prohibiting commuter parking on residential and residential arterial streets.”

Page 58 - delete the 4th bullet point, which reads: “Consider Highest and Best Use of the Public Right of Way: Given limited land resources, consider best use of the space that the public on-street parking occupies, including accommodating multi-modal transportation options.”

Replace this sentence with: “To the greatest extent possible, implement on-street parking policies and public transportation practices that will improve our environment.”

As an aside, I wish to explain that the intent of this proposed statement is to:

- Replace on-street parking along arterial residential streets, with bicycle lanes. Whether the bicycle lane is marked and unmarked, protected and unprotected, depends on the character of the street.

- Eliminate the more redundant, environmentally irresponsible, and/or wasteful bus services that exist along some residential and arterial residential streets, and shift these buses and manpower resources to serve intercept park and ride lots.

Page 58 – “Utilize Market Responsive Feedback: Develop a residential parking management plan that is sensitive to changing demographics, land uses, and built character.”

Replace this sentence with: “Utilize Resident Feedback to Determine on-street parking policies and practices that impact their street:

- The intent of the proposed sentence is to allow the residents of each street to vote on changes that are proposed for their street. Allow one vote per building in order to ensure no multi-unit building (or developer) can dominate the outcome for the entire street.”

Page 58 – delete the last bullet point: “Address the Need to Maintain City Transportation Infrastructure: Consider policies, programs, and improvements related to parking in residential neighborhoods that can reduce maintenance and administrative costs or generate revenues to help fund capital needs.”

Replace this sentence with: “Improve the city’s parking management operations in order to: (1) increase revenues collected through enforcement and (2) improve the efficiencies and effectiveness of its operations.

Page 58

2nd line from bottom of page, delete the words “while finding the best use of the public right of way”.

The sentence should read: ...”enable an optimal parking management system that preserves the livability of Burlington neighborhoods.”

Bicycle lanes replacing commuter parking, less on-street parking congestion, less drive through traffic, reduced pollution and noise, safer and quieter streets are all included in the concept of “preserving the livability of Burlington neighborhoods.”

PAGE 59:

Three strategic approaches are listed as bullet points in the middle of the page:

- Encourage and improve sustainable transportation modes.
- Encourage satellite parking and incentivize parking in remote lots
- Improve Signage and Wayfinding

CNG Buses are not sustainable. CNG buses pollute, and parts of their emission stream is more toxic than diesel buses. The CNG industry and the CNG bus operators misuse the word sustainable to include their bus services. Therefore, the word sustainable cannot be used because it means different things to different people. Sustainable means no carbon burning pollution, and that means walking and biking. Therefore the strategic recommendations need to be reworded to be more specific so clarity and transparency prevail.

These should be replaced with:

- Encourage bicycle riding and walking {by (1) replacing on-street commuter parking with bike lanes and (2) eliminating bus routes or sections of bus routes that are redundant, environmentally irresponsible, wasteful, and adverse to residential neighborhoods;}
- Implement intercept lot strategies {to be consistent with the map on page 84 of UVM's Campus Master Plan}
- Protecting residential streets, including arterial residential streets, from commuter traffic, campus shuttles, and intercept lot shuttle traffic. {on-campus parking lots should not be expanded; instead those drivers should be using intercept lots; and the shuttles should travel to downtown, Waterman Hall, Davis Center, Fletcher Allen, and other points along Main Street and Colchester Avenue, but not into the neighborhoods surrounding campus.}

PAGE 59: There are 4 tactical approaches listed in the middle of the page. These are:

- Install parking meters and/or paystations
- Implement parking time limits in non-RPP areas.
- Stripe parking stalls/areas
- Lawn parking bans

Parking meters should not be installed on any residential or arterial residential street.

These 4 tactical approaches should be modified to read as follows:

- Implement parking time limits for non-residents in non-RPP areas
- Require the institutions to collect license plate numbers from all employees (part-time, full-time, per-diem) and all students (part-time and full-time); and require these persons to agree to the sharing of this information with the city for the purpose of on-street parking enforcement.
- Require the institutions to collect Burlington addresses for all full-time and part-time students living off-campus; and require these persons to agree to the sharing of this information with the city for the purpose of administering its on-street parking permit program and for the purpose of enforcing occupancy limits as defined in the city ordinances.
- Stripe parking stalls if requested by the directly adjacent property owner
- Heavily enforce on-street parking, including lawn parking violations.

I have to close now to work on other matters. But you can apply these same concepts to modify and update the rest of the document.

Thank you for your assistance and the effort you have put into this project.

Sincerely,

Barbara

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NOVEMBER 25, 2015

Burlington Eyes New Rules for Prized Residential Parking Spots

By MOLLY WALSH @MOKAWA



Caryn Long

OLIVER PARINI

Damian Dryjas skateboarded along Burlington's North Union Street, dodging the whizzing traffic and skirting the cars parked bumper-to-bumper at the crowded curb. The 21-year-old Champlain College student had just sold his truck, he explained. He was forcing himself to end his wasteful personal transportation habits.

How wasteful?

Rather than walk 25 minutes from his apartment on North Union Street to class, Dryjas used to climb into his truck and steer it as close as he could to campus. He would cruise Maple and South Union looking for a free spot not marked "residential parking only."

The intense competition for on-street parking meant that some days, Dryjas would have to circle for more than 25 minutes, arriving late to a class, or missing it altogether — all to avoid walking. "I was very frustrated," Dryjas explained last week. "I was like, *Why don't I just walk to class?*"

Burlington leaders, it appears, are asking similar questions with proposed changes to the city's 25-year-old residential parking rules. They want to charge for permits that are now free to residents, install meters on more residential streets and possibly allow public parking on streets now designated for residents only.

Also under discussion, although it's already generating privacy concerns: using license plate recognition technology to

help enforce rules. Devices mounted on parking-enforcement cars, or on signs, would scan plates against a database to identify cars without permits and would also help enforce time limits.

The broad goal of the changes is to nudge motorists out of their cars. The more immediate concern is to update the muddled rules of the city's residential parking system. Created in 1990, the system has grown piecemeal to encompass 10 miles of curb and more than 3,200 permit holders, mostly in neighborhoods near downtown, Champlain College and the University of Vermont, where on-street parking is in strong demand.

Bradley Street homeowner Emily Lee, who serves on a residential-parking advisory committee, said free-for-all blocks are problems. As she described it: "You cannot find a spot on my street unless you win the jackpot."

But parking is personal in Burlington, and any adjustments — even when the status quo is messy and imperfect — rile people up. Simmering opposition to proposed changes to the city's Residential Parking Management Plan, which have been under discussion for 18 months, boiled over at a meeting last month.

The city was pushing unpopular changes and wasn't listening to residents, said Caryn Long, a longtime resident of Henry Street and also a member of the parking advisory committee. "It was just frustrating because we did feel like the city had a predetermined outcome," she said.

In response, Burlington public works director Chapin Spencer terminated a contract with the consultant hired to help oversee the public discussion, and he has backed off on some of the most controversial ideas. For example, a proposal to allow commuters who don't live in the city to buy residential parking permits has been nixed.

Commuters roam downtown neighborhoods daily for free spots, so the proposal could have brought revenue and organization to an unregulated practice. But many city residents balked at the idea, which would have been tested in a three-year pilot. They said it would have given colleges and other employers an official pass to dump their parking problem on neighborhoods.

Besides, the city should be working to get commuters out of their cars, not making it easier for them to park on residential streets, said Brett Hughes, a Russell Street resident who walks and bikes as much as possible. "It's a terrible idea," he said.

Spencer and his staff are revising the draft plan. It should be complete in early December. Then it will go to the Burlington Public Works Commission for consideration and possible voting on December 16. If accepted, there would be another round of public hearings and voting by the commission, and possibly the city council, before specific changes would become effective.

Some don't see the need for big changes. Advisory committee member Long helped advocate for today's residential parking program. For the most part, it's working, she said, and has helped protect the quality of life in neighborhoods.

She's glad her street isn't a "parking lot." On November 17, a Tuesday, curbside spots were available along historic homes on sloping Henry Street, where parking is for residents only.

By contrast, nearby Willard Street, which does not require permits for parking, was jammed with a messy crunch of cars curbside, many of them belonging to student renters.

Henry Street was among the first streets covered by the residential parking program in the early 1990s. Commuters had started to park all day on the formerly quiet residential street. UVM enrollment had increased, and sometimes six or eight people jammed into converted single-family homes with only two spaces for off-street parking.

The residential parking program spread after homeowners saw it could ensure them street parking. Today, the Public Works Commission has authorized the program on large swaths of central Burlington. To apply, residents must petition neighbors and show authorities that more than half of them want the system.

The commission approves many, but not all, requests, seeking to balance public and residential uses. Once granted, homeowners and renters are eligible for up to four passes per dwelling unit, all free, with two of the passes transferable to guests.

Even with several thousand passes circulating, violations are common. Tickets are \$75, and revenue from violations more than pays for enforcement. In fact, the program is a moneymaker. In 2013, residential parking violations generated \$324,000 for Burlington's general fund.

Charging for permits would bring in more revenue and possibly discourage people from obtaining permits they don't really need — which can make the program unworkable on some streets. On Bilodeau Court, for example, the city had issued 65 permits for the 24 available on-street parking spaces, according to a 2014 report. There is also anecdotal evidence that some people might be fraudulently selling or leasing their permits, according to Spencer.

Officials are considering charging \$10 for the first permit, \$20 for the second, \$30 for the third and \$40 for a fourth — a total of \$100 for four. Permits would last one year for renters and two for homeowners.

The idea of even modest fees rankles some taxpayers. "I'd say that seems pretty insane," said James Laughlin, who lives at North Prospect and Loomis. "Aren't we already paying enough in property taxes?"

His annual taxes have increased from about \$2,200 when he and his wife bought their house in 1995 to around \$10,000 now. The permits should be free given that tab, he said.

A preliminary proposal to install parking meters on certain residential streets — already a limited practice — is also generating controversy. The plan does not specify which streets might get meters but refers to streets adjacent to parks and mixed-use and commercial areas. Ward 3 resident Liz Curry attended a residential-parking meeting last week to oppose the installation of meters on Old North End streets, where many low-income renters live. She said that the plan would penalize people who are already struggling to make ends meet and don't necessarily have off-street parking.

Some see single-family-home conversion as an ongoing problem and the root of neighborhood parking woes. The city's group-quarters ordinance, which limits unrelated occupants to four in a single-family household in certain parts of the city, isn't properly enforced, Long said. She and others also said the administration of Mayor Miro Weinberger should press much harder on UVM to house more students on campus.

Spencer vows to carry that message to the mayor. He believes, however, that some parking changes are warranted. He noted that the program covers 10 miles of curb in the city, "largely for the exclusive use of neighbors." While residents matter, he added that they don't necessarily own exclusive rights to parking in front of their houses or apartments.

Burlington needs more shared parking options, especially in the center of the city, he said. The city's effort to overhaul downtown parking, improve city garages and reorganize metering in the commercial center reflect this thinking.

The city is also committed to expanding alternatives to cars, Spencer said. That would mean convincing more people to follow the example of Dryjas, the North Union resident, to use their own power as much as possible.

Dryjas understands the position. Last Tuesday, as he prepared to skateboard to City Market, he seemed ready to accept the logistical challenges of not having a car. Not driving is better for the environment, Dryjas said.

It also means less worry about the \$75 parking tickets many of his friends have gotten — a fate Dryjas wants to avoid. "Being a college student," he said, "I'm broke."

The original print version of this article was headlined "Unparalleled Parking: City Eyes New Rules for Prized Residential Spots"