

RESIDENTIAL PARKING MANAGEMENT PLAN

INTRODUCTION TO CHANGES AND COMMENTS TO THE DRAFT PLAN



The Residential Parking Management Plan was initiated in August 2014. Preliminary strategies were first introduced in April 2015 but the process for drafting the Residential Parking Study did not allow residents or the Advisory Committee to feel heard. As a result the process shifted in October 2015, allowing residents and Committee members more direct input and responsiveness from DPW staff. This document summarizes the evolution of the strategies based on the comments, concerns, and revisions over the last 11 months.

The residential parking management strategies have evolved from 20 strategies grouped by the type of improvement (physical, technology, administration, pricing, petition, and block specific – including potential pilot projects) to eight targeted strategies that will improve the Residential Parking Permit Program and eight General Parking Management strategies that can be applied with or without residential parking restrictions. The most recent changes address the Advisory Committees concerns about the on-street parking burden created by multi-unit properties, the potential misuse of parking meters in residential neighborhoods, the need or improved enforcement and more policy for enforcement technology, and even more commitment to shared responsibility by the institutions.

The Residential Parking Management Plan is a roadmap to guide Burlington toward better management of parking in residential areas, but the Plan itself is not the vehicle for change. Before altering any parking regulations or infrastructure, additional public process will be available through the Public Works Department and Public Works Commission.

What We Heard About Parking <i>Where we listened: Advisory Committee, Public Forum #1, rTown Map</i>	The Preliminary Strategies <i>February 2015</i>	Status of Strategies Based on Input <i>Where we listened: Advisory Committee, Public Forum #2, Online Input Map, Neighborhood Meetings</i>	How the Strategies Evolved	Final Recommendations (in order of implementation schedule)
GENERAL PARKING MANAGEMENT STRATEGIES				
Encourage alternative transportation to reduce traffic and demand for on-street parking	Improve transit, sidewalk, bicycle, and/or car share system and streetscapes	STRENGTHENED	Added “improve” then “implement” sustainable transportation options to reduce traffic and demand for on-street parking	Improve Sustainable Transportation Modes
Students who use their cars less often should be incentivized to park remotely instead of long term on street	Satellite parking for students	STRENGTHENED	Added “encourage” and more language to hold institutions accountable	Expand Satellite Parking and Incentive Parking in Remote Lots
Make it easier to find suitable parking and understand parking	Clear wayfinding and signage	KEPT		Improve Signage and Wayfinding

restrictions				
Pay stations or meters encourage parking turnover and generate revenue	Add pay stations or meters with a portion of revenue to improve the neighborhood; allow free or permit-only parking after hours	MODIFIED	Modified to “add some” pay stations or meters; modified again to clarify where meters may be useful	Install Parking Meters / Pay Stations (within convenient walking distance of shops, offices, or major waterfront parks)
		ADDED		Implement Parking Time Limits (manage times when parking preference should go to residents)
		ADDED		Stripe Parking Stalls (optimize parking spaces while minimizing chronic blocked driveways)
		ADDED		Improve Lawn Parking Ban Enforcement (revoke residential permits for repeat violations, increase fines, amend City Ordinance)
		ADDED		Share Off-Street Parking

RESIDENTIAL PERMIT PROGRAM STRATEGIES

Provide clear guidance on how to get a permit, why residential permit areas are established, and how to petition for residential parking	User friendly web and print information	KEPT		Provide Online Resources (phased implementation: downloadable application and renewal documents, clear instructions, coordination with campuses, comprehensive program information, and online payments)
Make the program easier to administer and enforce	Improve monitoring, database system for tracking permits, link to UVM, UVMMC, Champlain College	KEPT		<i>Merged with above</i>
Make it easier for the City to process permits and fees; make it easier for residents and guests	Mail or online permit renewals, payments, and printable visitor permits	MODIFIED	Removed printable permits	<i>Merged with above</i>
Permit hours should address local demand	Vary parking restrictions by time of day and days of the week	KEPT	Vary parking restrictions by time of day and days of the week	Establish Permit Restrictions Periods Based on Supply and Demand (review

				restrictions every 5 years and adjust as needed)
Allow residents on permitted streets to park within a walkable area of other permit-restricted streets; prevent spillover effects of permitted streets; clarify corner lot access	Consider permit parking by area	MODIFIED	Modified from large areas to small; modified to keep existing areas and only consider areas with new applications	Evaluate Permit Parking Areas Rather Than Streets (do not revise current RPP streets but evaluate areas as needed with new applications and define corner lot permit access)
Ensure residents support resident parking before bringing a request to DPW	Require a minimum resident participation (51%)	MODIFIED	Was occupant of household; now property owner	Streamline the Petition Process (require 51% property owner signatures to initiate a request; observe 85% parking occupancy at a seasonally appropriate time of year)
Assess parking to make sure there is a parking problem	Complete a parking survey to show the need for permits (75% < occupancy over 2 weekday peak hours)	MODIFIED	Demonstrate high parking demand; increased to 85%	<i>Merged with above</i>
Clarify the process to remove or reallocate residential parking	Consider a neighborhood driven process to remove or reallocate residential	MODIFIED	Expanded to allow city to initiate process	Establish a Process to Remove / Reallocate Residential Permit Parking (initiated by

	parking (same thresholds as new petition)			residents or DPW but with 51% property owner support)
Residents who have permit parking should pay for that exclusive use of public parking; the program administration should be accounted for	Consider quarterly or annual permit fees (\$4-10 or \$20-\$40)	MODIFIED	Modified to have sticker or transferable passes but only annual; modified to raise fees then lowered fees for equitable system; modified number of permits to address overburden of multi-unit properties	Revise the Program to Incorporate a Fee Structure and Maximum Permits per Dwelling Unit (up to 4 permits per dwelling unit for single family properties; up to 3 permits per unit for properties with 2 or more dwelling units; up to 2 permits per unit for properties with 3 or more units; revoke permits for anyone selling or forging permits; provide one “oops” voucher for citations; permit fees \$10 - \$40)
Permits aren't issued based on capacity	Permits don't guarantee a place to park	MODIFIED	Limit the number of passes per dwelling unit	<i>Merged with above</i>
Visitor parking should	Consider visitor pass	MODIFIED	Modified as in-	Establish Construction

encourage turnover and permits shouldn't be sold. Guests should pay for the exclusive use of public parking	fees and limit 2 per household (\$5-10 for 15 days, \$10-20 for 30 days)		home care or contractor permits for a fee; modified again to remove in-home care permits due to inability to verify	Permits (\$10 permits)
Illegal parking should be discouraged through enforcement but consider lowering fines if permit fees cover administration	Keep the residential parking citation fees	MODIFIED	Added LPR technology to improve enforcement; modified to consider privacy implications of LPR prior to implementation; added other enforcement opportunities	Improve Enforcement and Technology
Simplify permit renewals and enforcement based on the high turnover periods	Fix expiration / renewal dates by academic calendar	REMOVED	Ultimately removed due to administrative burden	
Allow non-residents commuting to work a	Consider non-resident or commuter permits	REMOVED	Modified to "allow some"	

<p>pass to park in neighborhoods; generate revenue toward program administration</p>	<p>for a higher fee in shared use districts with a portion of revenue to improve the neighborhood</p>		<p>commuter permits; modified again to try as a pilot program; ultimately removed from strategies</p>	
<p>Allow visitors to park briefly without having to obtain a permit</p>	<p>Consider free 2-hour visitor parking in certain neighborhood areas</p>	<p>REMOVED</p>	<p>Modified to “allow some” 2-hour free; ultimately removed due to enforcement issues</p>	
<p>Relieve administrative burden and work with landlords to be more responsible for the volume of tenant vehicles</p>	<p>Owner-agent permit distribution through landlords for off-campus student housing</p>	<p>REMOVED</p>	<p>Modified to allow approved landlords to issue permits; ultimately removed due to little benefit but great risk</p>	