

Advisory Committee Meeting #2

1. **Introduction, Schedule, and Scope of the Meeting** (10 min)
2. **Project Goals** (Informed by: Advisory Committee + City and CCRPC Staff + Public Input) (10 min)
3. **Best Practices Comparison** (10 min)
4. **DRAFT Residential Parking Recommendations for Discussion** (30 min)
 - **Citywide Residential Parking Recommendations** (Informed by: Advisory Committee + City and CCRPC Staff + Public Input)
 - **Supplemental Block Residential Parking Recommendations** (Informed by: Advisory Committee + City and CCRPC Staff + Public Input)
5. **Discussion of Residential Parking Areas** (60 min)

 = Pause and discuss



What you have recieved via email:

- Draft report containing: Intro, Residential Parking Overview, Three Sample Areas, Best Practices
- Appendices containing: Parking rates around Burlington, Public Outreach Findings



What we are considering in this study:

- Establishing consensus to help point residential parking strategies towards the right direction.
- Understanding the existing parking restrictions, trends, and violations throughout Burlington
- Understanding the varying residential parking needs based on a sample of three neighborhood areas and added input from City Staff
- Refining residential parking program goals based on feedback from the public, advisory committee, and City staff
- Identifying preliminary strategies that help to address the project goals
- Refining residential parking program implementation, including the petitioning process, participation, and utilization minimums for designating a new residential parking area, and refining residential parking areas
- Recommending an overarching residential parking management strategy for the City
- Considering best practices from other comparable cities



Potential future steps:

- Modifying existing residential parking designation
- Modifying permit hours and rates
- Block-by-block analysis and strategies for residential parking
- Block-by-block analysis and strategies for off-street parking minimums
- Strategies for bicycle and transit routing, bicycle parking, and alternative modes

PROJECT GOALS

 What We Heard*	How this applies to the residential parking program	Project Goals
<ul style="list-style-type: none"> • I have trouble finding a place to park near my home • Students, commuters, everyone parks in our neighborhood. • Residential parking overcrowds non-permitted areas. • Current permit system makes it worse for day time visitors. • Permits by neighborhood areas, not streets. • My roofer and and painter need to park near my home. 	<p>Balance the needs of those who park on Burlington streets, including residents, visitors, and commuters.</p>	 Balance parking needs
<ul style="list-style-type: none"> • Move parking off street for streetscape improvements • On-street parking makes it unsafe for cyclists • Encourage more transit-ridership, discourage driving and parking • Streets are public rights of way and should be open to all. 	<p>Consider the highest and best use of the space that public on-street parking occupies.</p>	 Consider limited land resources
<ul style="list-style-type: none"> • My guests have trouble parking near my home. • Opening up parking will create traffic, which will change the neighborhood character and lower my family's quality of life. • Each street is unique. • Children frequently play in our street. • Cars sit for weeks at a time. 	<p>Recognize that each neighborhood and block is unique and the residential public parking program accounts for the area's character and needs.</p>	 Account for neighborhood need
<ul style="list-style-type: none"> • Not enough spaces on street we have permits for. • Residential parking is inconsistently applied and enforced. 	<p>Use empirical metrics to measure parking trends and the utilization of parking spaces within neighborhoods.</p>	 Apply a data driven approach
<ul style="list-style-type: none"> • Residential parking is inconsistently applied and enforced. • Need clear and better enforcement. • Charge for resident permits to help offset city administration costs. • This block only has resident parking overnight. Why? • I already pay enough in property taxes. 	<p>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.</p>	 Is fair and transparent
<ul style="list-style-type: none"> • Current economic reality of inter-generational families with multiple cars. • Removing residential parking will change the economics and choices relating to rental properties. 	<p>Develop a residential parking management plan that is sensitive to changing demographics, land uses, and built character.</p>	 Is market-responsive

*There are varying, and sometimes conflicting, residential parking concerns.

BEST PRACTICES

WHAT OTHER COMPARABLE CITIES DO....

	Burlington, VT BPD	Ithaca, NY City Clerk	Charlottesville, VA City Treasurer	San Luis Obispo, CA Public Works	Boulder, CO Parking Services
TECH Mail or online renewals or visitor permits		✓	✓		✓
Optional Owner-agent permit distribution			✓		
User-friendly web and printed information on the residential parking program			✓	✓	✓
Residential permit violation fine greater than \$40	✓				
PRICING Charge for residential permits		✓	✓	✓	✓
Charge for guest permits		✓	✓		
Overnight, non-resident, or commuter permits for an increased fee				✓	✓
Free 2- or 3-hour visitor parking in certain residential areas without meters		✓			✓
PHYSICAL Improved transit, sidewalk, bicycle, and/or car share system		✓	✓	✓	✓
Clear parking wayfinding and signage		✓		✓	✓
Satellite parking for institutions (with transportation to campus)	✓	✓	✓	✓	✓
Residential parking by area or district boundaries (not by block or street)		✓			✓
ADMIN Residential parking restrictions vary by hours, days depending on demand	✓		✓	✓	✓
Fixed expiration/renewal dates (often by academic calendar)	✓	✓	✓	✓	✓
Residential parking permit does not guarantee an on-street parking spot	✓	✓	✓	✓	✓
PETITIONING Minimum resident participation requirement	(✓)	✓		✓	✓
Parking survey and minimum parking utilization requirement	(✓)	✓			✓

(✓) = Informal policy/practice

Summary of Highlights

- Burlington is unique in offering “free” residential parking permits and “unlimited” guest permits.
- Burlington has the highest residential permit violation fine among the cities studied.
- Other college towns have fixed expiration/renewal dates, based on the academic calendar.
- None of the cities studied guarantee on-street parking spots for residents. None of the best practices limit the number of permits issued.
- Three of the four best practices have a quantitative method for designating a new residential parking area.



TECHNOLOGY
Tools to reduce parking administrative cost and resources



PRICING
Financial revenue towards residential parking administration



PHYSICAL
Signage, parking designation, or zoning requirements



ADMIN
Residential parking program, policy, and administrative rules



PETITIONING
Process for establishing residential parking destination

Residential Parking Program Strategies Types

CITY-WIDE RESIDENTIAL PARKING STRATEGIES

CITY-WIDE STRATEGIES FOR CONSIDERATION		REASONING
<i>Bold denotes new proposed residential parking strategy. Colors reflect parking strategy type. Not listed in priority order.</i>		
PHYSICAL	1 Improved transit, sidewalk, bicycle, and/or car share system. Streetscape enhancements for alternative modes.	• Encourage alternative transportation modes to reduce traffic and demand for on-street parking.
	2 Clear parking wayfinding and signage	• Make it easier to find suitable parking locations and understand parking restrictions.
	3 Satellite parking for students (with transportation to campus)	• Students who use their cars less often should be incentivized to park in a remote lot, instead of long term on street.
TECHNOLOGY	4 Improved monitoring, database system for tracking permits, linked to UVM, Medical Center, Champlain College data	• Ease of administering, tracking, and enforcing residential parking
	5 User-friendly web and printed information on the residential parking program	• Provide clear guidance on how to get a permit, why residential permit areas are established, and how to petition for residential permit areas.
	6 Mail or online permit renewals, citation payments, and printable visitor permits (where applicable)	• Easier for City, existing residents & short-term visitor permit administration, particularly in processing permit and violation fees. Incentivize early renewals.
ADMINISTRATION	7 Fixed expiration/renewal dates by academic calendar (can be pro-rated)	• Simplifies administering, renewing, tracking, and enforcing residential permits, based on high turnover periods.
	8 Consider permit parking by residential parking area (not by block or street)	• Allows residents on permitted streets to not only park on their street, but within a walkable radius of their home (if surrounding blocks are resident-only)
	9 Residential parking restrictions vary by hours, days of the week	• Permit hours should address local variation in parking demand
	10 Residential parking permit does not guarantee an on-street parking spot	• Permits are not issued based on available on-street parking capacity; Difficult to track, possible unfairness to new residents.
PRICING	11 Consider charging for residential permits. Quarterly: ~\$5-\$10, Annual permits: ~\$20-\$40.	• Charges residents who have the privilege of public residential parking • Accounts for admin cost, student turnover, and subletter needs
	12 Consider charging for visitor permits on residential permit streets. 2 per household. 15-Day: ~\$5-\$10, 30-Day: ~\$10-\$20	• Charges guests of residents who have privilege of public residential parking. Admin Costs. Pro-rated by duration. Encourage turnover. Lower black market.
	13 Residential permit violation fine	• Discourage illegal parking through enforcement • Potential to decrease fines if admin costs covered through permit fees.
PETITION	14 Minimum resident participation requirement (within City limits): 51% of residents on proposed block sign the petition	• Ensure minimum resident agreement and buy-in from neighbors
	15 Parking survey + min. parking utilization requirement (within City limits): 75%+ occupancy over two weekday peak hrs	• Assess to make sure that there is a demonstrated parking problem. 75% based on peer cities' criteria + research that at over 75% occupancy, cars are creating additional traffic from circling for a parking spot.
	16 Consider a neighborhood-driven process to <i>remove or reallocate</i> residential parking. 51% resident participation + pilot utilization survey over two weekday peak hrs (<75% occupancy)	• Open and transparent process to remove or reallocate designated residential parking block(s) based on quantitative measures.

ADD-ON RESIDENTIAL PARKING STRATEGIES, BY BLOCK

BLOCK-SPECIFIC RESIDENTIAL PARKING STRATEGIES	REASONING
<i>Bold denotes new proposed residential parking strategy. Colors reflect parking strategy type. Not listed in priority order.</i>	
<p>17 Add pay stations or meters</p> <ul style="list-style-type: none"> A portion of the revenues help improve the neighborhood Still allow for “free” or permit-only parking after hours 	<ul style="list-style-type: none"> Pay stations or meters encourage visitor turnover Generate revenue towards parking administration
<p>18 Consider adding Non-resident or commuter permits (for a higher fee) in certain shared use districts</p> <ul style="list-style-type: none"> Portion of the revenue can go back to improving the neighborhood 	<ul style="list-style-type: none"> Allow non-residents, who need to park in a residential area for work, to get a pass. Generate revenue towards parking administration
<p>19 Consider free 2-hour visitor parking in certain neighborhood areas</p> <ul style="list-style-type: none"> Can park only once per day within the given neighborhood area 	<ul style="list-style-type: none"> Allows visitors (includes guests, contractors, student/staff) to park briefly in a residential parking area without having to obtain a visitor permit.
<p>20 Optional owner-agent permit distribution</p> <ul style="list-style-type: none"> For off-campus student housing, property owners can pick up a set number of permits from the City to distribute to student renters 	<ul style="list-style-type: none"> Relieves administrative burden on the City, because owner/landlord applies for, distributes, and enforces student permits

Parking Strategy Type

- # Pricing
- # Administration

Potential for Pilot Program

