Residential Parking
Burlington Residential Parking Study

Objective & Outcomes:
Identify an optimal parking management strategy that best utilizes the limited parking and land resources.

Balance:
Resident + Non-Resident
(Students, Shoppers, Workers, Household Help, Baseball Player, etc.)
Burlington Residential Parking Study

- Respond to Downtown Program changes
- Meet current needs of residents, staff, & Commissioners
- Understand current resident parking trends to inform zoning

- Modify the existing residential parking designations
- Modify permit hours and rates
- Define block-by-block strategies
- Define strategies for TDM, other modes of transportation
Residential Parking: Trends
Current Residential Parking Restrictions

Residential Parking Restrictions, by length (miles)

- **All Times**
- Mon – Fri, 6 AM – 6 PM
- May 1 – Oct 1
- May 1 – Oct 1, 12 AM – 6 PM

<table>
<thead>
<tr>
<th></th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Times</td>
<td>5.67</td>
</tr>
<tr>
<td>Mon – Fri</td>
<td>1.84</td>
</tr>
<tr>
<td>May 1 – Oct 1</td>
<td>0.59</td>
</tr>
<tr>
<td>May 1 – Oct 1, 12 AM – 6 PM</td>
<td>0.14</td>
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</tbody>
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Burlington Residential Permits

**x 2 per dwelling unit***
1 year (Students) or 2 years (Renters/Homeowners)

2013: 1,471 permits issued

**x 2 per dwelling unit***
1 year (Students) or 2 years (Renters/Homeowners)

2013: 1,762 guest passes issued

* no charge for permits
enforced through $75 fines, no towing
Residential Parking: Data
Data Collection: 3 Sample Areas

- Areas that are heavily permitted or metered, and also areas that have few restrictions.
- Areas that don’t have a lot of off-street parking and areas that do.
- Areas with varying population density.
- Areas that are mostly residential and areas that are mixed use.

Near large parking generators, like downtown and UVM.
Sample Areas:
Parking Restrictions

<table>
<thead>
<tr>
<th>Sample Area</th>
<th>Metered Length (ft)</th>
<th>Permit Length (ft)</th>
<th>Over-permitted (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sample Area 1</td>
<td>2034</td>
<td>792</td>
<td>145%</td>
</tr>
<tr>
<td>Sample Area 2</td>
<td>7097</td>
<td>680</td>
<td>183%</td>
</tr>
<tr>
<td>Sample Area 3</td>
<td>8775</td>
<td>0</td>
<td>176%</td>
</tr>
</tbody>
</table>

Source: City of Burlington Department of Public Works
Sample Areas:
Land Use

Sample Area 1
- Mixed land uses
- Diverse and dense housing

Sample Area 2
- Mixed land uses
- Diverse and dense housing

Sample Area 3
- Mostly single family and tax exempt

Source: City of Burlington, Parcel Land Use - Assessor Use Code
Sample Areas: Housing Tenure

Sample Area 1
- Owned (Mortgage): 9.10%
- Owned (Free & Clear): 4.60%
- Rented: 86.30%

Sample Area 2
- Owned (Mortgage): 12%
- Owned (Free & Clear): 5.06%
- Rented: 83.25%

Sample Area 3
- Owned (Mortgage): 34.50%
- Owned (Free & Clear): 17.10%
- Rented: 48.40%

Source: 2010 Census, by block
Parking Utilization + Supply / Demand

Population, Housing Units, + Total On-Street Spaces

% On-Street Parking Utilized

- Sample Area 1
  - AM (7am-8am): ~73%
  - Mid (11am-noon): ~75%
  - PM (5pm-6pm): 83%

- Sample Area 2
  - AM (7am-8am): ~46%
  - Mid (11am-noon): ~66%
  - PM (5pm-6pm): 68%

- Sample Area 3
  - AM (7am-8am): ~35%
  - Mid (11am-noon): ~33%
  - PM (5pm-6pm): 32%

Estimated Driveway Spaces:
- Sample Area 1: 201
- Sample Area 2: 294
- Sample Area 3: 243

Population:
- Sample Area 1: 1094
- Sample Area 2: 859
- Sample Area 3: 772

Occupied Housing Units:
- Sample Area 1: ~449
- Sample Area 2: ~392
- Sample Area 3: ~315

Total On-Street Spaces:
- Sample Area 1: ~208
- Sample Area 2: ~59
- Sample Area 3: ~59

~0.5 space per unit
~1 space per unit
~1.5 spaces per unit

Approximately 73% of the on-street parking spaces are utilized during the AM (7am-8am) period, 83% during the PM (5pm-6pm) period, and 75% during the Mid (11am-noon) period in Sample Area 1. In Sample Area 2, approximately 46% of the parking spaces are utilized during the AM period, 66% during the Mid period, and 68% during the PM period. In Sample Area 3, approximately 35% of the parking spaces are utilized during the AM period, 33% during the Mid period, and 32% during the PM period.
Residential Parking Findings: Sample Area 1

Over-utilized Parking

- High demand for on-street parking
- Student Renters
  - Avoid lengthy residential permit process
  - Not commuting by car → more likely to park for long periods

- Few restrictions, few off-street spaces
- Mixed land uses
- Diverse and dense housing
Residential Parking Findings: Sample Area 2

Meters + Mixed Demand

- **Meters** help create turnover and limit overall occupancy.
- **On commercial blocks:** Preference to park directly in front of destinations
- **On residential blocks:** Few or no parking restrictions → higher demand

- Few restrictions, many meters, few off-street spaces
- Mixed land uses
- Diverse and dense housing
Residential Parking Findings: Sample Area 3

Under-utilized Parking

- Plenty of curbside availability
- A high number of residential parking violations suggests a real desire for non-resident parking

- Many restrictions, many off-street spaces
- Mostly single family and tax exempt
Residential Parking: Feedback
Public Outreach Tools

http://btvparking.maptool.rsginc.com
(11/19 to 12/14)

Neighborhood Planning Assemblies
Ward 5, Ward 1/8, Ward 6, tried Ward 2/3
What We Heard

Permits...
- Make it difficult for visitors & repairs
- Should apply to an area, not a street
- Overcrowds non-permitted areas
- Not enough spaces for the number of permits

Our neighborhood...
- Is unique
- Quality of life will change without permit parking
- Cars sit for weeks at a time
- Children play in our street
- Everyone parks in our neighborhood

The program...
- Is inconsistently applied and enforced
- Parking is only overnight. Why?

Generally...
- I already pay enough in property taxes
- Streets are public space and should be open to all
- Intergenerational families have multiple cars
- Move parking off-street to improve the streetscape & making cycling safer
- Charge for permits to help offset city administration costs
- Should discourage driving & parking, encourage transit riding
What We Learned

- Fixed expiration/renewal dates based on the academic calendar
- No guarantee of parking space with permit or limit to number of permits issued.
- Quantitative method to designate a new residential parking area (except VA)

Best Practices

- Highest residential permit violation fine
- “Free” residential parking permits and “unlimited” guest permits
Residential Parking: Next Steps
Which Strategies fit Burlington?

March 2015

6 neighborhood meetings
Public forum
Online input tool
Potential DRAFT Strategies

Database coordination with others
User-friendly web and print info
Mail or online permits & payments
Pay stations or meters*

Quarterly & annual permit fees?
Visitor fees?
Limit permits / household
Commuter permits*

Improve TDM & other modes
Wayfinding
Satellite parking
Fines

Academic calendar expirations / renewals
Time of day variations
Permit areas
2-hour free*

Minimum resident participation
Parking utilization & survey
Process to remove restrictions
Owner-agent admin

* User-friendly web and print info
* Mail or online permits & payments
* Pay stations or meters*
* Commuter permits*
* Fines
* Wayfinding
* Satellite parking
* Improving TDM & other modes
* Academic calendar expirations / renewals
* Time of day variations
* Permit areas
* 2-hour free

Residential Parking Program Strategies Types

TECHNOLOGY
PRICING
PHYSICAL
ADMIN
PETITIONING

Tools to reduce parking administrative cost and resources
Financial revenue towards residential parking administration
Signage, parking designation, or zoning requirements
Residential parking program, policy, and administrative rules
Process for establishing residential parking destination
Next Steps

Finalize Recommendations

- Advisory Committee – April 2015
- City Council & Public Works Commission – May 2015

Contact Us

- Nicole Losch, DPW: nlosch@burlingtonvt.gov
- Peter Keating, CCRPC: pkeating@ccrpcvt.org

www.parkburlington.com
Downtown Burlington Parking Plan

- Launched May 2014
- Consultants: Desman Associates, Stantec
- Contract through CCRPC
- Working Group
  - DPW
  - BBA
  - CEDO
Downtown Parking Advisory Cmte

- Dan Bradley, Resident, Chair
- Max Tracy, City Councilor
- Kathy Ryan, Resident
- Phil Merrick, CSM Commission, August First
- Jeff Nick, CSM Commission,
- Asa Hopkins, DPW Commission Chair
- Jim Barr, DPW Commission, UVM
- John Killacky, Flynn Center
- Chuck DesLauriers, Hotel Vermont
- Charlie Baker, CCRPC
- Kevin Owens, Select Design
Parking Management Plan

Desman Associates has been tasked with creating a list of recommendations for consideration based on our research on the Burlington parking system and its uses; and the following goals and objectives.
Plan Objectives

- Collect data on system usage and use that data to inform policy decisions.
- Respond to constituent’s and the communities changing needs and concerns.
- Focus on parking and transportation as a community development tool.
- Provide high quality, customer-oriented parking services.
- Promote the use of multiple transportation modes.
- Support new development in downtown Burlington and existing businesses.
- Maintain a strong balance sheet and fiscal self-sufficiency.
- Facilitate services, programs and initiatives which are environmentally responsible.
Parking Management Plan

Desman Associates is recommending the creation of a Parking Management District by taking the following steps. This draft concept for a Parking Management District is open to discussion and input from the community and key stakeholders.
Step 1: Create an Entity (Go! Burlington)

- Public/private collaboration in a non-profit entity
- Sole focus on downtown parking & transportation
- Oversight by governing body with public and private representatives
- A single point of contact for all information
- City, DPW and City Council retains most authority
  - Rate setting, hours of operation, etc.
## Step 2: Create Lease Agreements

- Public garages & lots via pilot ‘lease’ agreements
- Private garages via negotiated lease and/or management agreement
- Private garages & lots via concession agreement
- Shared parking agreements for development and/or special events
- Explore future phases of parking operation
  - On-street Parking, Enforcement
Step 3: Acquire Industry Expertise

- Professional parking system managers bring immediate expertise, promotional tools and outside experience to the table
- Can be engaged on a short-term management agreement structure (30 days notice)
Step 4: Improve the System

- Garage restoration and maintenance
  – In collaboration with DPW
- Parking system automation
  – Both garage and on-street
- Unified signage and branding program
- Website development
- Range of ways to pay
  – Pay-by-phone, wider credit/debit acceptance, etc.
Step 5: Promote Collaboration

- Go! Chittenden County
- CATMA
- CCTA
- Local Motion
- CarShare Vermont
Next Steps

- February: Get initial input on parking district concept
- March 23: Provide progress report to City Council
- March – April: Get public input on entire range of Downtown Parking Study recommendations (in conjunction with Residential Parking Study)
- May: Finalize report
- May: Parking Convening 2.0: Focus on how to get private parking facilities to provide public parking
- May – June: Present final report to City Council
Thoughts, Questions, Issues

• We want to hear from you.

• Kelly Devine, BBA, director@bbavt.org

• Chapin Spencer, DPW, cspencer@burlingtonvt.gov

• Nate Wildfire, CEDO, nwildfire@burlingtonvt.gov
Color Palette

Main colors
- Red: 246
  - Green: 139
  - Blue: 31
- Red: 72
  - Green: 72
  - Blue: 74

Pop/accent colors
- Red: 0
  - Green: 111
  - Blue: 161
- Red: 117
  - Green: 190
  - Blue: 233
- Red: 99
  - Green: 175
  - Blue: 94
- Red: 255
  - Green: 194
  - Blue: 14
- Red: 82
  - Green: 77
  - Blue: 133
- Red: 186
  - Green: 18
  - Blue: 34

Neutrals of grey
- R: 119
  - G: 120
  - B: 123
- R: 177
  - G: 179
  - B: 182
- R: 220
  - G: 221
  - B: 222

Text → R: 38 G: 38 B: 38