

BTV Burlington Residential Parking Management Plan

Kick-off Meeting Notes, 8/13/2014

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



- 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

