



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





Downtown Parking

Who Are We?

A Multiple disciplinary team of planners, economists, engineers, academics and developers

- DESMAN Associates
 - Andy Hill – Project Manager
 - Norman Goldman – Principal in Charge
 - Eric Haggett – Associate/Financial Specialist
 - David Taxman – Planner/Analyst
- Stantec
 - Richard Bryant – Project Manager
- WZHA
 - Sarah Woodworth- President/CEO
- UCLA School of Urban Planning
 - Dr. Donald Shoup – Advisor
- University of Vermont
 - 40+ field data collectors

Why Are We Here?

- ① Define the challenges facing the City
 - Hoyle Tanner Associate's Condition Appraisal = \$9million in deferred maintenance at city garages.
- ② Support the City moving forward
 - Extend the PlanBTV Initiative and formalize action steps
- ③ Improve the community's parking experience
 - Support ongoing work by the Burlington Business Association and the City of Burlington to serve the public
 - Support Resource System Group's Residential Parking study
- ④ Support sustainable initiatives
 - Collaborate with RSG's Transportation Demand Management study
 - Support and promote local transit and biking initiatives
- ⑤ Do all of this 'revenue neutral'
 - Preserve the City's fiscal health and the community's welfare
 - Cover \$400,000 per year in on-going garage maintenance costs

“We Have A Parking Problem”



Not enough spaces...



Accessibility challenges...



“Didn’t see the sign. Isn’t blindness considered a handicap?”

Parking in the wrong places...



Poor access control...



Can’t get to an open space...



Bad way finding...

Project Approach

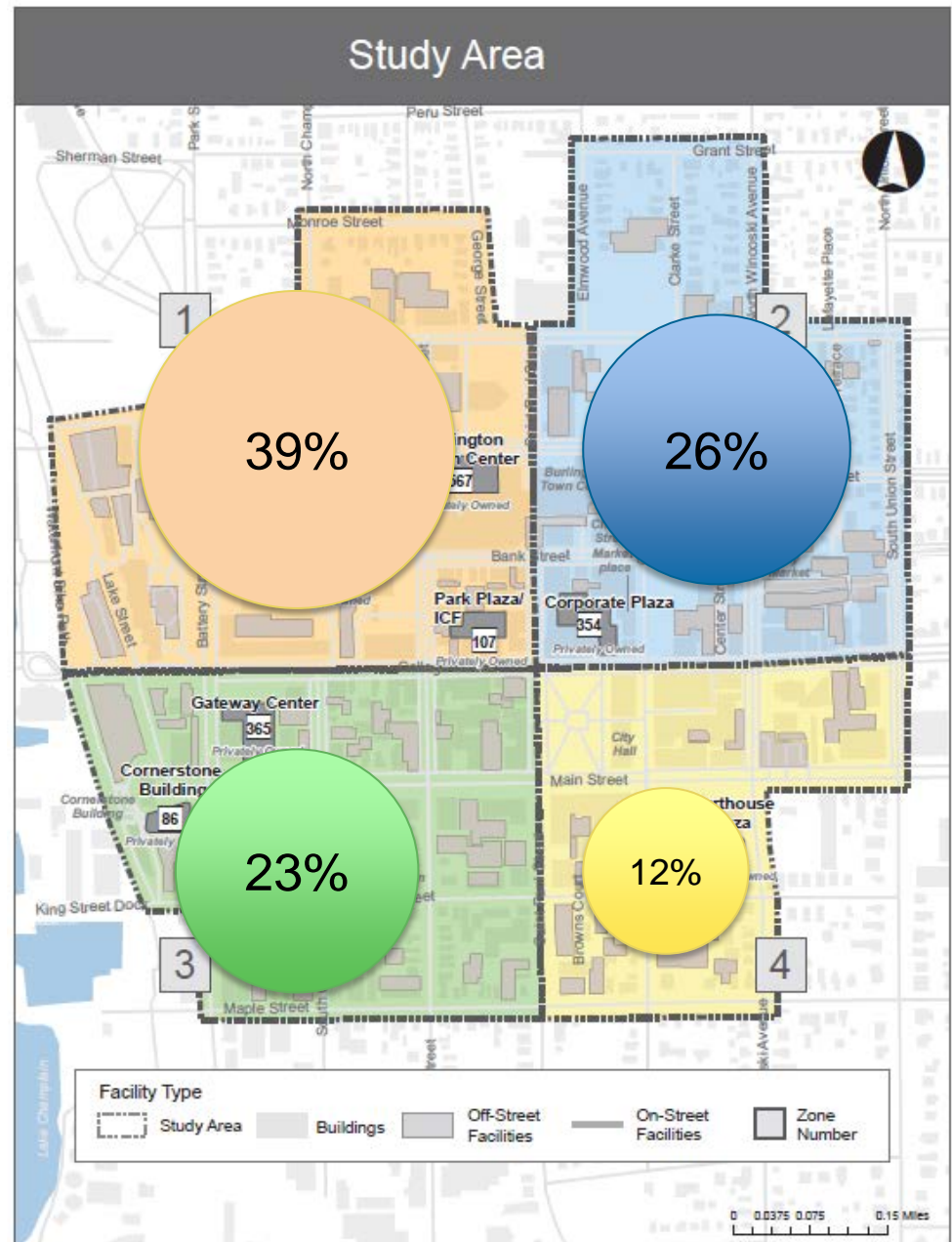
- ① **Assess current operations**
- ② **Factor in future needs and growth**
- ③ **Help make the most of existing assets**
- ④ Recommend immediate actions
- ⑤ Develop a long-range plan for management
- ⑥ Coordinate planning with Residential Parking and Transportation Demand Management studies
- ⑦ Present a plan which is politically, environmentally and fiscally sustainable

Agenda/Objectives

- ① Talk about what we've seen
- ② Briefly discuss potential actions/remedies
- ③ Identify additional issues and challenges
- ④ Increase our understanding of what **YOU** need

Study Area

- Bounded by Pearl, Union, Maple and Lake Streets
- Includes four zones
- 40 total blocks
- Includes office buildings, retail stores, restaurants, hotels, courthouses, City Hall, state and federal offices, and residences



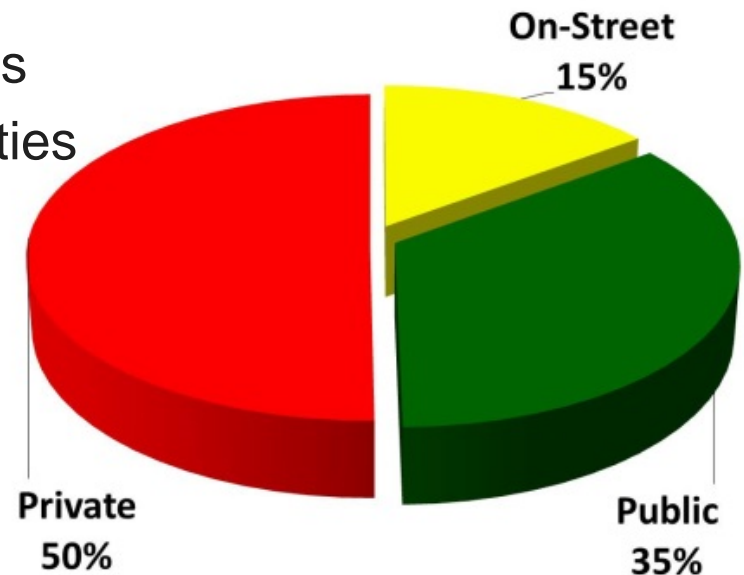
Parking Inventory

○ Definitions

- On-Street = curbside parking
- Public = **clearly** publically accessible
- Private = indicated as exclusive

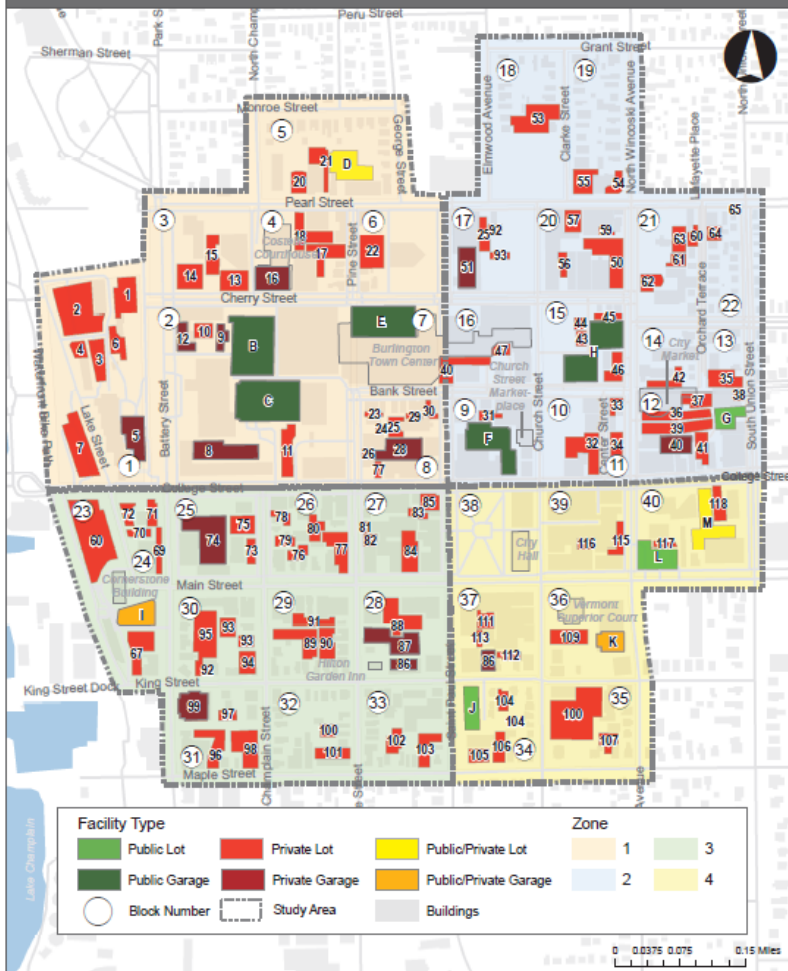
○ 8,081 spaces in total

- 1,199 On-Street spaces
- 2,825 spaces in 13 Public facilities
- 4,057 spaces in 123 Private facilities

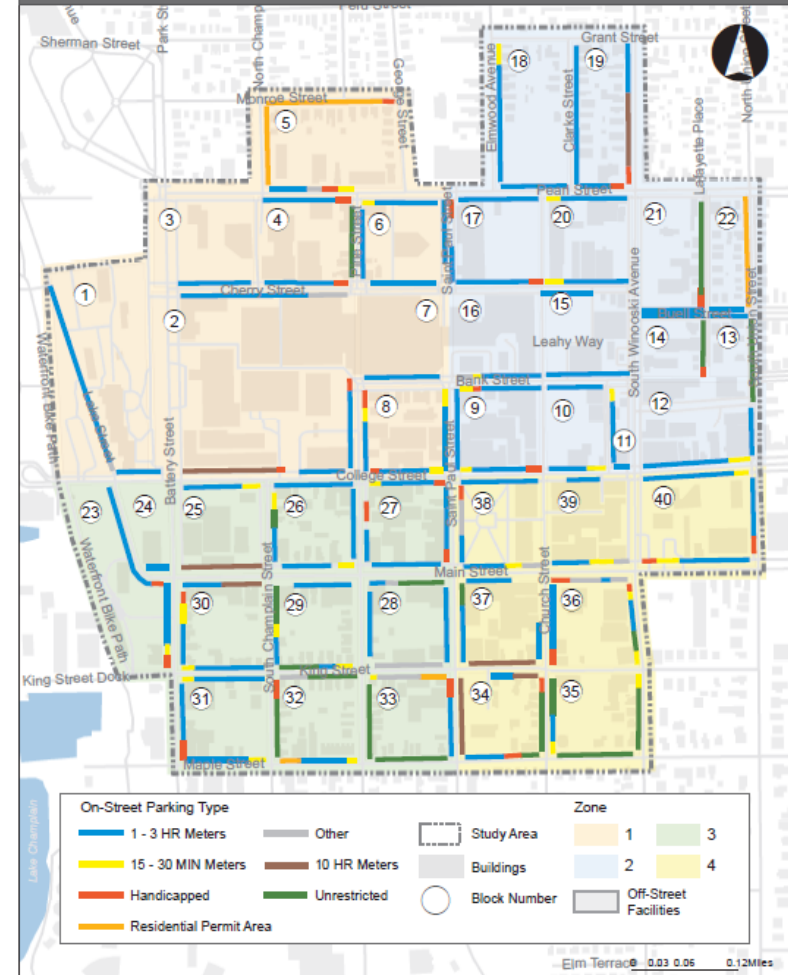


Parking Assets

Off-Street Parking Inventory

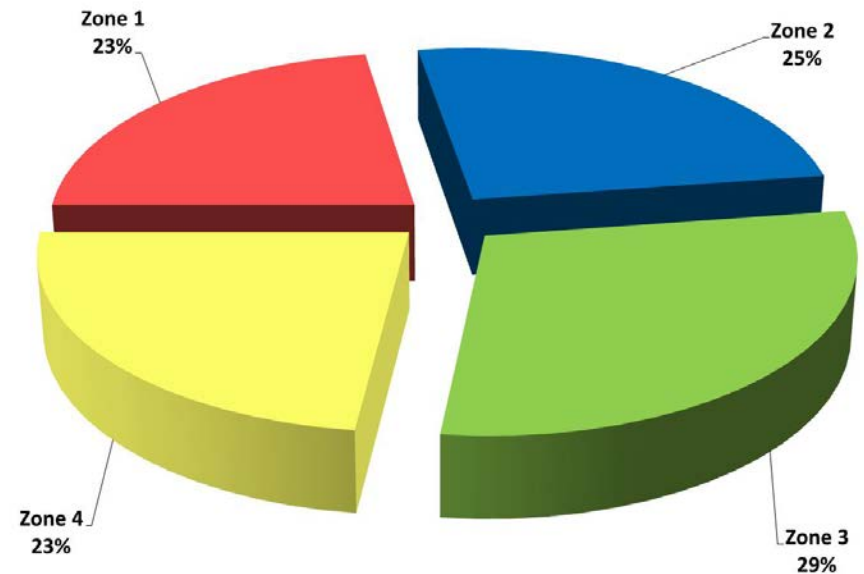
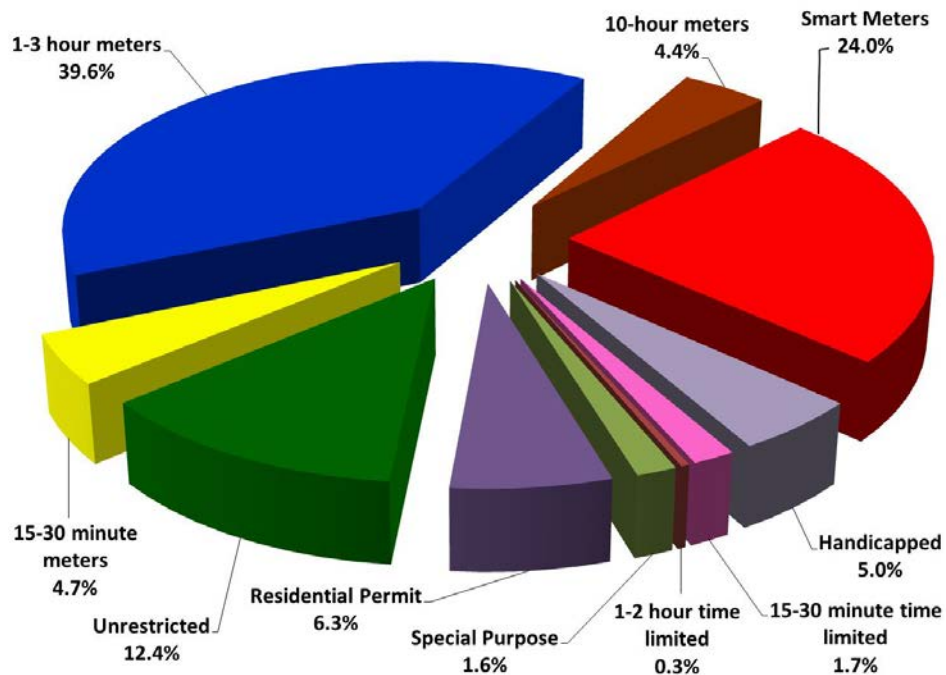


On-Street Parking Inventory



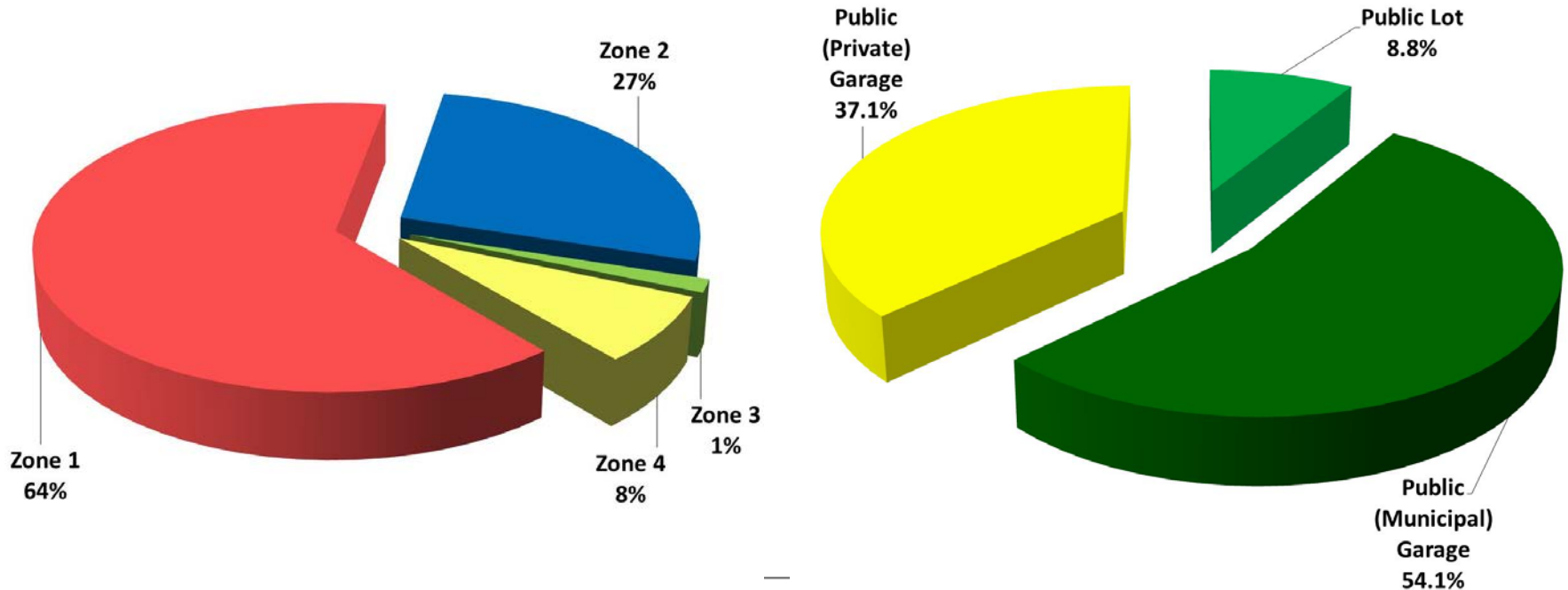
On-Street Assets

- 1,199 spaces
- 73% of spaces are **metered**
- Fairly even distribution across zones



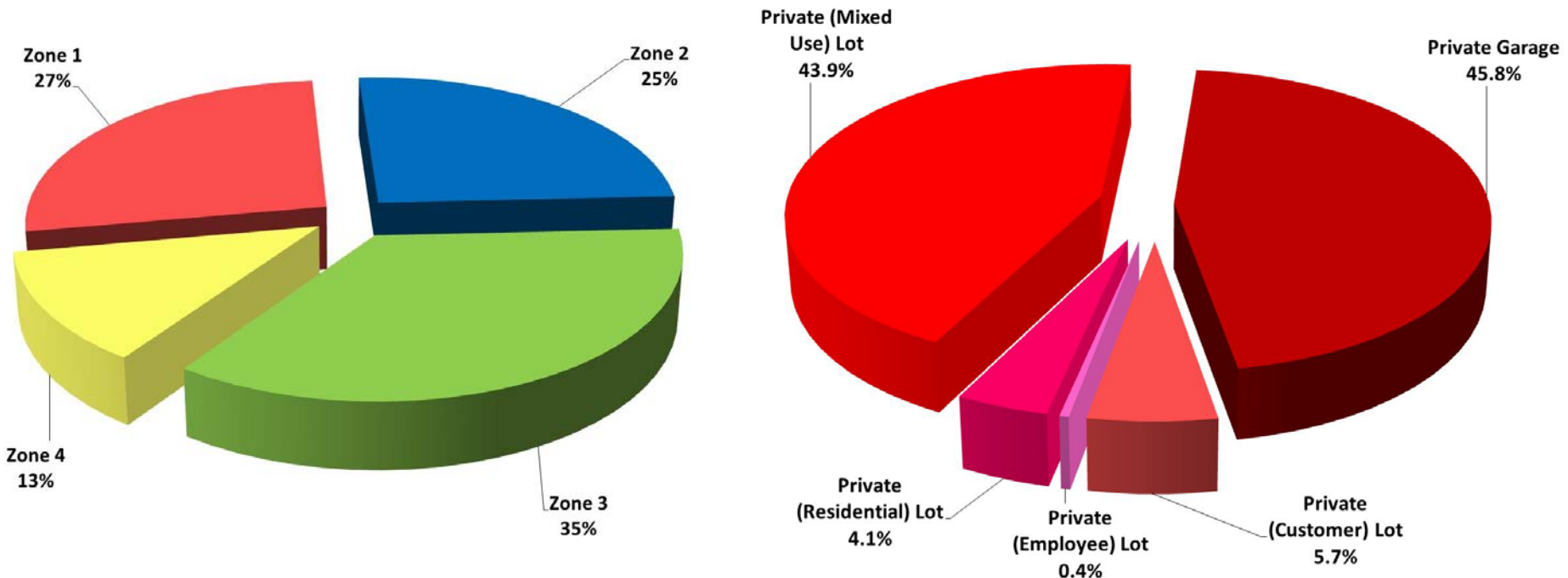
Public (Off-Street) Assets

- 2,825 spaces
- Almost **2/3rds** are located in **Zone 1** facilities
- City provides ~ 63% of total public capacity



Private (Off-Street) Assets

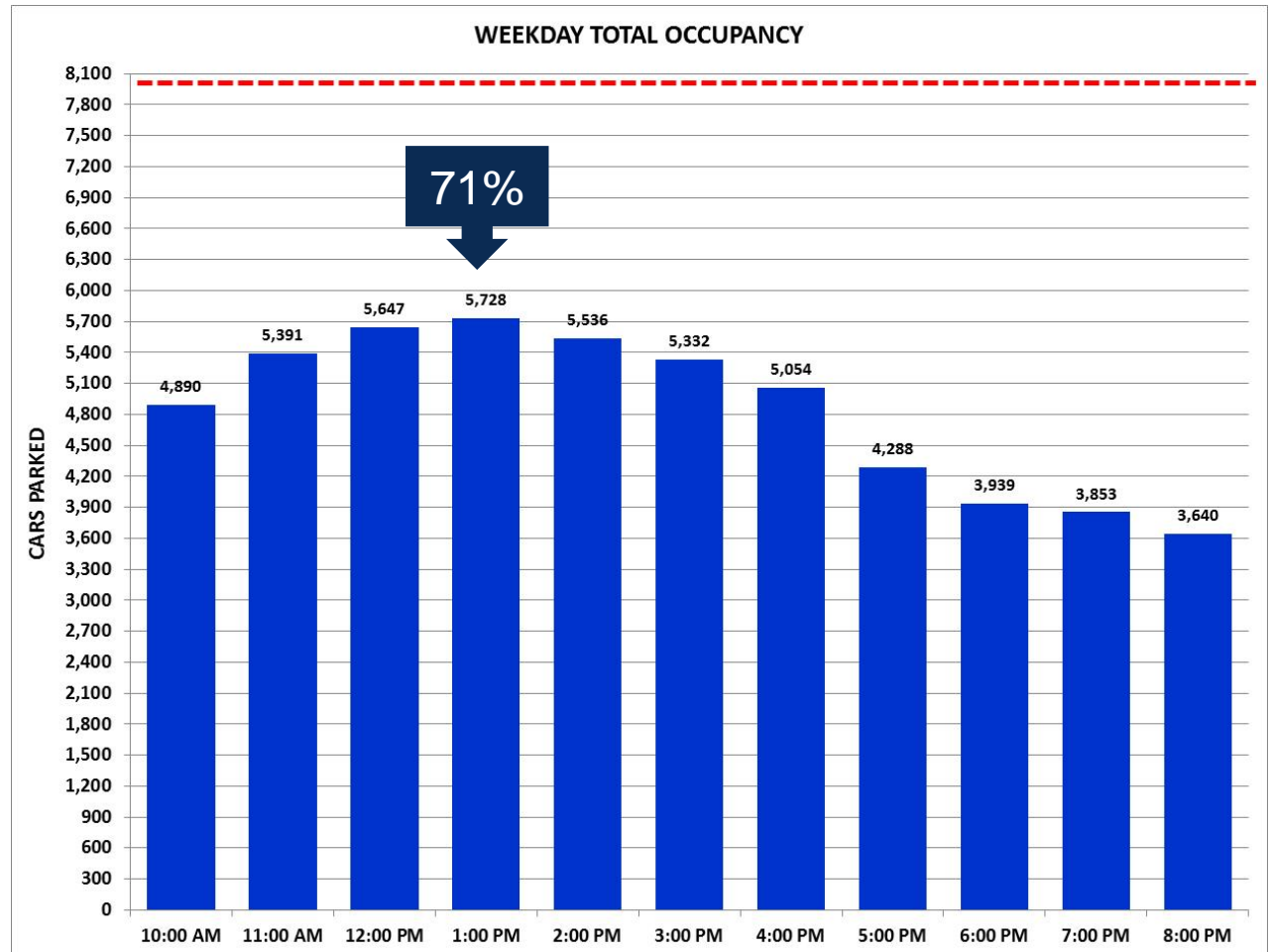
- 4,057 spaces
- Largest **concentration** is in **Zone 3**
- Zone 2 public and private allocations are ~ balanced



Weekday Observations

- Averaged 60% spaces in use
- Highest Use was at 1:00 PM
- Use by Zone
 - Zone 1: 57
 - Zone 2: 73%
 - Zone 3: 52%
 - Zone 4: 57%

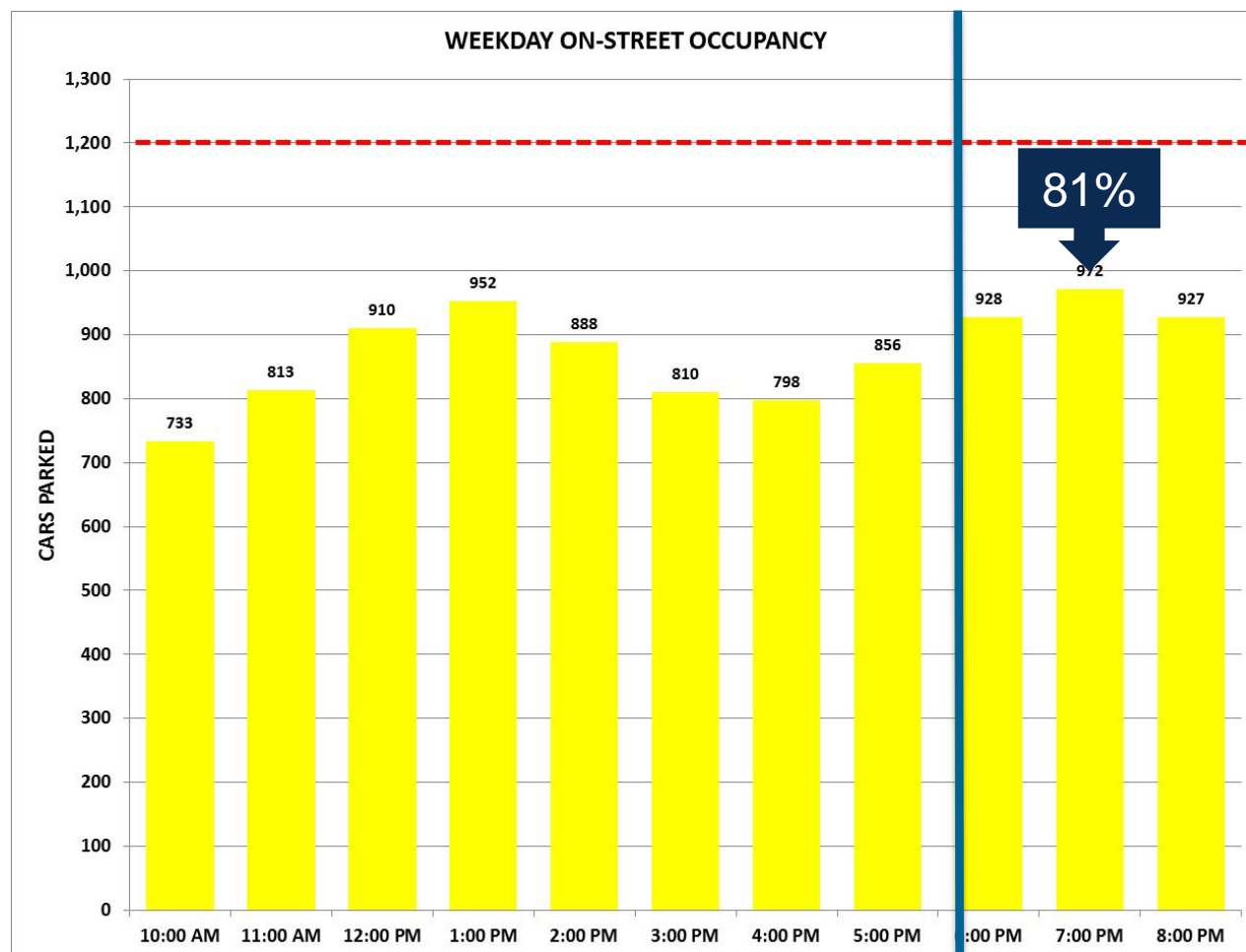
ZONE 2 - NE
Corner of study
area has 2x use
of other zones



Weekdays: On-Street

Enforcement Ends

- Averaged 73% Spaces in Use
- Highest Use was at 7:00 PM (81%)
- Average use rates:
 - Residential permit spaces: 47%
 - Time limited spaces: 68%
 - Metered spaces: 66%
 - Unrestricted spaces: 92%

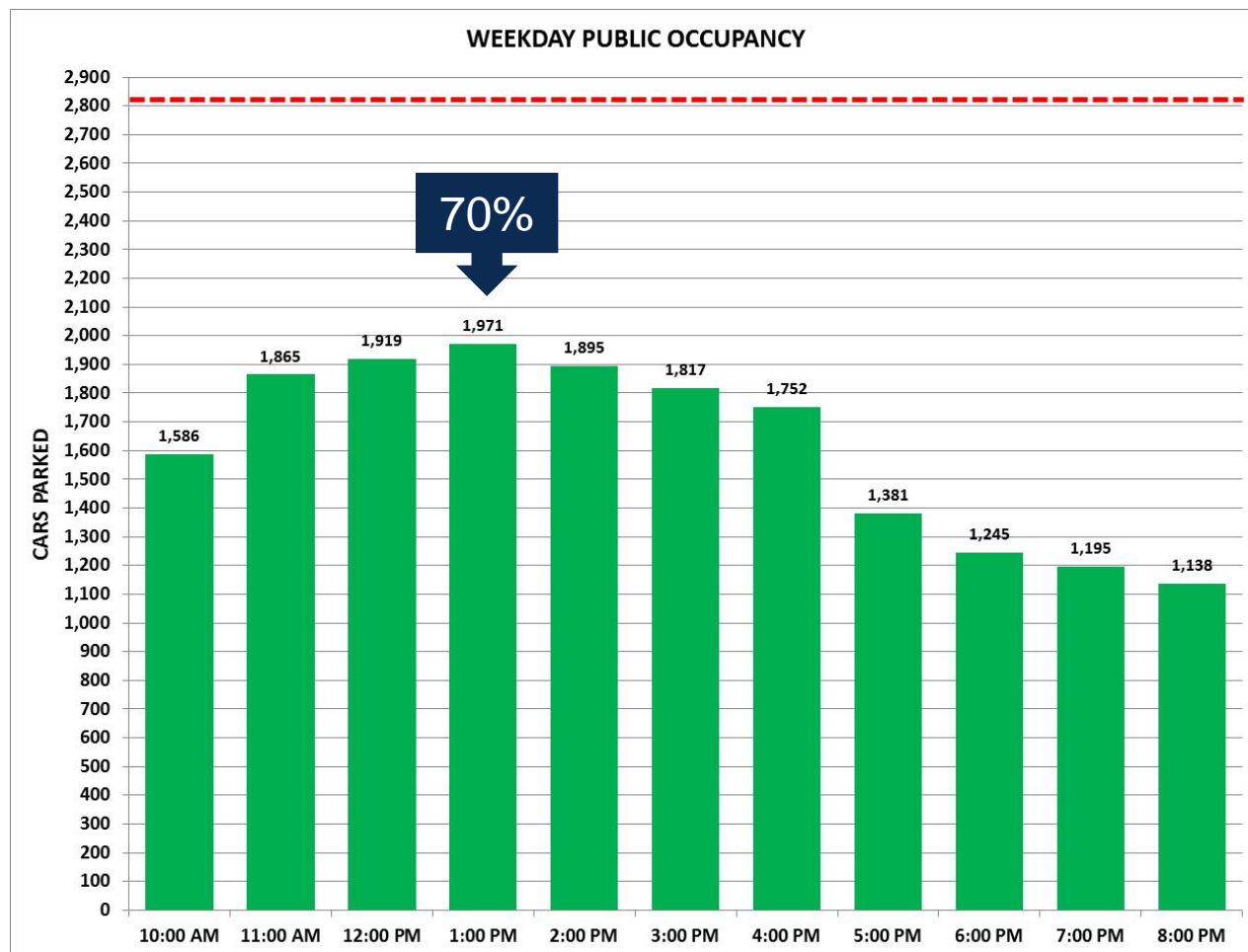


Weekdays: Public Off-Street Facilities

- Averaged 57% use for the day
- Highest use 1:00 PM
- Public lots averaged 71% use & peaked at 82% (7:00 PM)

Marketplace
peaked at 91%

Lakeview peaked
at 62%

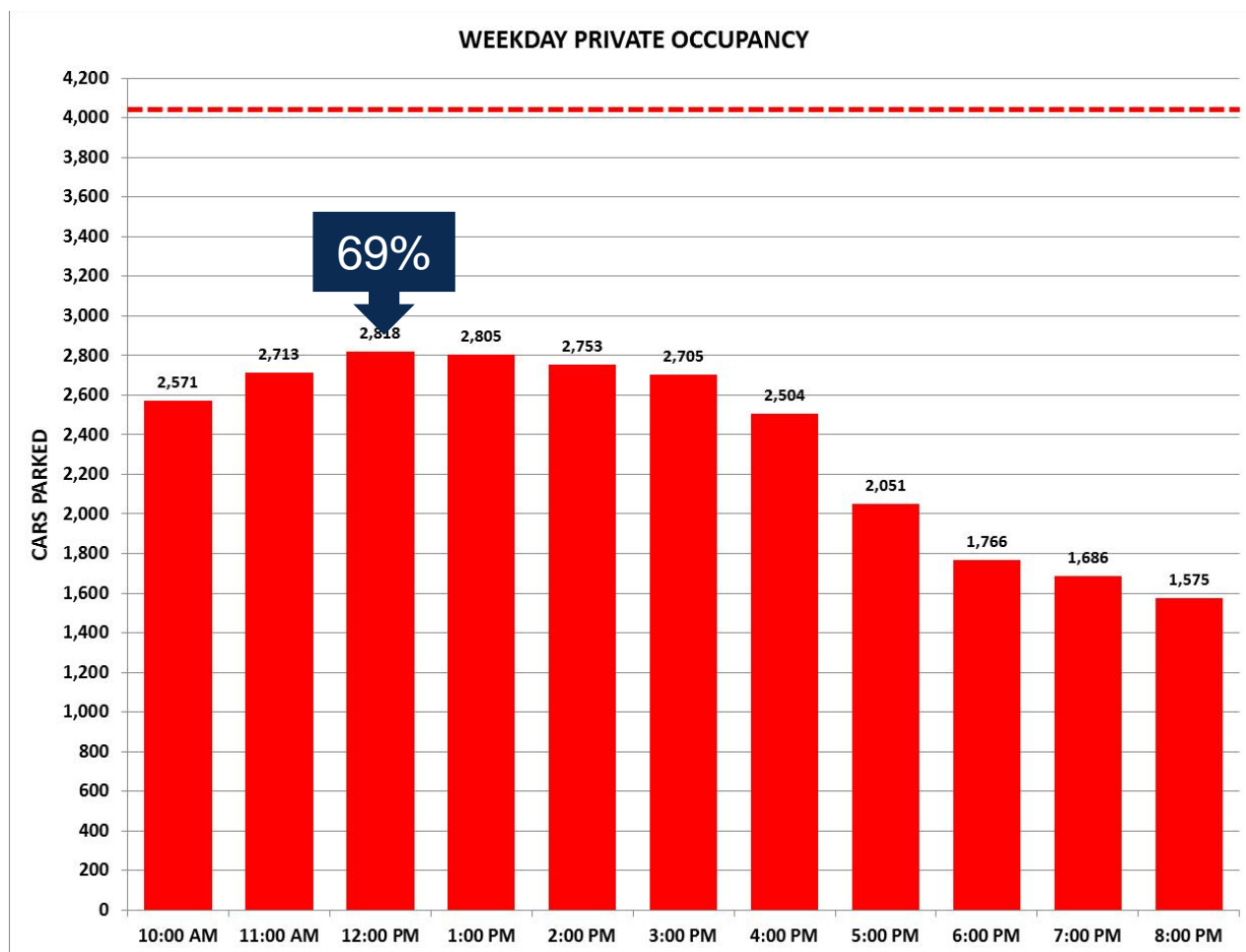


Weekdays: Private Off-Street Facilities

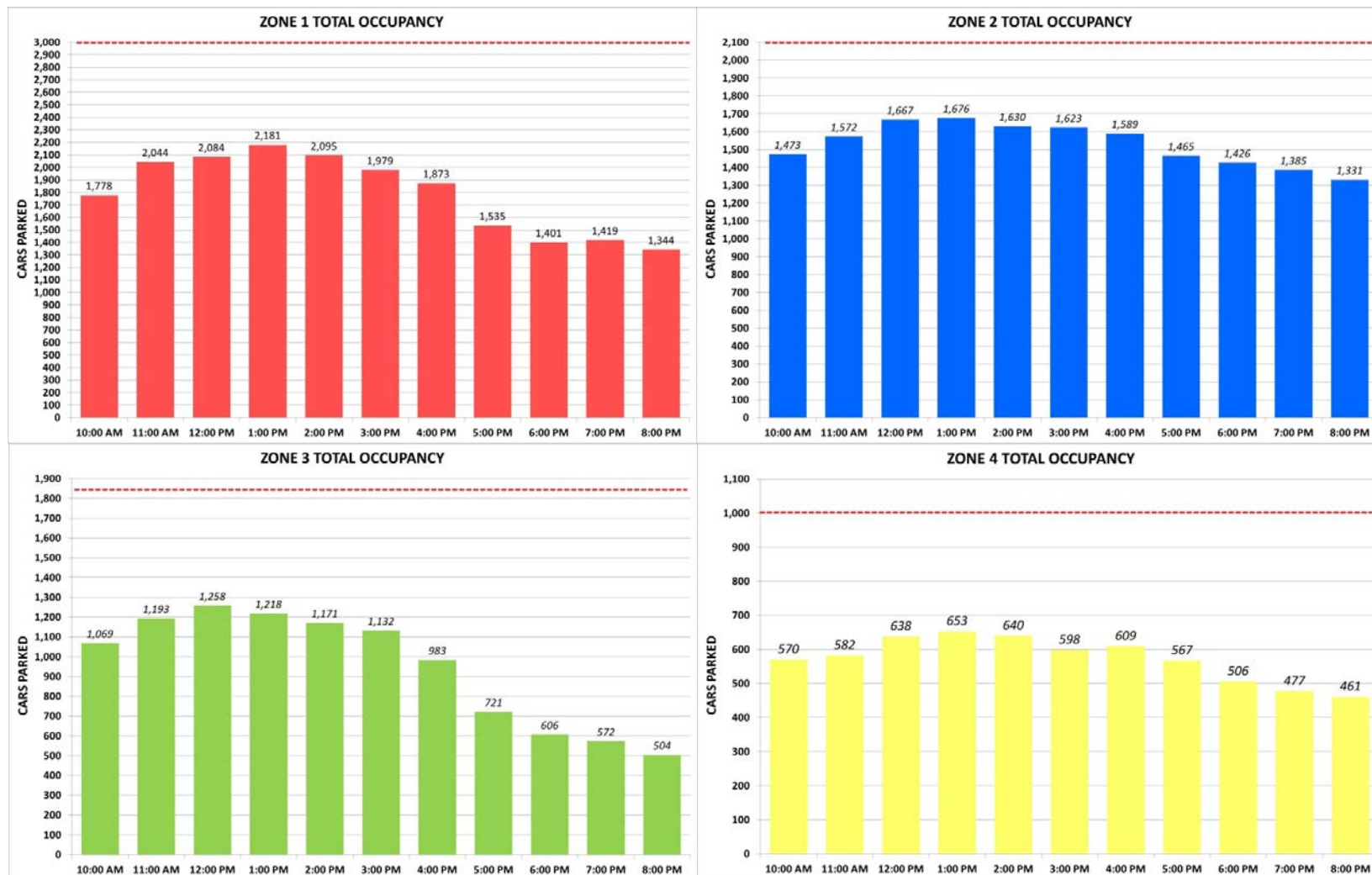
- Averaged 58% of spaces in use
- Highest use at 12:00 PM

Garages used more than lots

Most users are downtown employees



Weekday Utilization by Zone

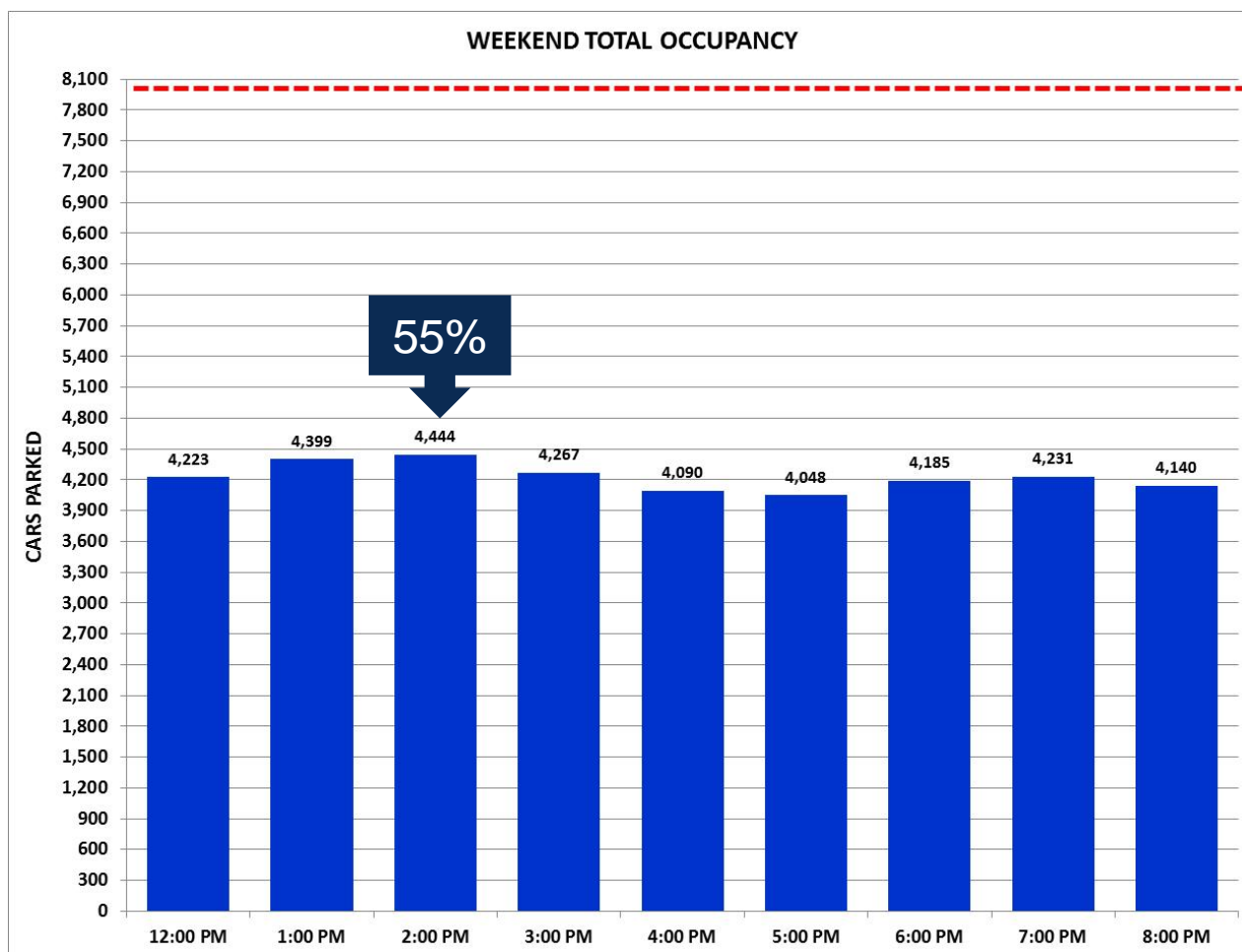


Weekend Observations

- Averaged 52% use for the day
- Highest utilization was at 2:00 PM

Zone 2 has highest use on weekends

68% v. 73% weekdays



Weekends: On-Street

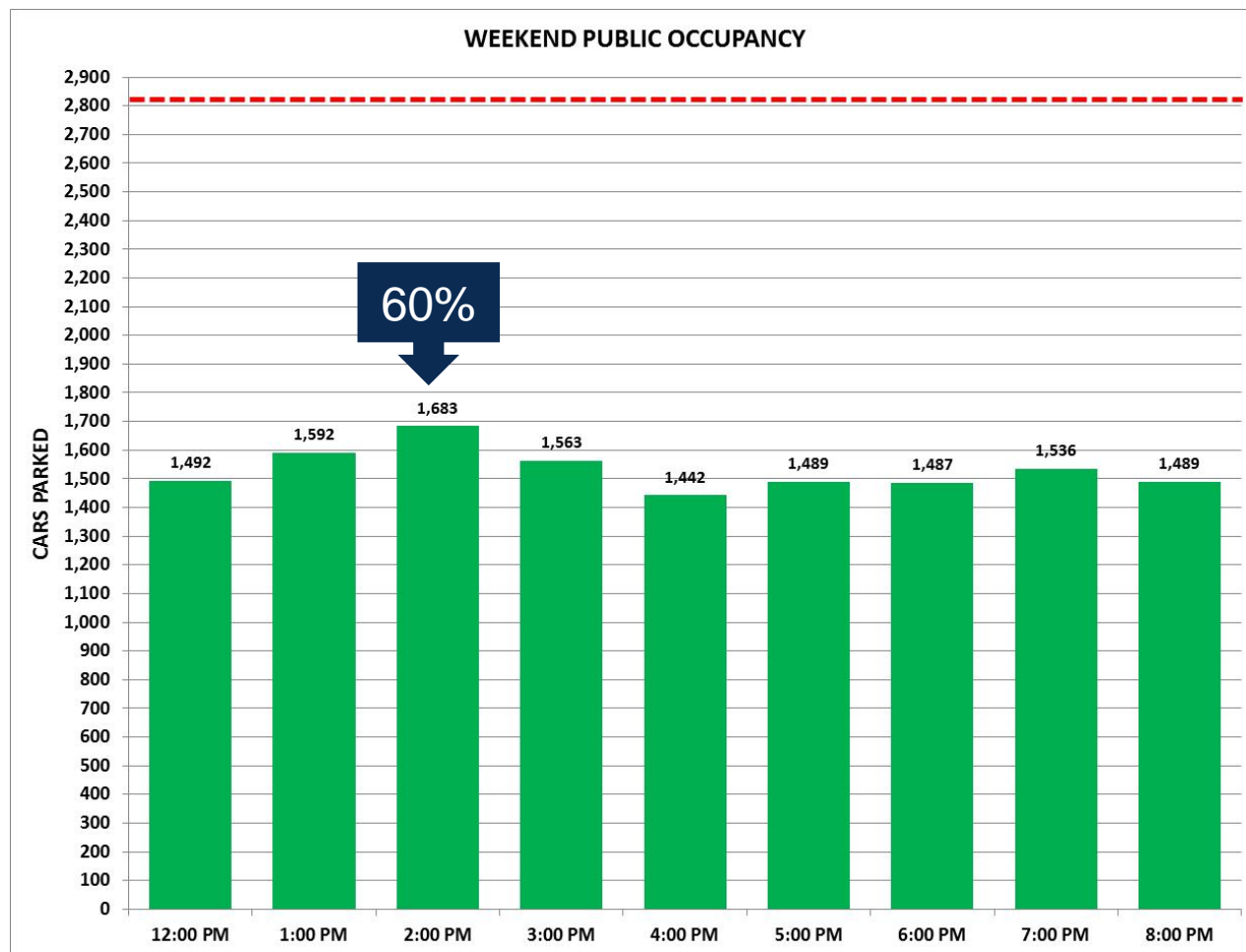
- Averaged 80% use
- Highest use at 7:00 PM
- Average utilization rates:
 - Time limited spaces: 80% **[+12%]**
 - Residential permit spaces: 58% **[+11%]**
 - Unrestricted spaces: 94% **[+2%]**
 - Metered spaces: 82% **[+16%]**



Weekends: Public Off-Street Facilities

- Averaged 54% use for the day
- Highest use was 2:00 PM
- Public lots averaged 77%

Marketplace garage is almost always full on weekends, while others are 50% vacant

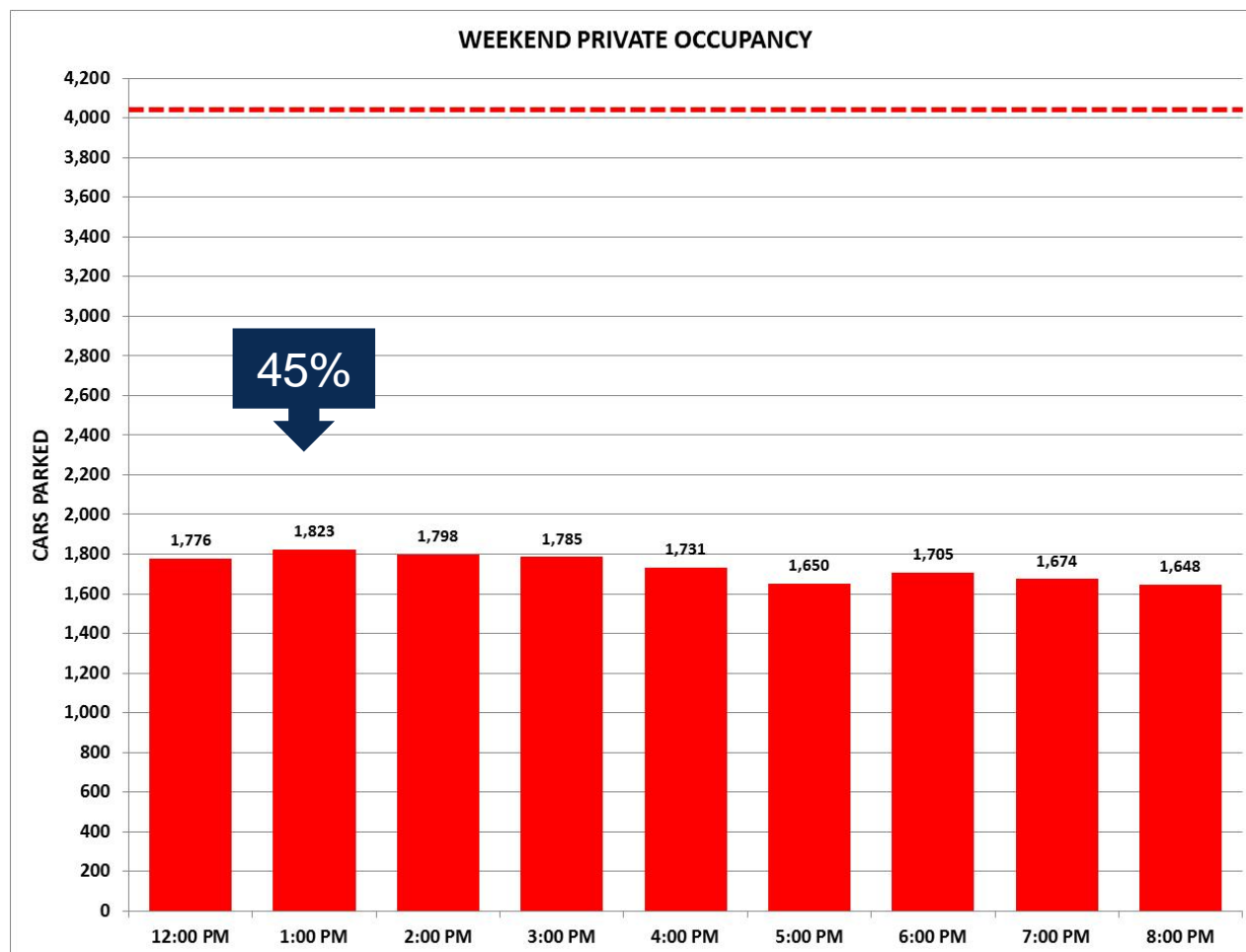


Weekends: Private Off-Street Facilities

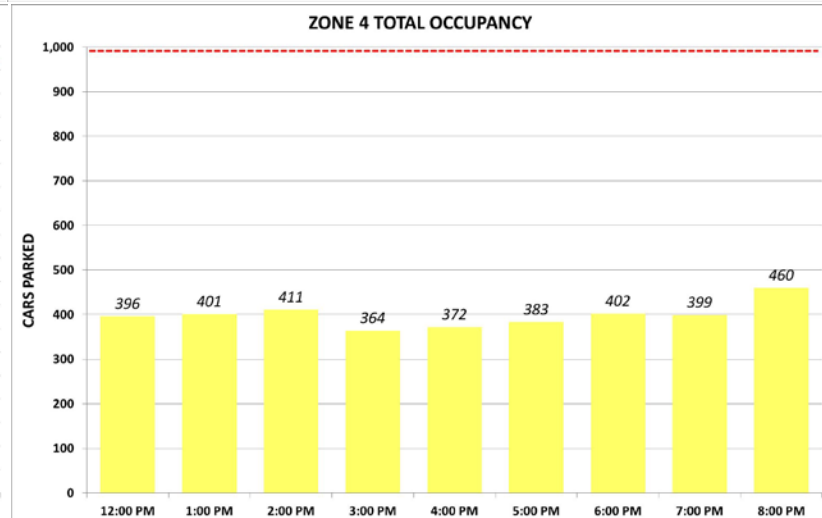
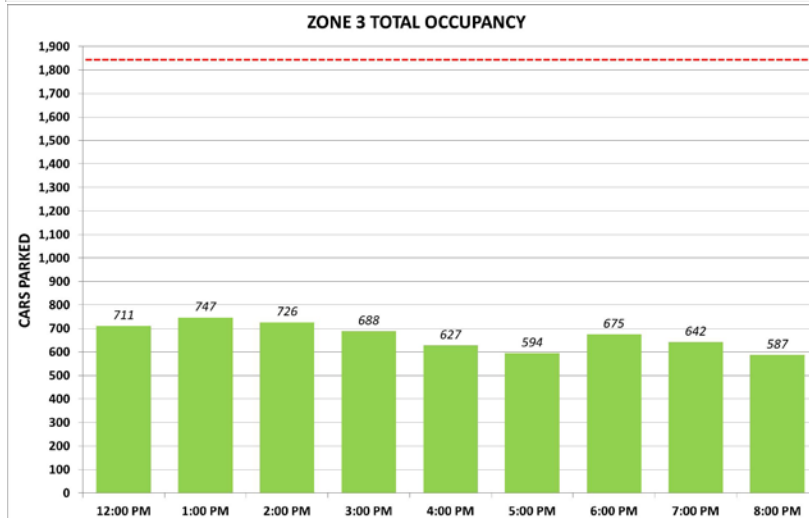
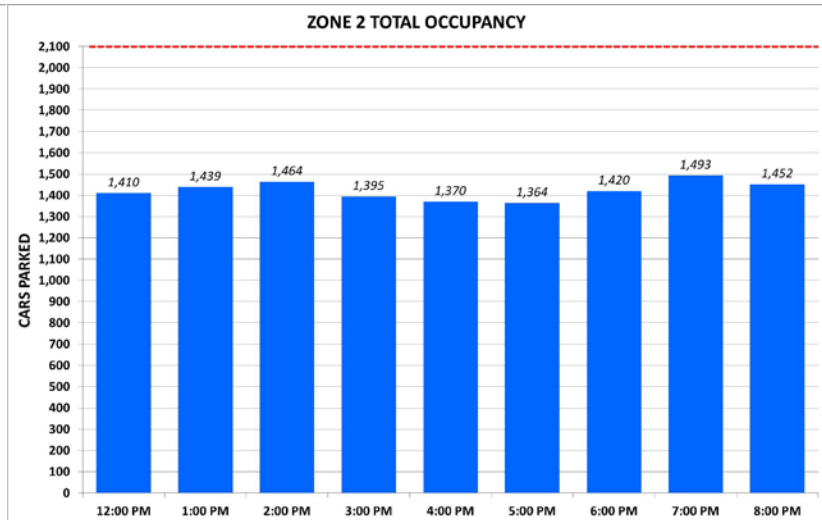
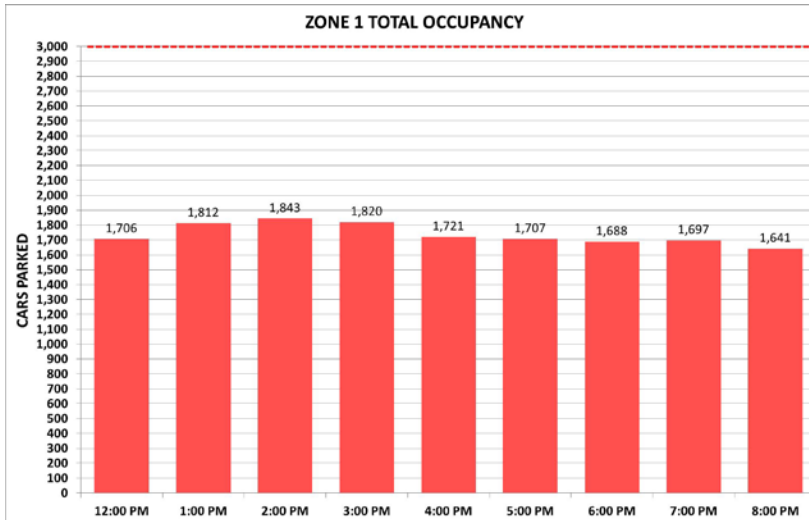
- Averaged 43% use **[-15%]**
- Highest use 1:00 PM **[-24%]**

Garages down
14% from
weekdays

775 empty
spaces in mixed
use lots



Weekend Utilization by Zone



Observation Conclusions

1. Office uses drive parking demand on weekdays, retail on weekends
2. Areas with complimentary land uses (hotel or residential & office) experienced a more balanced demand profile
3. Zone 2 is consistently subject to greatest localized demand
4. Pricing impacts asset utilization
5. Curbside parking and public lots are in highest demand
6. Public assets are unevenly utilized
7. Large amounts of private parking are going underutilized
8. Majority of motorists are practicing 'line of sight' wayfinding
9. Current enforcement efforts appear effective

Possible Solutions

CHALLENGES

- Balancing existing supply & demand
- Reducing demand for on-street spaces
- Improving use of underutilized assets
- Unlocking underused private reserves
- Reducing parking demand at peak periods
- Restoring the supporting fund
- Improving service delivery

REMEDIES

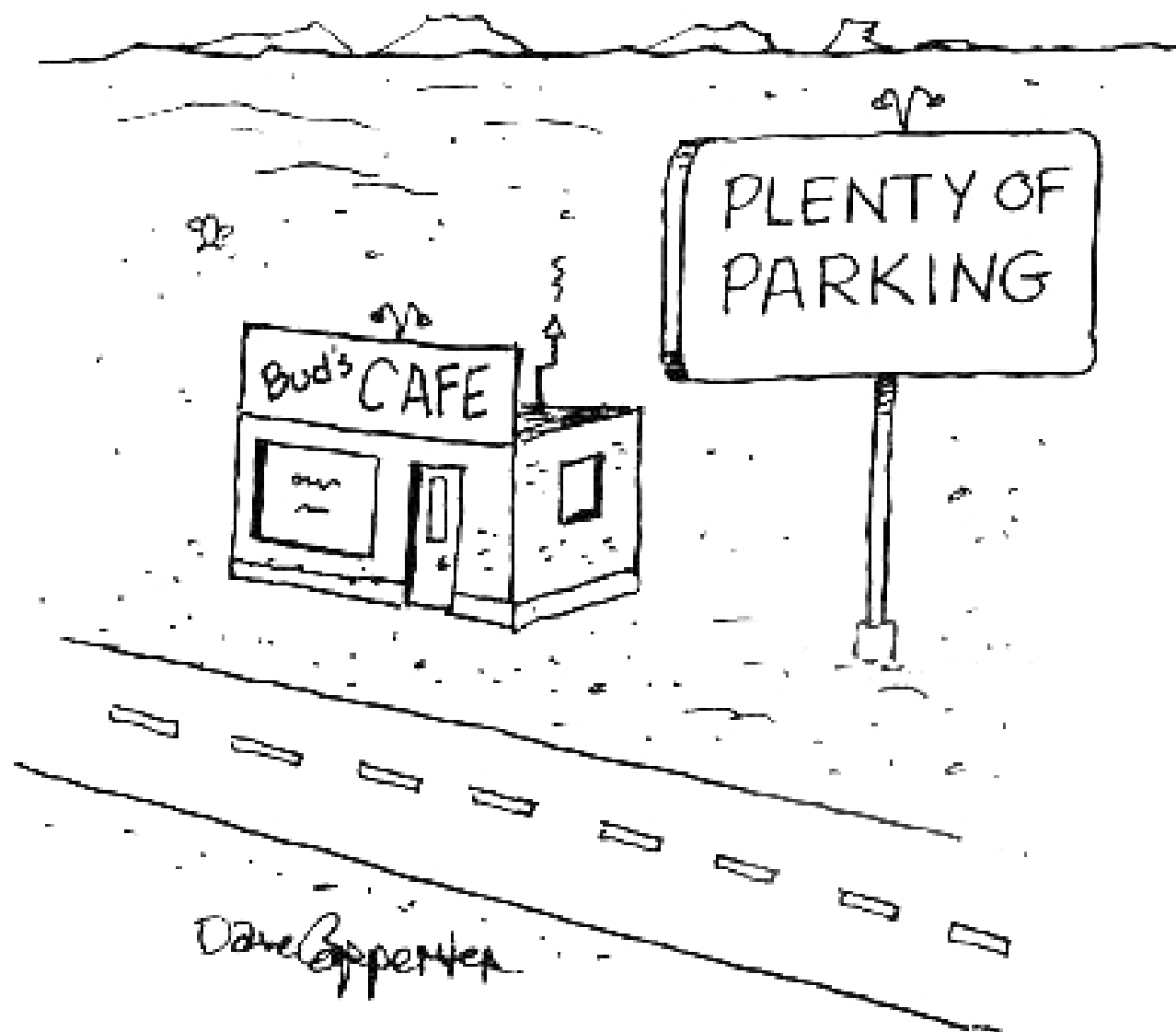
- Promoting complimentary mixed-use development
- Introducing differential pricing
- Improving wayfinding
- Creating a central parking & **transportation** resource
- Establishing differential pricing
- Establishing Shared Parking protocols
- Developing more effective management procedures/structures
- Promoting alternate transportation options

What Do We Need From You?

- Feedback
- Reactions
- Anecdotes
- Observations
- Complaints
- Requests
- Desires
- Deal breakers



Residential Parking



Dave Goppert

Burlington Residential Parking Study

Goal:

Identify an **optimal parking management strategy** that **best utilizes the limited parking and land resources.**



Feedback
+ Support!



Residential Parking Study Project Schedule



■ Public online feedback

Residential Parking Agenda Tonight

1. **Burlington Residential Parking Program**
2. **3 Sample Areas + What We've Learned So Far**
3. **The Price of Residential Parking**
4. **Tonight's Stations**
 - More detail on Burlington Residential Parking
 - Examples from other cities

Learn more
and tell us
what you
think!

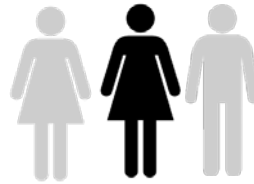


Reasons for a Residential Parking Program

To balance between the desires of **residents** to park their cars near their homes

+

The **non-residents** who travel to the neighborhood to work, study, shop, or play.



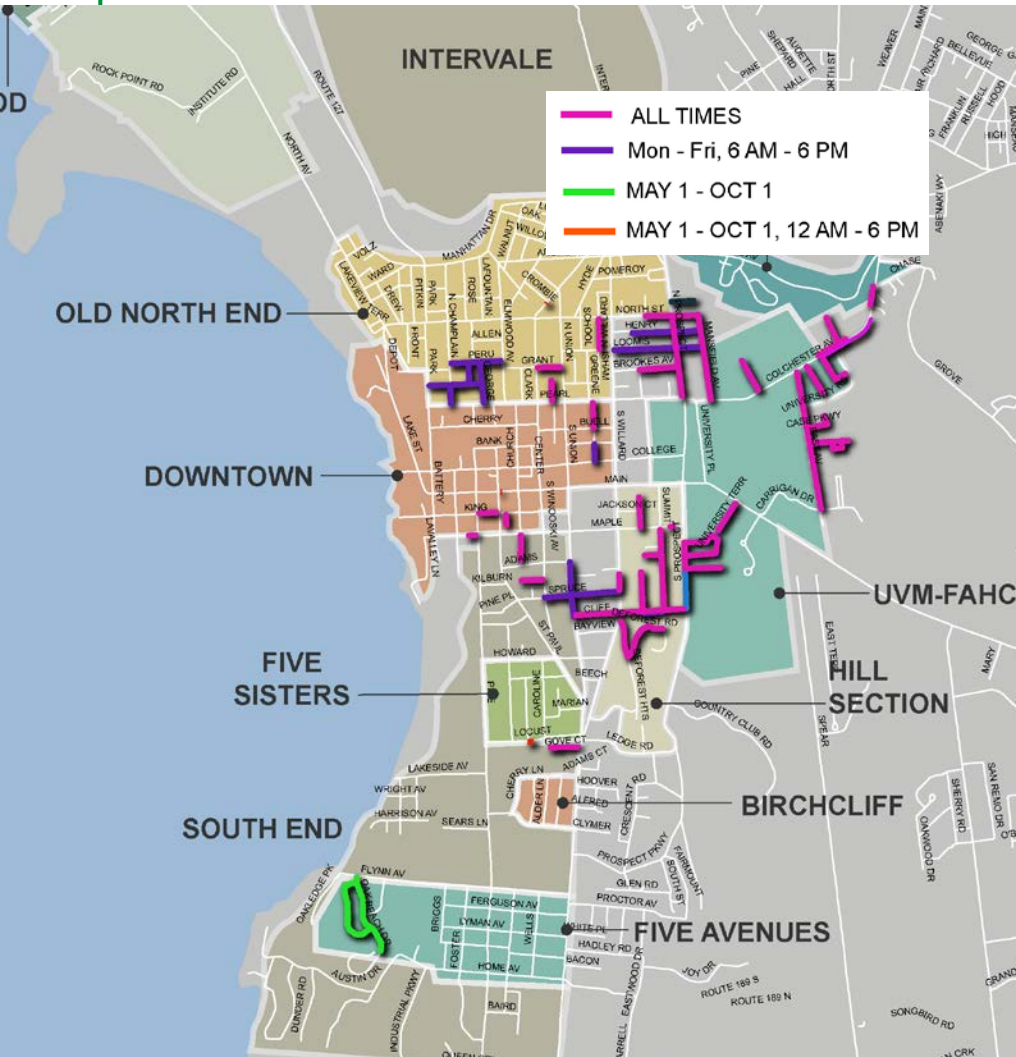
Resident

+

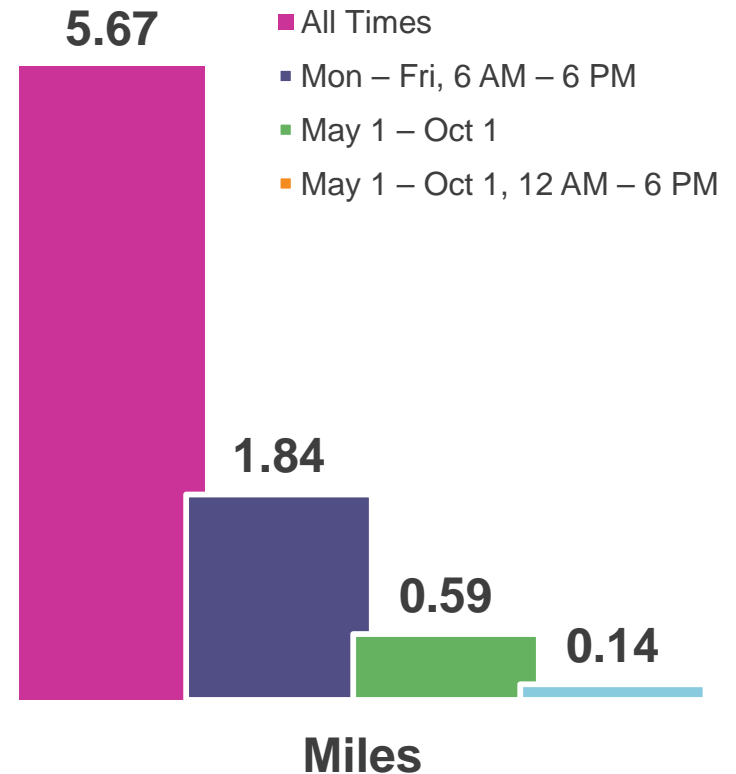
Non-Resident

(Students, Shoppers, Workers, Household Help, Baseball Player, etc.)

Current Residential Parking Restricted Areas



Residential Parking Restrictions, by length (miles)



Burlington Residential Permits



x 2 per dwelling unit*

1 year (Students) or **2 years** (Renters/Homeowners)



x 2 per dwelling unit*

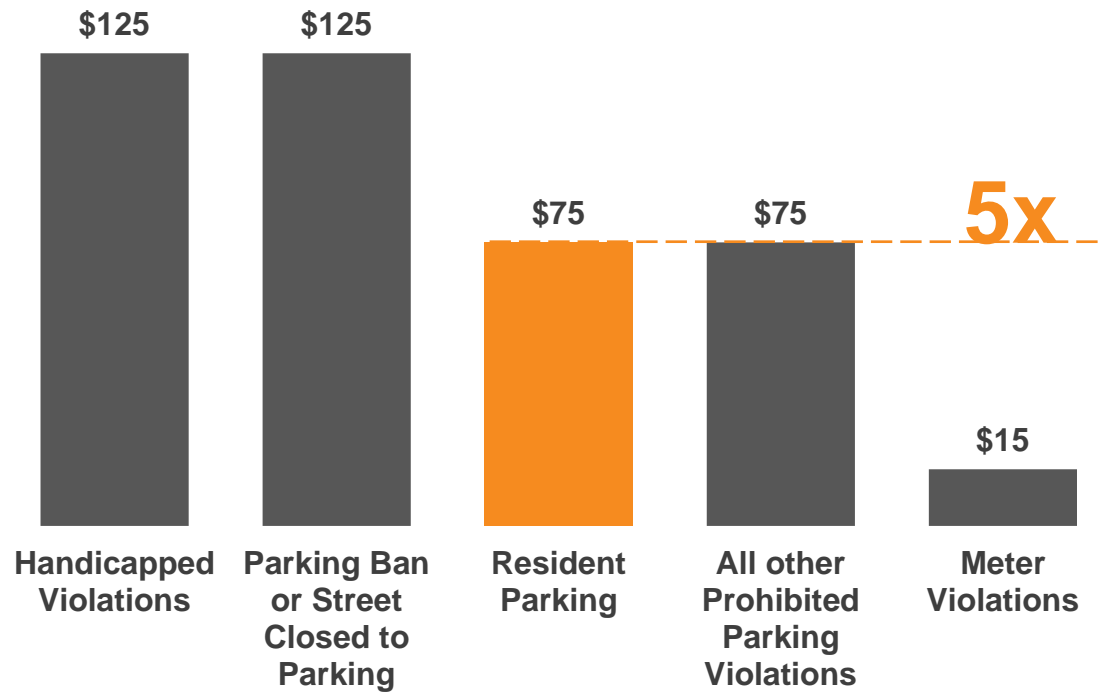
1 year (Students) or **2 years** (Renters/Homeowners)

***Burlington is unique for not charging for residential permits**

Residential permits are enforced through fines



**Burlington
Police
Department**



Sample Areas – What was considered



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.

Near large parking generators, like downtown and UVM.

Areas with varying population density.

Areas that are mostly residential and areas that are mixed use.

Sample Areas: Land Use

- Near large parking generators
- Diverse and dense population;
- Mixed land uses;
- Few parking restrictions

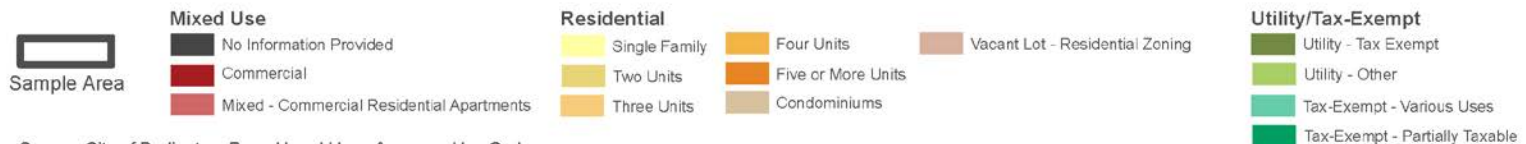
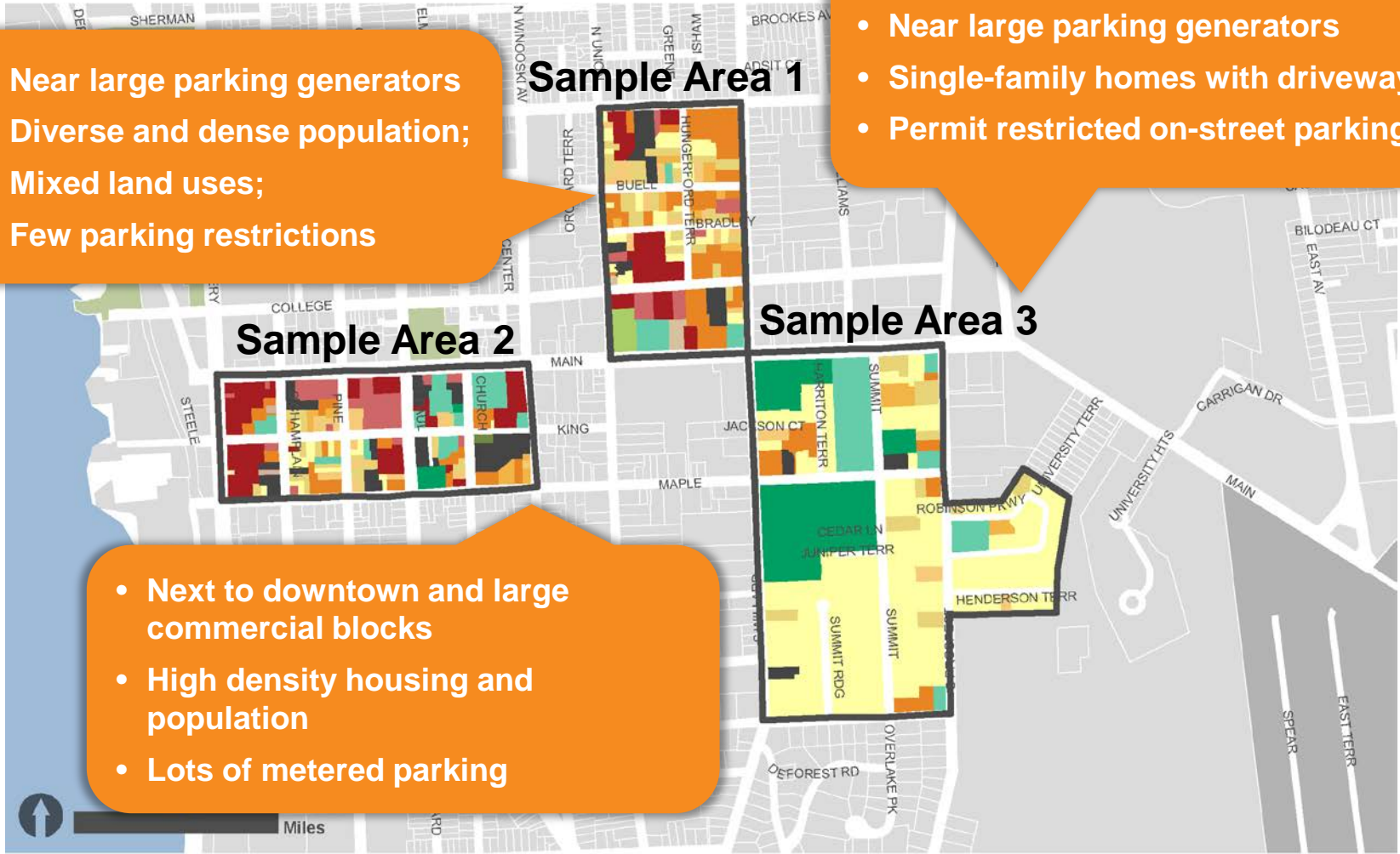
Sample Area 1

- Near large parking generators
- Single-family homes with driveways
- Permit restricted on-street parking

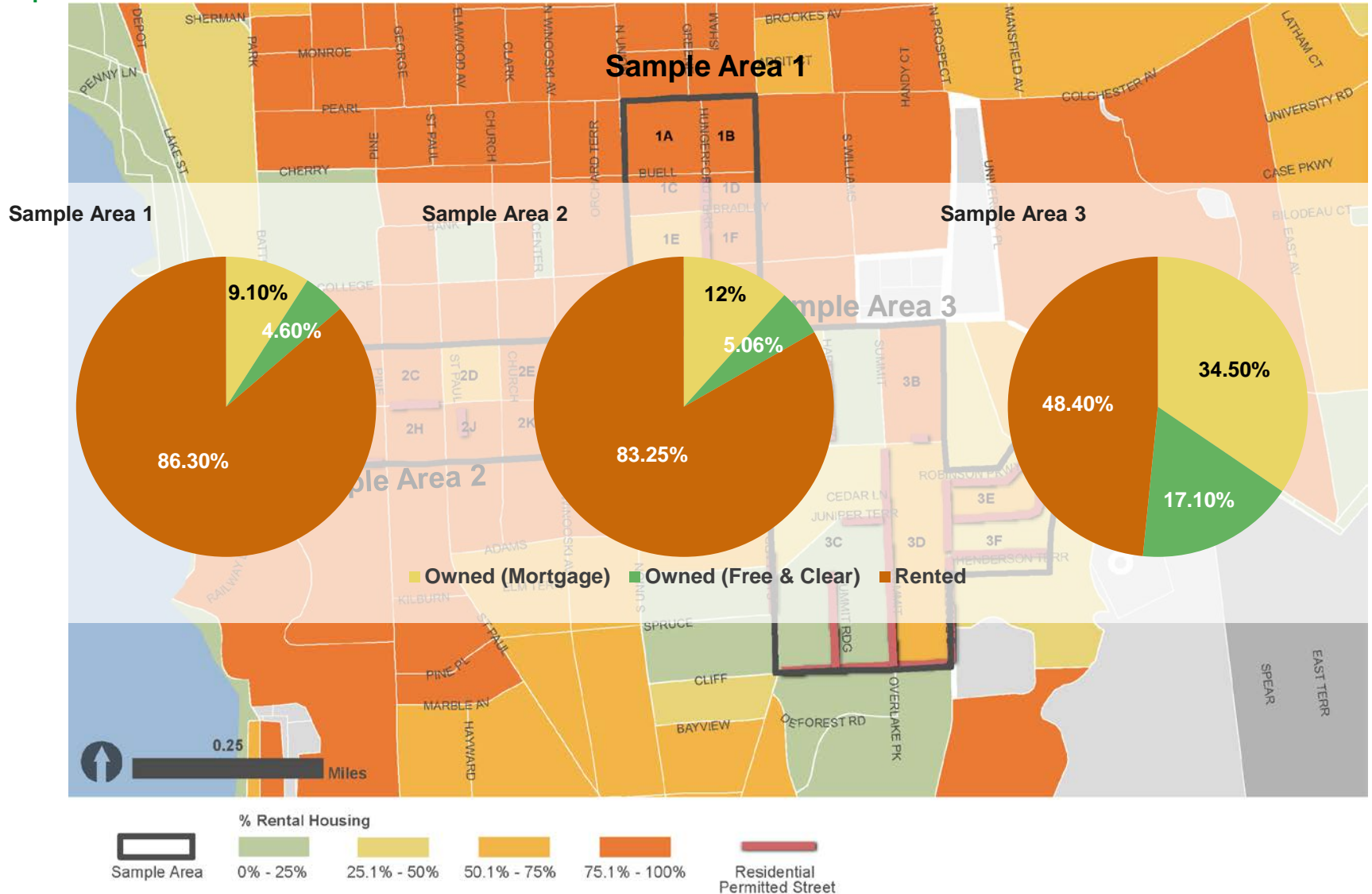
Sample Area 2

Sample Area 3

- Next to downtown and large commercial blocks
- High density housing and population
- Lots of metered parking



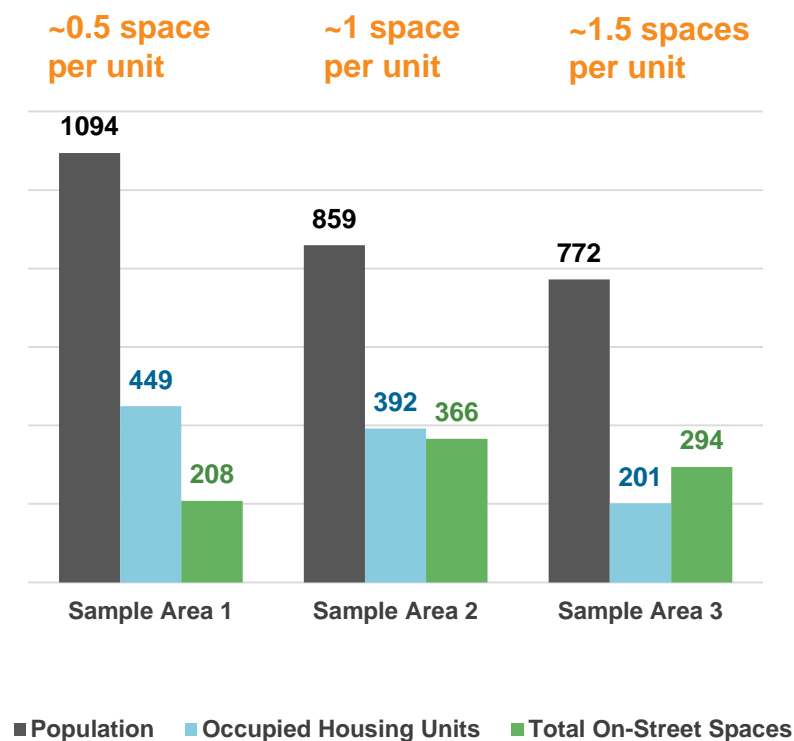
Sample Areas: Housing Tenure



Source: 2010 Census, by block

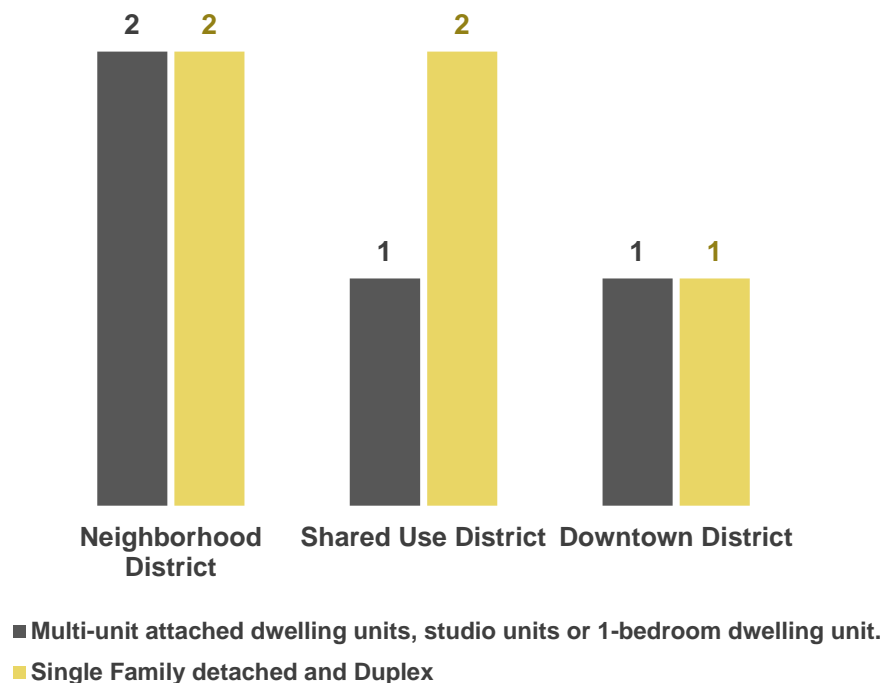
Sample Areas: On-Street Parking Supply

Population, Housing Units, + Total On-Street Spaces



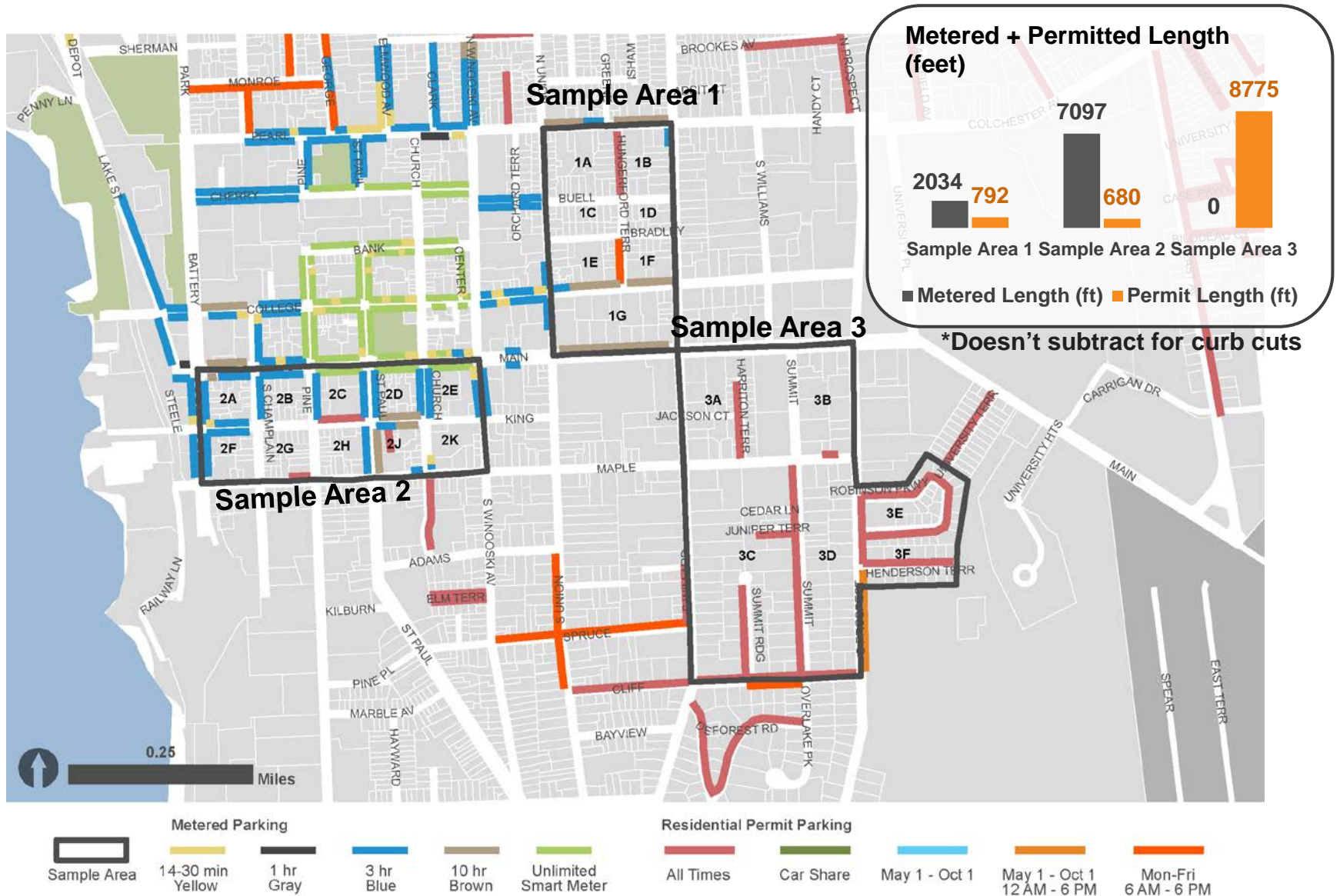
2010 Census Block Data + 9/25/14 parking inventory counts

Current Minimum Parking Requirement



City of Burlington Comprehensive Development Ordinance

Parking Restrictions: Metered + Permitted

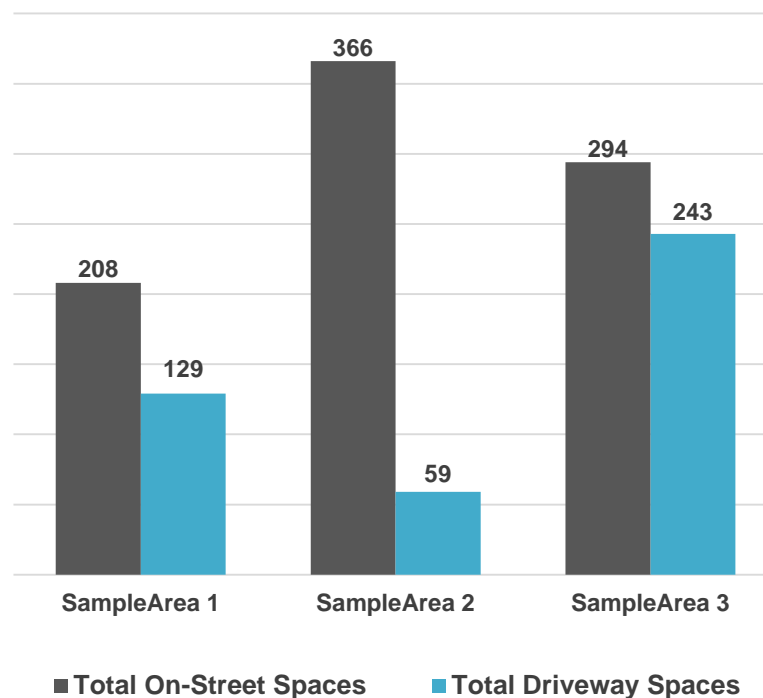


Target Areas: Driveways and Curb-Cuts

Curb cuts + On-Street Parking

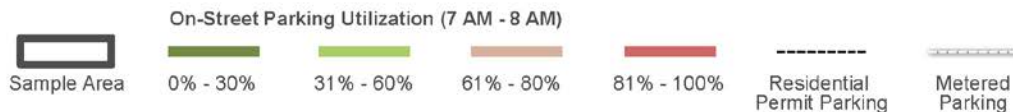
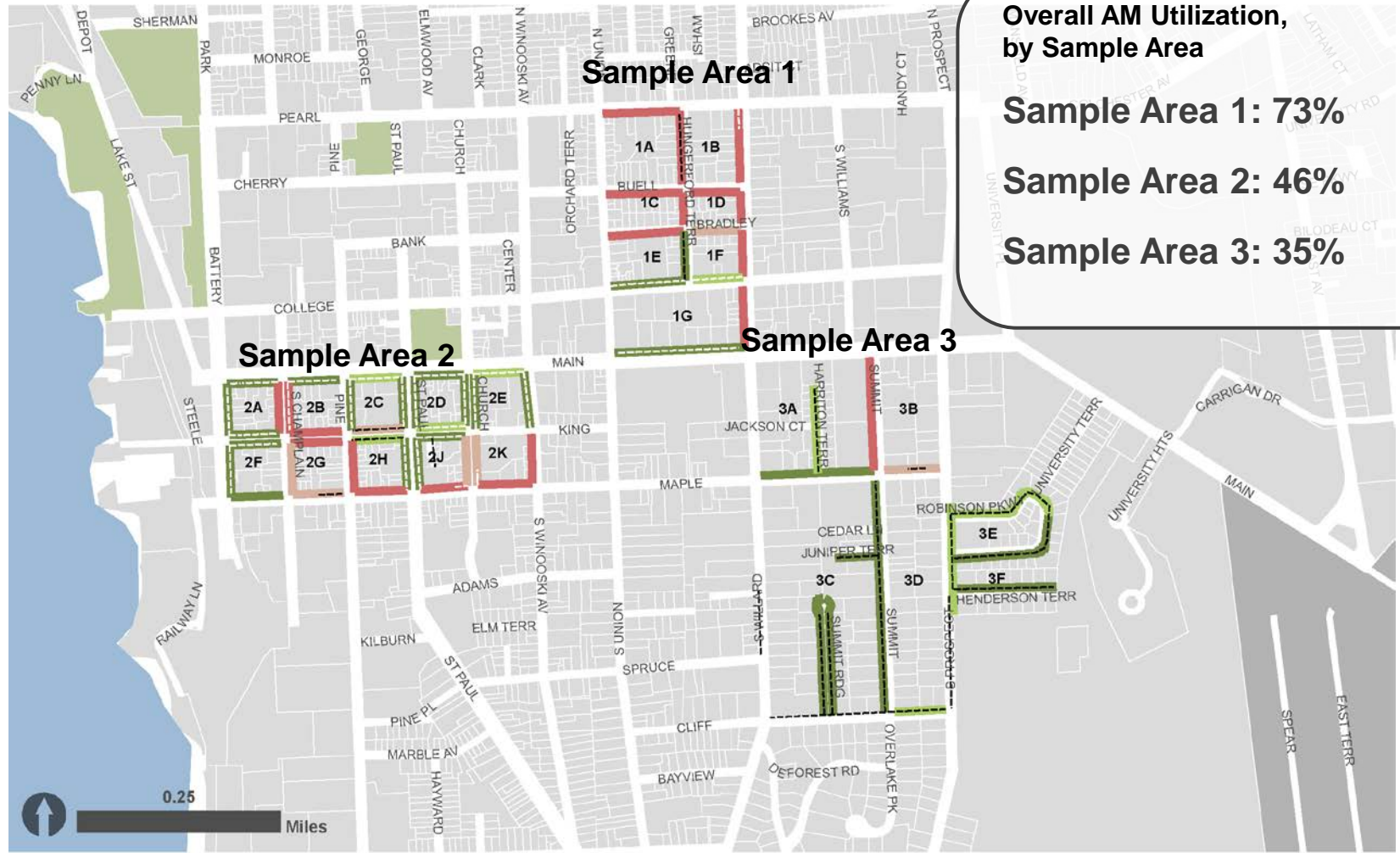


Total On-Street Parking + Estimated Driveway Spaces



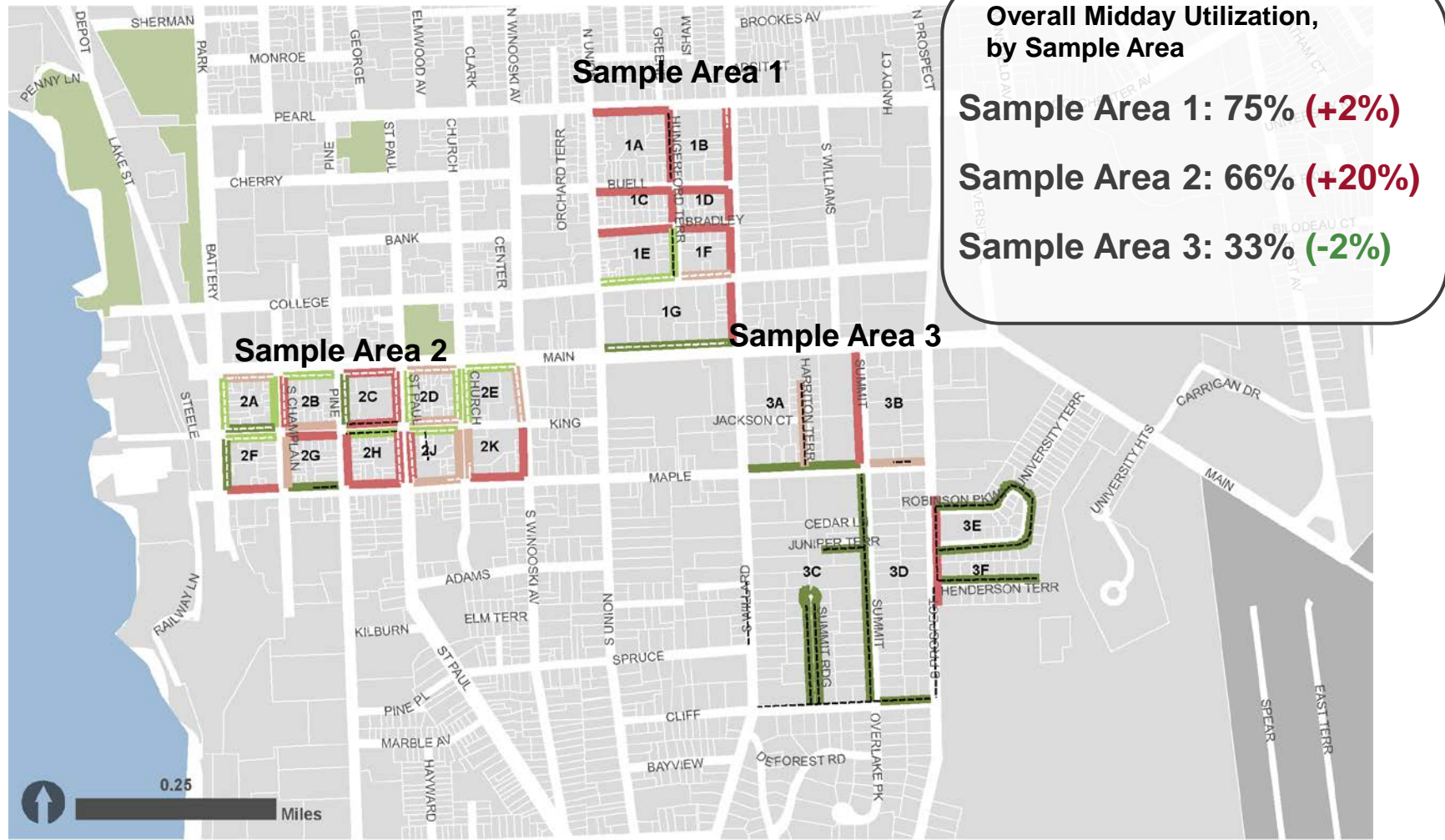
September 25, 2014 Parking Inventory Counts

On-Street Parking: Before Work (Sept 25, 7AM to 8AM)



Source: Parking Inventory Count, Thursday September 25, 2014

On-Street Parking: Midday (Sept 25, 11AM to Noon)



Source: Parking Inventory Count, Thursday September 25, 2014

On-Street Parking:

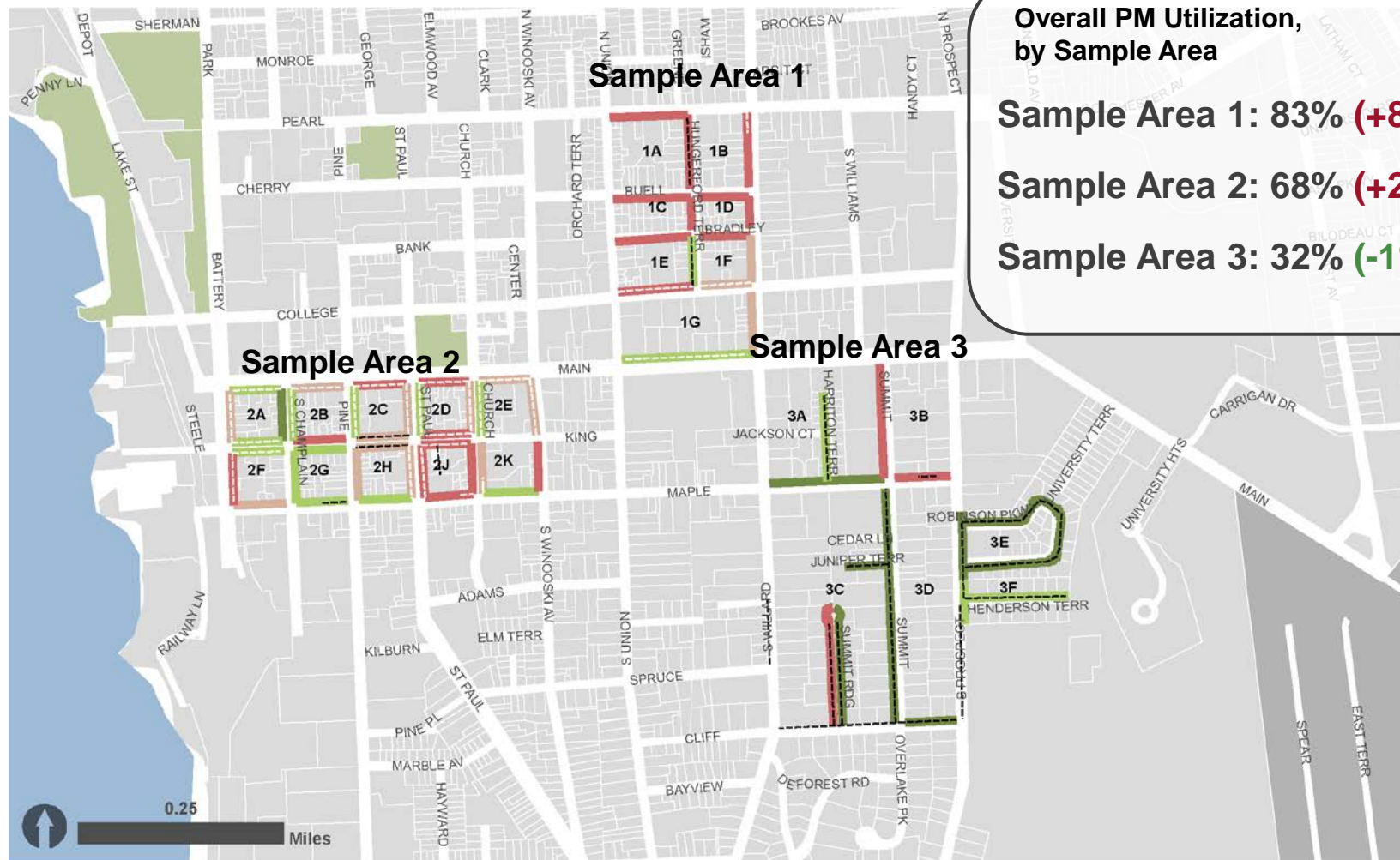
After Work (Sept 25, 5PM to 6PM)

Overall PM Utilization,
by Sample Area

Sample Area 1: 83% **(+8%)**

Sample Area 2: 68% **(+2%)**

Sample Area 3: 32% **(-1%)**

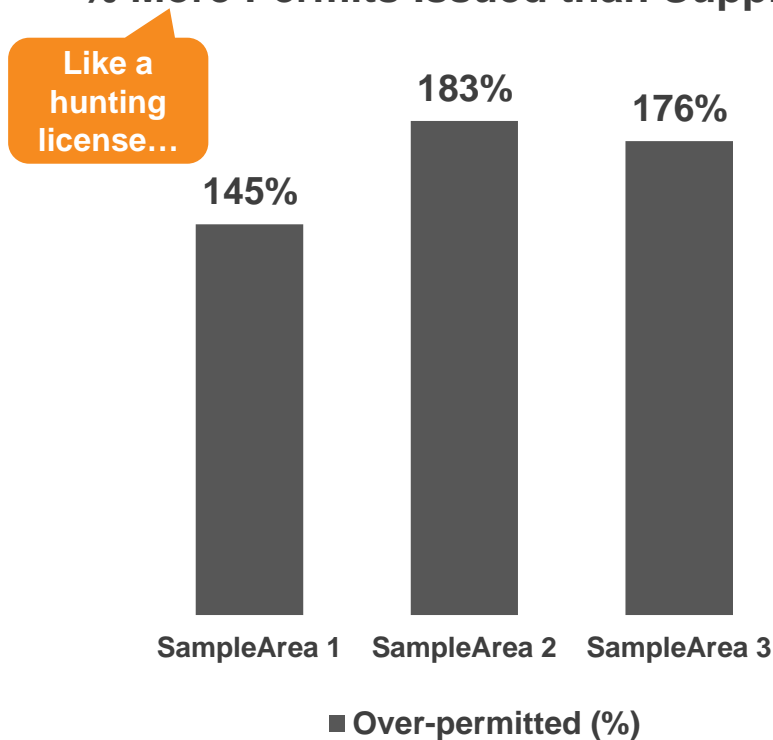


Source: Parking Inventory Count, Thursday September 25, 2014

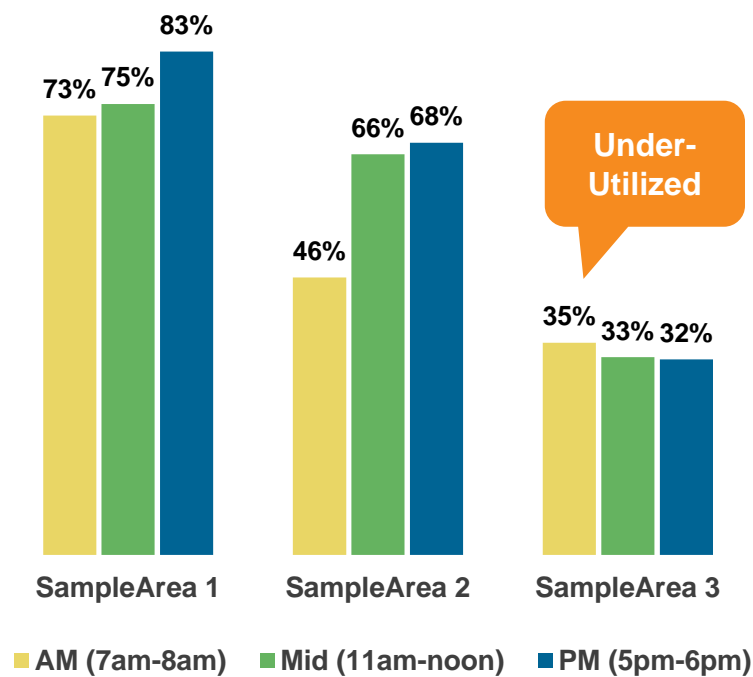
Supply vs. Permitted vs. Utilized

Like most cities, having a residential parking permit in Burlington does not guarantee an on-street parking space.

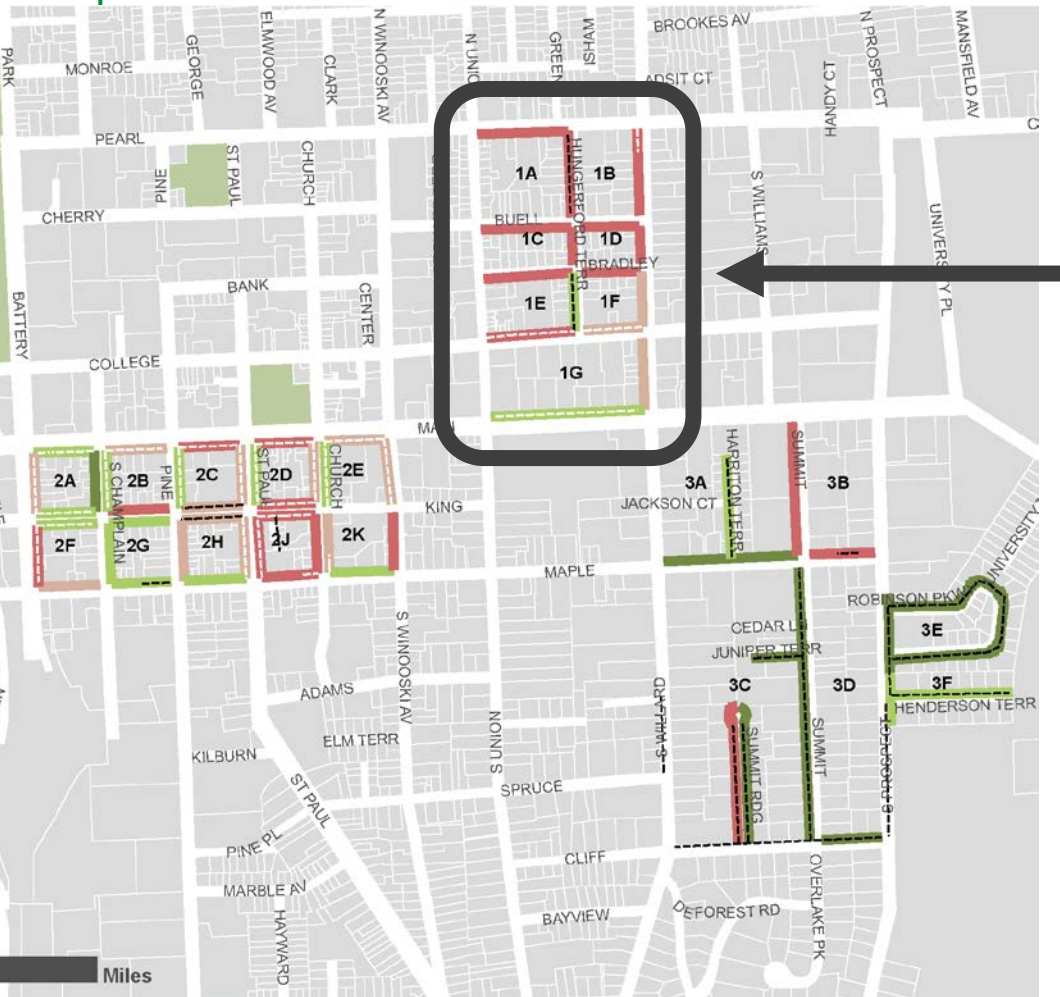
% More Permits Issued than Supply



% On-Street Parking Utilized



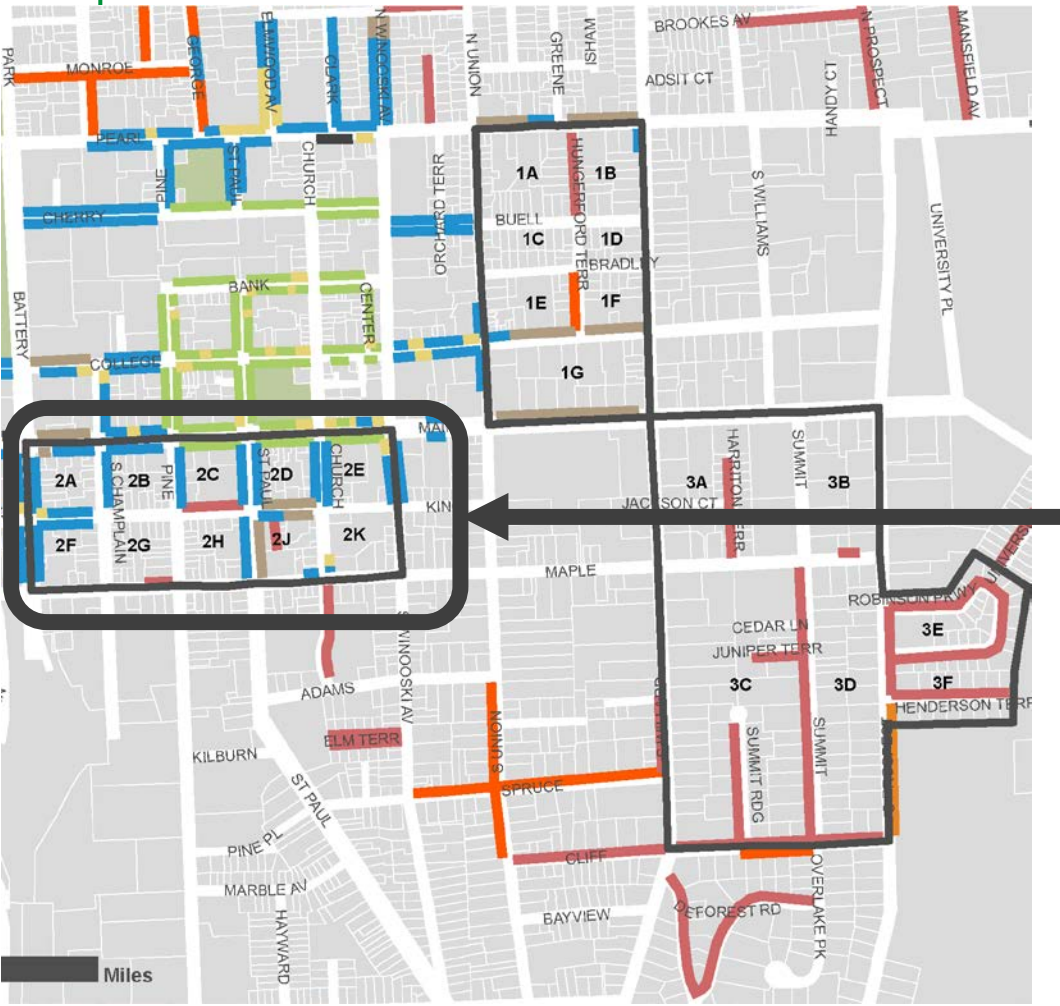
Residential Parking Findings: Sample Area 1



Over-utilized Parking

- Few parking restrictions + parking generators = **high demand for on-street parking.**
- **Student Renters** are not interested in a (lengthy) residential permit process
- **Not commuting by car** → more likely to park their car all-day for long periods.

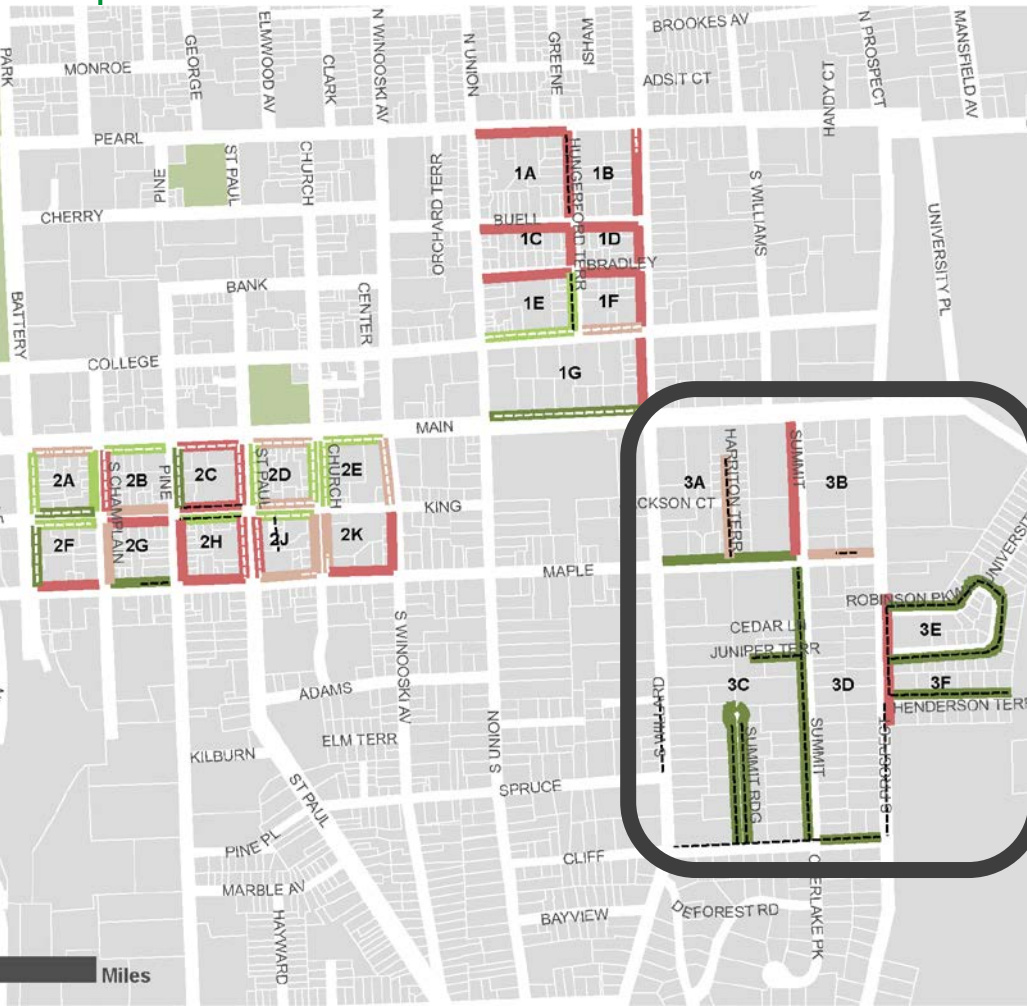
Residential Parking Findings: Sample Area 2



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

Residential Parking Findings: Sample Area 3



Under-utilized Parking

- Enforcement + Off-street parking availability = **plenty of curbside availability.**
- A high number of residential parking violations suggests a **real desire for non-resident parking**



The price of residential parking



The residential parking permit program is not free.

- Program administration + Materials
- Resident time to obtain a parking permit.
- Customers are prohibited from parking nearby.



The physical space of an on-street parking spot is not “free”.

- It needs to be maintained – cleaned, plowed, repaired.
- The land can be used for other purposes



Charging non-residents has benefits.

- Helps create turnover
- Allows non-residents to park when there is low residential demand.
- Can help raise funds for neighborhood maintenance and improvements

***Burlington is unique for not charging for residential permits**



Public Feedback

Tonight's Feedback Stations

Tell us what you think!

1

**Burlington
Residential
Parking
Stories**

2

**Residential
Parking
Permit
Program**

3

**Residential
Parking
Strategies**

4

**Downtown:
Test Your
Parking
Knowledge**

5

**Downtown:
Speak Out –
Your
Parking
Experiences**

6

**Downtown:
Speak Out –
Help Us
Make
Parking
Better**

Share your thoughts online! (11/19 to 12/14)

Sign-In here



www.parkburlington.com



BURLINGTON

Parking in Burlington... A Change for the Better

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