STD - 112

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FINAL REPORT:
BURLINGTON WATERFRONT PARKING, PEDESTRIAN, AND CIRCULATION STUDY

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1.0 INTRODUCTION AND PURPOSE

The purpose of this project is to understand the parking and circulation issues arising from the cumulative development proposals for the Waterfront. For the purposes of this analysis, Burlington's "Waterfront" extends along both sides of Lake Street from Main Street on the south to the Moran Plant to the north.

Over the next 5-10 years, significant public and private investment is expected to take place in this area. Enough is known about the amount and types of this investment that a reasonable "build out" description can be developed. For example, Main Street Landing has set forth a Master Plan with 4 phases, one of which has been built, one of which has obtained local and state permits, and two of which are in planning. Further, significant public investments are anticipated, including:

Multi-Modal Transportation Center (MMTC)

Expansion of the Lake Champlain Basin Science Center (LCBSC)

Redevelopment of the Moran Plant to House the Fleming Art Museum

The build out of the Waterfront will determine key transportation features of the area, including:

Demand for Parking

Pedestrian Circulation Requirements

Traffic Flow and Circulation

Transit Service

This study summarizes an analysis of these four transportation elements, assuming a build out of the Waterfront in 2005. The study concludes with a series of recommendations for managing vehicular circulation and parking within the Waterfront area.

2.0 DATA COLLECTION AND ANALYSIS

A central element to how the Waterfront area will operate in the future, to how it will "look and feel", has to do with the amount and location of parking provided to serve the area. Parking is an issue that contains challenging conflicts. On the one hand, residents and visitors like plentiful parking convenient to the commercial and recreational opportunities on the Waterfront. On the other hand, parking consumes the scarce Waterfront land resource, and expanses of parking are considered by many people to be blight.

The purpose of collecting data on the current usage and demands for parking on the Waterfront was to provide a baseline for understanding how demands will grow and change in the future with the unfolding of private and public developments. The majority of parking spaces in the study area are multi-use, and there is a high degree of shared parking among and between parking areas.

It is useful to classify existing Waterfront parking as belonging to one of two geographical zones (Figure 1).

Table 1 describes some characteristics of each Zone that are relevant for analyzing existing and future parking conditions.

Table 1: Characteristics of Parking Zones within the Waterfront

Characteristic	Zone 1	Zone 2
Existing Parking Inventory	467	178
Estimated Walk Time from Zone Centroid to Zone Edge[1]	4 minutes	5+ minutes
Prevailing Land Use Mix	Mixed Use, High Density	Mixed Use, Public Recreation, Medium Density
Other	High Transit Accessibility	Potentially Accessible from CBD Parking Garages

Zone 1 is the southern of the two zones, and includes 467 parking spaces extending from the Main Street Landing Cornerstone Building on the south to the site of the Lake and College Redevelopment project to the north. Zone 2 extends in a northerly direction from the Lake and College Redevelopment site, and currently includes 178 parking spaces

[1] Walk time is based on an average walking speed of 2 mph (3 feet per second). Zone centroids represent the approximate geographic center of the Zone. The estimated walk time is a proxy for the average time to access any land use within that zone from any parking space in that zone. For outdoor, uncovered parking areas, these time estimates represent LOS B or C conditions.

Figure 1: Parking Zones on the Waterfront

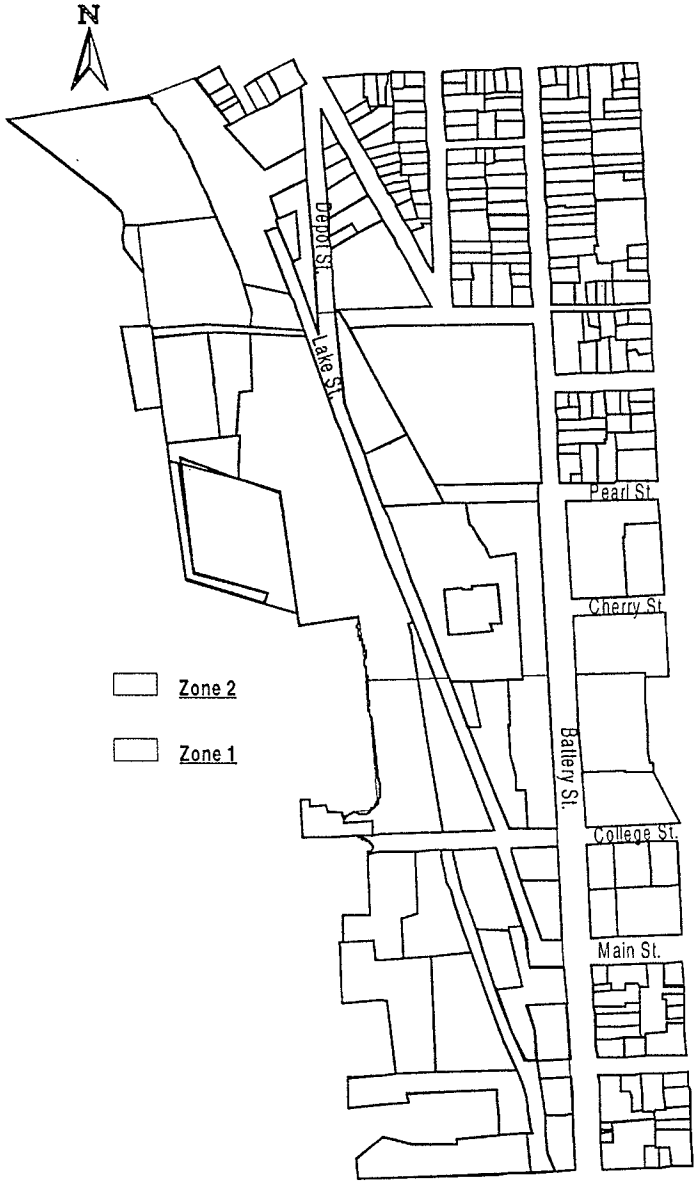


Table 2 shows the existing land uses on the Waterfront. Table 2 also shows the amount of parking provided for each use, as well as the amount required by the Burlington Zoning Ordinance.[1]

[1] It is not unusual for waivers to the parking requirements to be granted based on mixed usage and other considerations.

Table 2: Existing Land Use, Parking Required and Providing, Burlington Waterfront

Parking Zone	Site	Land Use	Size	Units	Parking Required
1	**Phase I of Main Street Landing Development**				
	Union Station	Train Station	6,000	square feet	
	Union Station	Fitness Club	4,000	square feet	40
	Union Station	Offices	7,340	square feet	24
	Wing Building	Offices	7,000	square feet	23
	Wing Building	Residential	4	dwelling units	6
	Cornerstone	Restaurant	7,000	square feet	25
	Cornerstone	Offices	20,000	square feet	67
					185
1	**Lake Champlain Basin Science Center**				
					NA
2	**102 Lake Street**				
		Retail		30,000	200
2	**Skatepark**				
		Recreational			16

Table 2 provides information on the parking spaces provided by, and dedicated to, private uses on the Waterfront. There are many public uses as well, including the bicycle path, boat launch and marina. Table 3 provides a listing of the total existing parking inventory, including both public and private parking spaces. Within these 2 Zones there are thirteen distinct parking areas occurring in surface lots, on street, or in structured lots.

Table 3: Existing Parking Inventory on the Waterfront, by Zone and Total

PARKING LOCATION	# SPACES	Zone
Pease Public Parking Lot	84	1
Union Station Surface Parking Lot	87	1
Corner Stone Building Parking Structure-Public	47	1
Corner Stone Building Parking Structure-Private	47	1
Lake Champlain Basin Science Center	75	1
On-Street: Union Station, Main to College	34	1
On-Street: College St., Lake to Battery	10	1
On-Street: Battery St., Main to King	28	1
Lake & College Parking Lot	55	1
102 Lake Private Parking Lot	112	2
On-Street: Lake St., College to Depot	30	2
Skate Park	16	2
Moran Plant Public Parking Lot	20	2

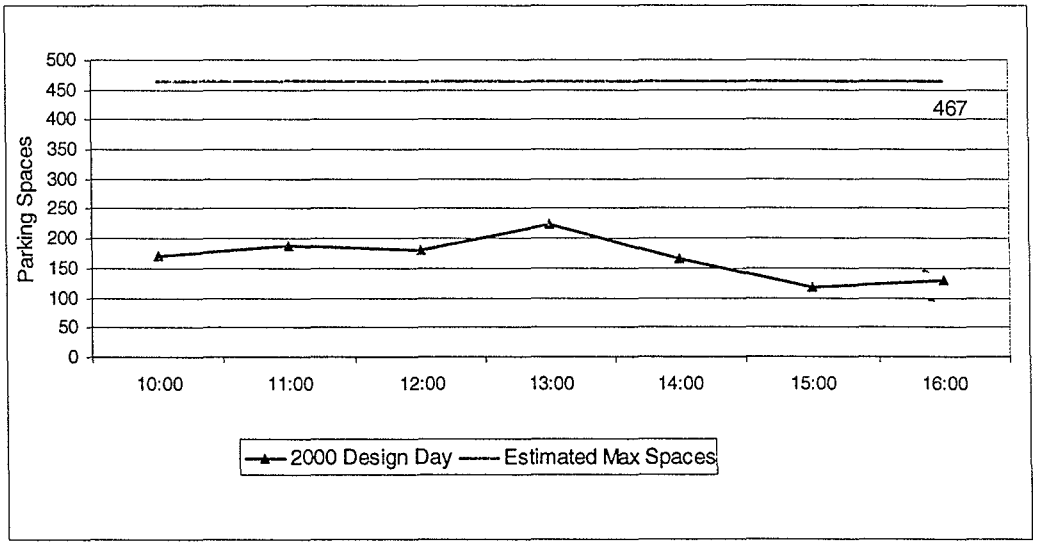
Total Existing Zone 1 Parking Spaces	467
Total Existing Zone 2 Parking Spaces	178
Total Parking Spaces on Waterfront	645

2.1 PARKING DEMAND ON THE DESIGN DAY

To understand existing average conditions of parking on the Waterfront, Resource Systems Group inventoried parking conditions on two survey days in May 2000. The parking survey data were analyzed by parking Zone. Information such as hourly parking utilization, percent occupancy, and the residence time were analyzed for each parking lot. The results indicated underutilization of parking spaces in the Waterfront area, for existing weekday conditions. The data also suggest peaking of demand in the early afternoon.

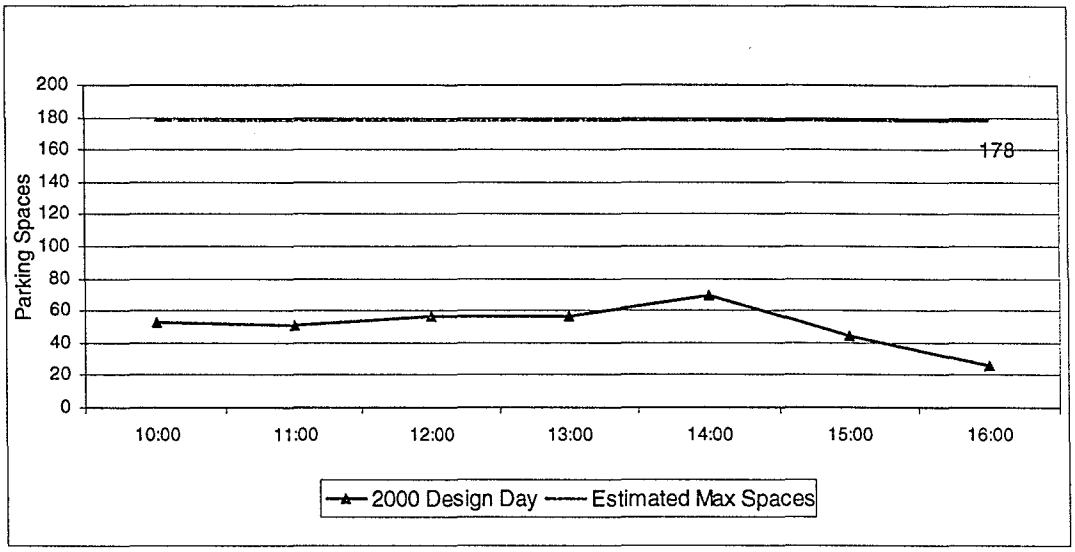
Parking conditions in the month of May do not represent peak parking demand, or a demand that should guide the decision in how much parking to provide. For developing overall parking demand estimates, a so-called design day is selected. For the Waterfront, the design days should be at least partly based on parking demands experienced in the summer stemming from the recreational land uses in the study area. Therefore, using VTrans' data from its continuous traffic counters[1], we used the average Group V roads summer recreational factor of 1.37 s to apply to the survey data. This adjustment factor scales up the actual demand measured on the May survey days to reflect average summer conditions. Figures 2 and 3 show the parking utilization for the 2000 design day, after the recreational adjustment is applied.

Figure 2: Parking Utilization in Zone 1, 2000 Design Day



[1] Continuous Traffic Counter Grouping Study & Regression Analysis Based on 1999 Traffic Data, VTrans.

Figure 3: Parking Utilization in Zone 2, 2000 Design Day



The results of the parking study show that under the existing conditions, there is no overall shortage of parking spaces and plenty of surplus parking spaces available. Nevertheless, shortfalls do occur at the specific popular lots (e.g. Pease), and during the special events. This surplus condition is projected to disappear in the future as build out of the Waterfront unfolds, as described in the following Section.

3.0 PROJECTED LAND USE ON THE WATERFRONT

The central goal of this study is to understand the future parking and circulation needs of the Waterfront area. To establish this information, build-out conditions have been developed. Build-out conditions include existing, planned, and permitted developments within the study area.

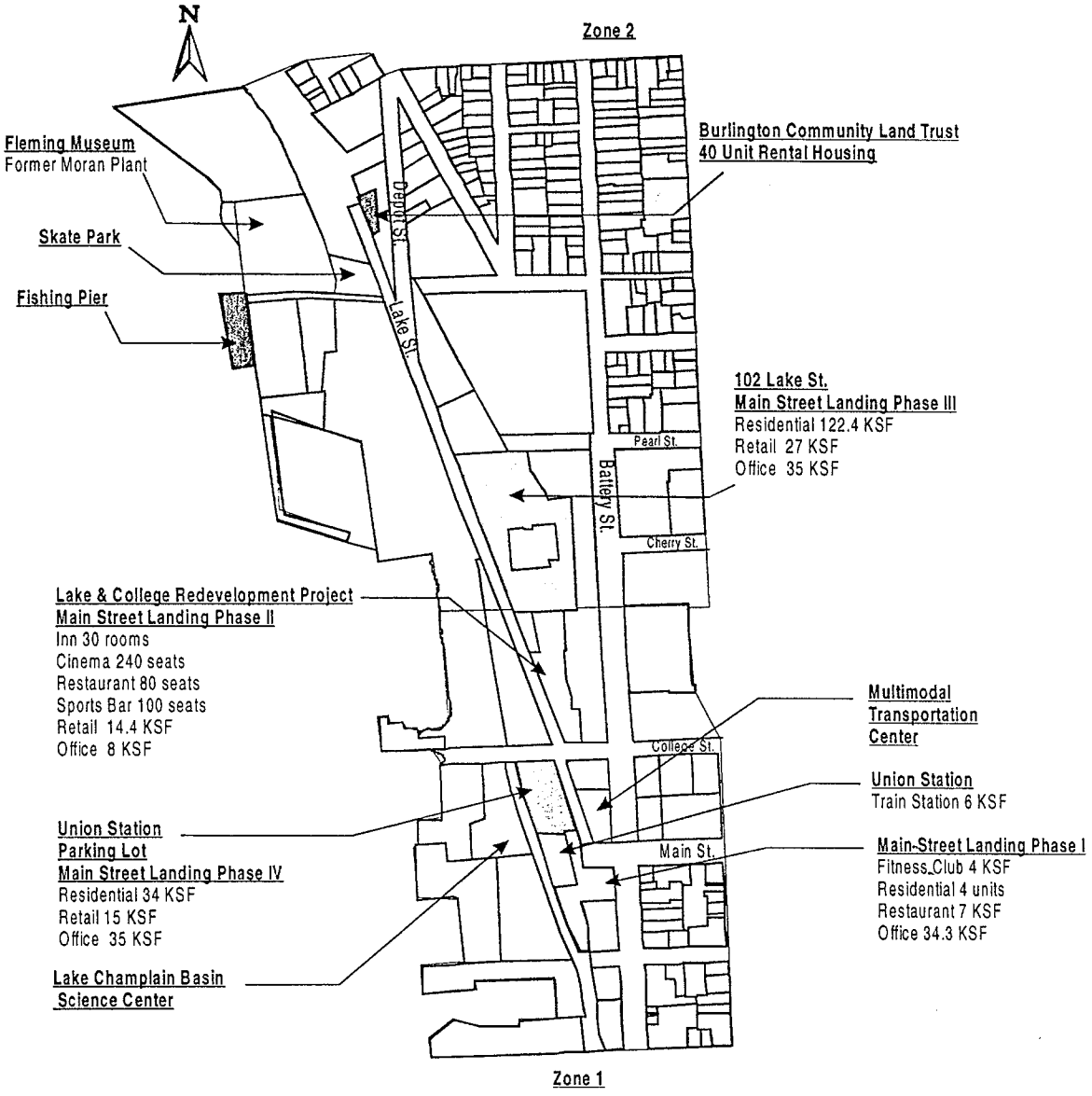
Table 4 shows the projected land uses on the Waterfront, along with an estimate of the required parking associated with those uses. "Required" parking refers to the parking requirement set forth in the Burlington Zoning Ordinance. Waivers to this requirement are frequently obtained.

Figure 4 shows the approximate location of each existing or planned development within the study area.

Table 4: Proposed Waterfront Development and Projected Parking Requirements

Parking Zone	Site	Land Use	Size	Units	Parking Required
1	Lake & College Redevelopment, Phase II of Main Street Landing Development				
		Inn	21	rooms	22
		Cinema	200	seats	67
		Theater	40	seats	13
		Restaurant	80	seats	20
		Sports Bar	50	seats	13
		Offices	7,328	square feet	24
		Retail	8,927	square feet	60
				Total Parking Required	219
				Total Parking Projected	126
1	Lake Champlain Basin Science Center				
		Research/Education	40,000	square feet	130
				Total Parking Required	130
				Total Parking Provided	96
1	Union Station, Phase IV of Main Street Landing Development				
		Retail	15,000	square feet	100
		Office	35,000	square feet	117
		Residential	34,000	square feet	20
				Total Parking Required	237
1	Multimodal Transportation Center				136
				Total Parking Projected	136
2	102 Lake Street, Phase III of Main Street Landing Development				
		Residential	122,400	square feet	73
		Retail	27,000	square feet	180
		Office	22,100	square feet	74
				Total Parking Required	327
2	Housing, Lake Street				
		Residential	40	units	40
				Total Parking Required	40
				Total Parking Projected	40
2	Fishing Pier				
		Recreational	NA	NA	37
				Total Parking Required	
				Total Parking Projected	37
2	Fleming Museum (Moran Plant)				
		Museum	33,000	square feet	47
				Total Parking Projected	47

Figure 4: Existing and Projected Waterfront Developments



4.0 PARKING DEMAND OF THE 2005 BUILD OUT

Several assumptions were made to estimate the design day conditions[1] associated with a projected Build out of the Waterfront in 2005.

The parking demand in the previous section was used as the year 2000 design day demand. Based on shared parking model[2], we determined the parking demand for the future developments. To account for the recreational demand variation we applied the recreational factor (1.37) to the land uses that are affected by this variation. In addition to parking demand from existing land uses and projected private land uses, there are 4 important public/non-profit developments that will affect parking demand in the Waterfront area. These are:

Commuter Rail Service to Union Station

Expansion of the Lake Champlain Basin Science Center (LCBSC)

Redevelopment of the Moran Plant for the Fleming Art Museum

Development of the Multi-Modal Transportation Center (MMTC)

For the Union Station parking demand, first, we determined the future commuter service from the Burlington/Essex Passenger Rail Feasibility Study and Corridor Analysis[3]. Peak hour morning-afternoon service with high growth was selected as the most likely scenario for planning. Using the boarding estimates from this report and data from *Parking*[4], parking accumulation at Union Station was determined.

Figure 5 shows a steady state demand of 55 parking spaces associated with the rail station.

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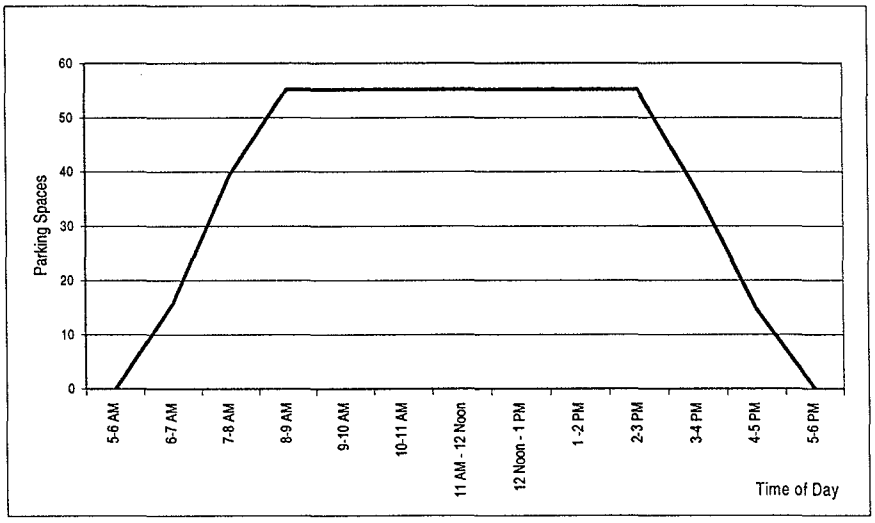
[1] Design Day for this analysis represents an average summer day.

[2] *Shared Parking*, The Urban Land Institute, Washington, D.C., 1983.

[3] *Burlington/Essex Passenger Rail Feasibility Study and Corridor Analysis*, R.L. Banks & Associate, Washington, D.C., 1999.

[4] *Parking*, Eno Foundation For Transportation, West Port, CT, 1989.

Figure 5: Build Out Year Parking Accumulation Due to Train Boardings



The parking demand for the Fleming Museum that will be located at the site of the Moran Plant has two components, office and visitors. The Fleming Museum is projected to have a total square footage of 33,000, of which it was assumed that 10,000 square feet would be used as the office space. For this component of the parking demand, we used the shared parking model referenced previously. For the visitor component, it was also assumed that during an average peak hour, there would be 50 visitors of which 75% need parking spaces, the peak demand will be achieved at 4:00 PM. We also applied the recreational factor to the visitor demand.

To estimate the parking demand from the expansion Lake Champlain Basin Science Center, we interviewed personnel in charge of the expansion. The expansion is estimated to double the activities at the center. Therefore, it was assumed that the existing parking demand (from the year 2000 design day) will increase by 100%[1].

Since Lake Street does not carry any external traffic (from other origins or to other destinations), we assumed that the only growth in parking demand would result from developments in the study area.

The build out parking supply was determined by adding on street and existing parking to additional parking spaces that are projected for each future development. Figure 5 and 6 illustrate the hourly parking demand versus inventories in Zone 1 and Zone 2, respectively.

[1] Conversation with Mr. Ray Lavigne, Director of Lake Champlain Basin Science Center, July 2000.

Figure 6: Parking Utilization in Zone 1, 2005 Build Out Design Day[1]

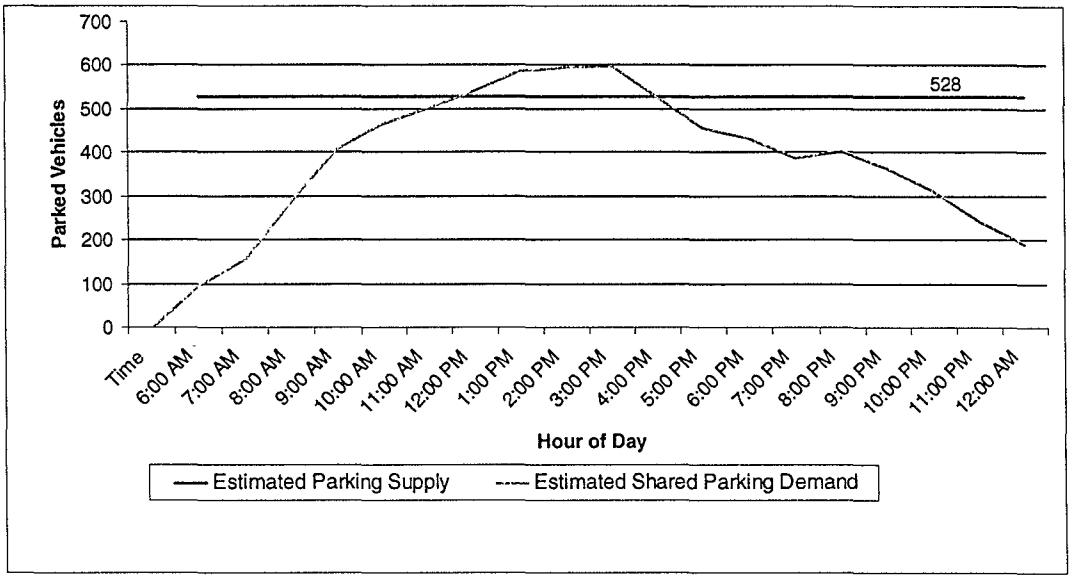
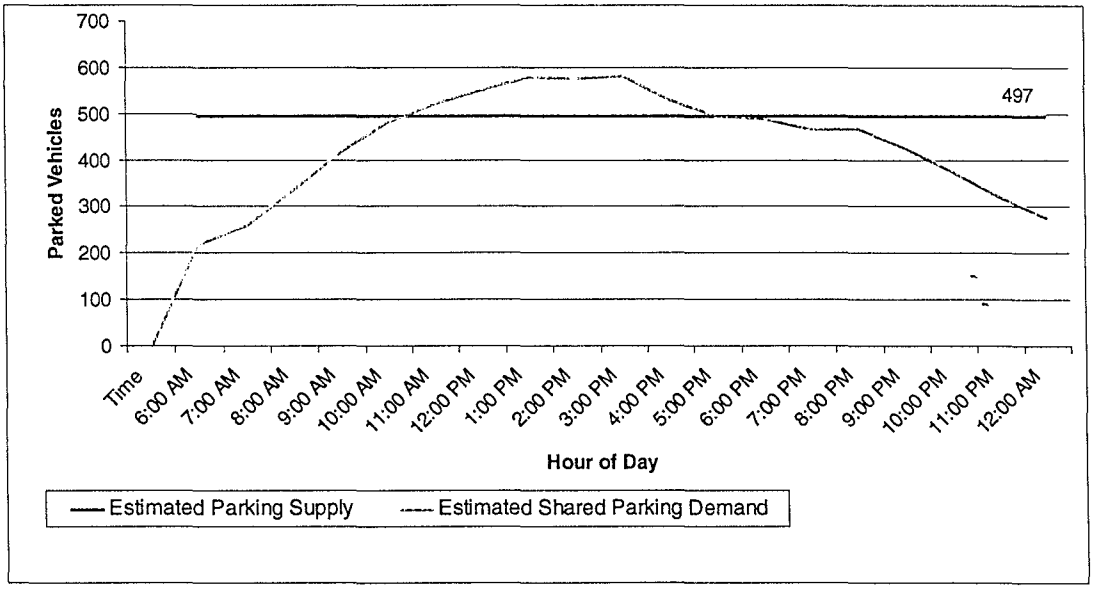


Figure 7: Parking Utilization in Zone 2, Build Out Design Day[2]



The analysis shows that the parking demand in both Zones 1 and 2 will exceed on average projected parking supply during the mid-day hours. In both cases, the projected shortfall is less approximately

[1] Parking Supply for Zone 1 includes 136 spaces associated with the Multi-Modal Transportation Center.

[2] Parking Supply for Zone 2 includes 16 spaces associated with the Skate Park and 37 spaces associated with the Fishing Pier. Temporal demand is based on shared parking model.

80 spaces. The analysis indicates that providing parking in areas away from the Waterfront, but within easy access to the Waterfront is an important planning objective.

5.0 PEDESTRIAN LINKAGES BETWEEN THE WATERFRONT AND CBD

The City of Burlington owns and operates a 400+ space parking garage on Cherry Street, which currently contains a surplus of parking spaces that can be used by people wishing to access the Waterfront.

Past planning studies have pointed out the importance of creating a series of pedestrian linkage to scale the grade between Battery Street and the Waterfront[1]. Given projected parking shortfalls for both Parking Zones 1 and 2, the importance of creating these linkages is firmly established.

Three general concepts have been discussed for these linkages. These are shown in Figures 8-10 as Options A, B, and C, respectively. These Options are described as follows:

Option A: A funicular would be constructed at the foot of Cherry Street. The funicular would scale the grade change from Battery Street to a plaza that is roughly at grade with Lake Street. There would be several pedestrian pathways as well, one scaling down from Pearl Street, while maintaining a slope of less than 8% with switchbacks and landings. An additional pathway would be established in parking Zone 1, approximately through the Lake and College Redevelopment site.

Option B: This option focuses on stairways and pathways that scale the grade change between Battery Street and Lake Street.

Option C: This option contains several of the pathways described in Options A and B, plus a funicular aligned with Sherman Street.

The Lake and College Redevelopment project, recently approved by the City of Burlington Development Review Board, and by the District #4 Environmental Commission, includes two pathways for pedestrians to move between Battery Street and Lake Street. One pathway is an elevator within the main building of the redevelopment, and the second pathway is an interior stairway. Access to both pathways is from the southerly portion of Battery Park near College Street. Thus, an important objective of each Option will be accomplished with the construction of the development.

[1] Burlington Waterfront Pedestrian Linkages Study. CCRPC. 1993.

Figure 8: Waterfront Pedestrian Access Plan, Option A

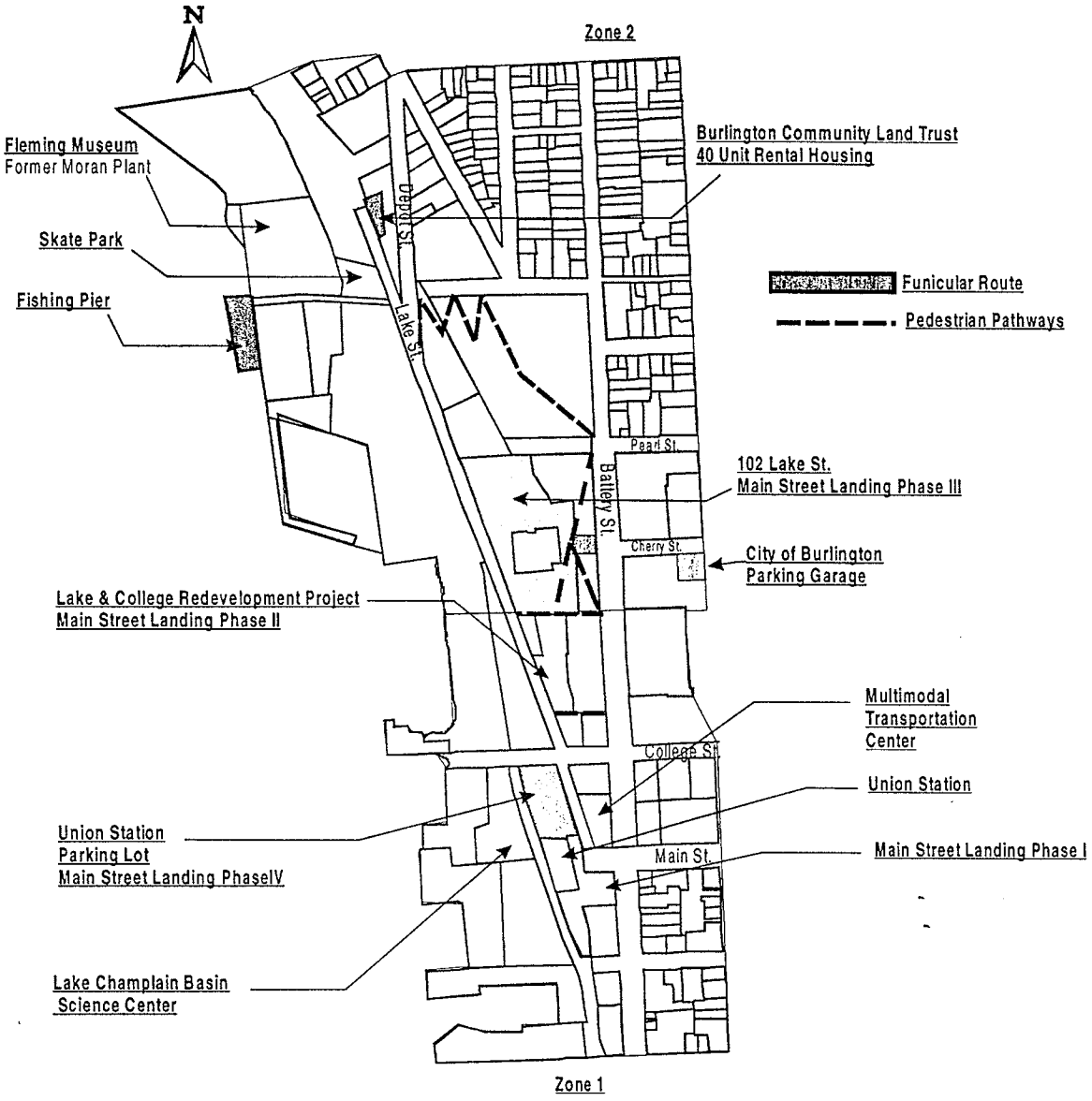


Figure 9: Waterfront Pedestrian Access Plan, Option B

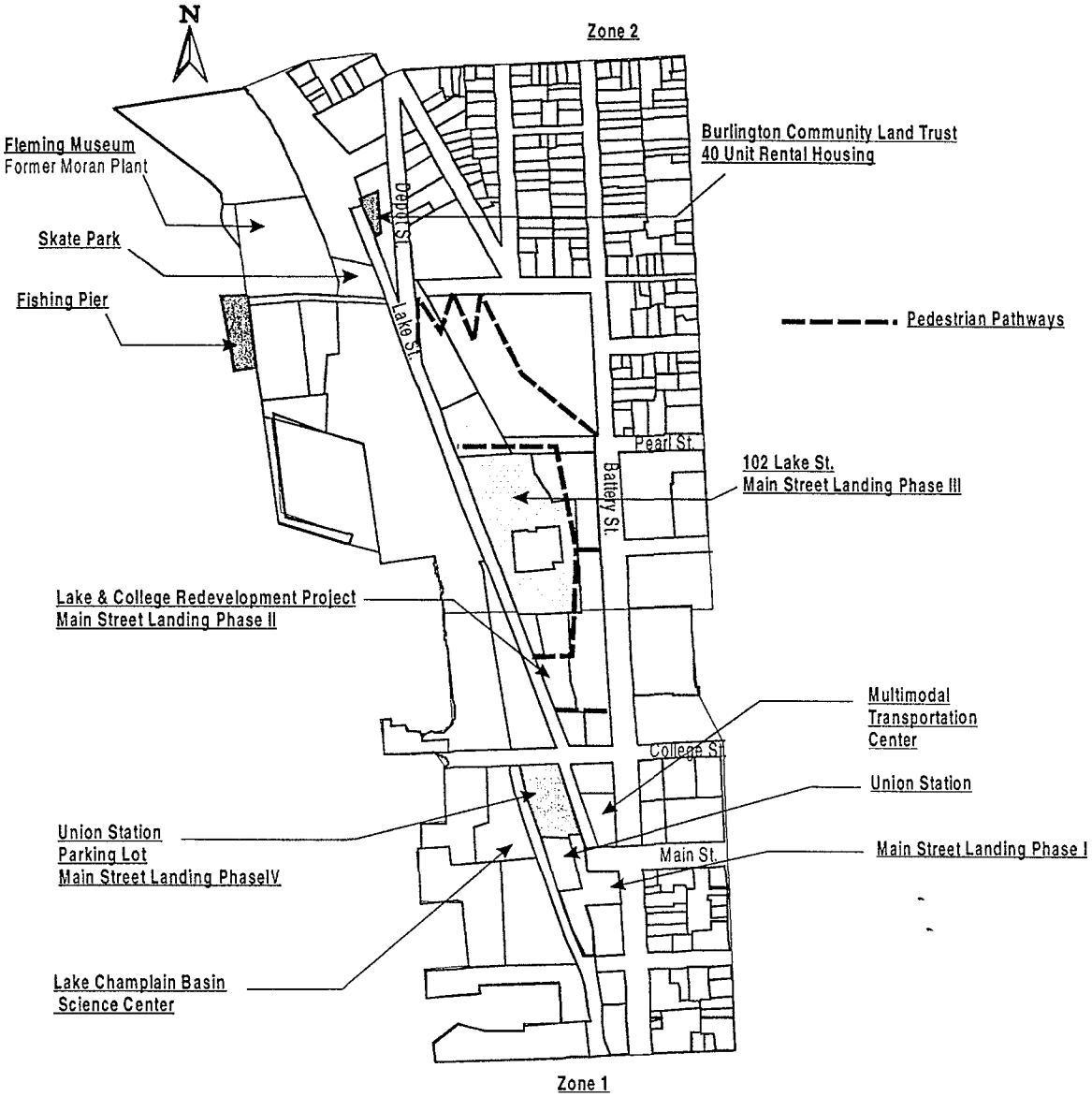
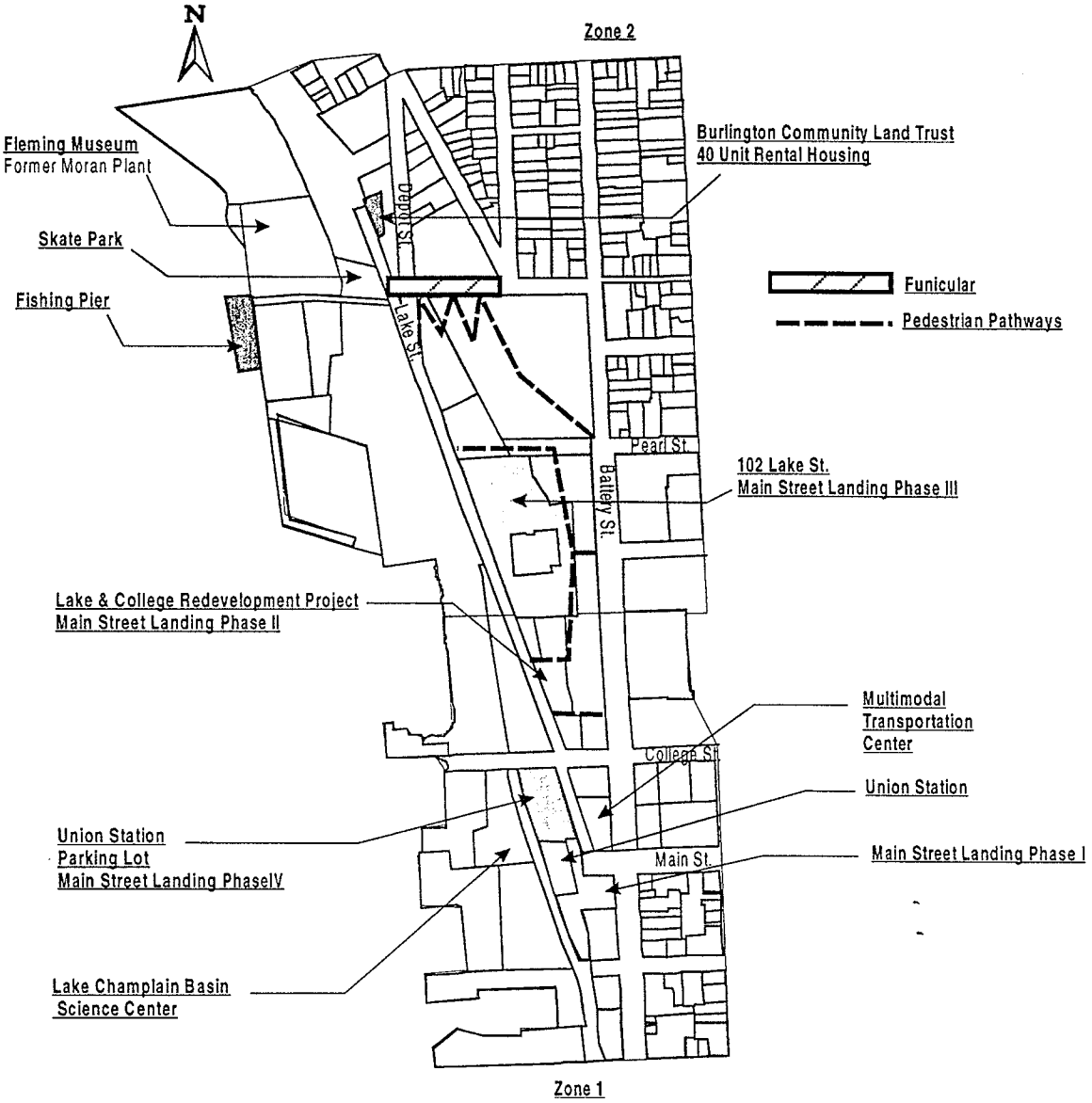


Figure 10: Waterfront Pedestrian Access Plan, Option C



The central element of each option is the creation of an efficient pedestrian linkage from the base of Cherry Street to Lake Street.

6.0 TRAFFIC AND CIRCULATION

A second portion of this study was to estimate the traffic associated with a build out of the Waterfront. A basic trip generation study was undertaken to estimate the number of trips generated by the future developments in the study area (rates were obtained from the Institute of

Transportation Engineers *Trip Generation*[1].). Special trip generation studies were undertaken for the Fleming Museum and Lake Champlain Basin Science Center. Table 5 illustrates the build out vehicle trips generated by each land use in each zone, for the AM and PM peak hours.

Table 5: Trip Generation Associated with the Build Out of the Waterfront

Zone 1				Vehicle Trip Rates						Vehicle Trips					
ITE, LU		#	Unit	AM	IN	OUT	PM	IN	OUT	AM-Total	IN	OUT	PM-Total	IN	OUT
310	Inn	21	rooms	0.67	0.53	0.47	0.71	0.49	0.51	14	7	7	15	7	8
444	Cinema	200	seats				0.14	0.53	0.47				28	15	13
444	Theater	40	seats				0.14	0.53	0.47				6	3	3
831	Restaurant	80	seats	0.19	0.7	0.3	0.3	0.59	0.41	15	11	5	24	14	10
832	Sports Bar	50	seats	0.47	0.52	0.48	0.42	0.58	0.42	24	12	11	21	12	9
710	Offices	7	1000 SF	1.56	0.88	0.12	1.49	0.17	0.83	11	10	1	10	2	9
710	Offices	35	1000 SF	1.56	0.88	0.12	1.49	0.17	0.83	55	48	7	52	9	43
814	Retail	9	1000 SF	6.41	0.48	0.52	4.93	0.57	0.43	58	28	30	44	25	19
814	Retail	15	1000 SF	6.41	0.48	0.52	4.93	0.57	0.43	96	46	50	74	42	32
230	Residential	20	units	0.44	0.17	0.83	0.54	0.67	0.33	9	1	7	11	7	4
710	LCSC	4	full time emp	0.48	0.88	0.12	0.46	0.17	0.83	2	2	0	2	0	2
		150	visitors	0.33	0.5	0.5	0.63	0.5	0.5	50	25	25	95	47	47
090	MMTC	136	spaces	0.78	0.8	0.2	0.63	0.22	0.78	106	85	21	86	19	67
		24	buses per peak hour	2	0.5	0.5	2	0.5	0.5	48	24	24	48	24	24
TOTAL										438	275	164	382	184	197
Zone 2				Vehicle Trip Rates						Vehicle Trips					
710	Offices	22	1000 SF	1.56	0.88	0.12	1.49	0.17	0.83	34	30	4	33	6	27
814	Retail	27	1000 SF	6.41	0.48	0.52	4.93	0.57	0.43	173	83	90	133	76	57
230	Residential	72	1000 SF	0.44	0.17	0.83	0.54	0.67	0.33	32	5	26	39	26	13
710	Fleming M.	15	EMP	0.48	0.88	0.12	0.46	0.17	0.83	7	6	1	7	1	6
		150	visitors	0.33	0.5	0.5	0.63	0.5	0.5	50	25	25	95	47	47
TOTAL										296	150	146	306	156	150

For this planning study, vehicle trip generation estimates include consideration of the relatively high non-auto mode share in the Burlington CBD. Resource Systems Group performed a stated preference survey in 1993[2], which determined that non-automobile trips in the Burlington Central Business District (CBD) make up 25.2% of the total trips. Additionally, Resource Systems Group conducted a pedestrian intercept survey at Burlington Square Mall 1997[3]. Of 350 downtown pedestrians surveyed during a weekday afternoon in January[4], 35% stated that they traveled to downtown Burlington in a bus, by walking, or by other non-automobile means. This analysis assumes that 25% of the person trips generated by these developments are non-automobile trips.

The analysis indicates that under build out conditions in 2005, an estimated 734 AM peak hour vehicle trips, and an estimated 688 PM peak hour vehicle trips will be generated by the developments outlined in Table 5.

6.1 2005 BACKGROUND TRAFFIC NEAR THE WATERFRONT

Background traffic was estimated for 2005[5] conditions. Figure 11 shows the estimated 2005 design hour traffic volumes at the study intersections.

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[1] Institute of Transportation Engineers, *Trip Generation*, Washington DC, October 1998

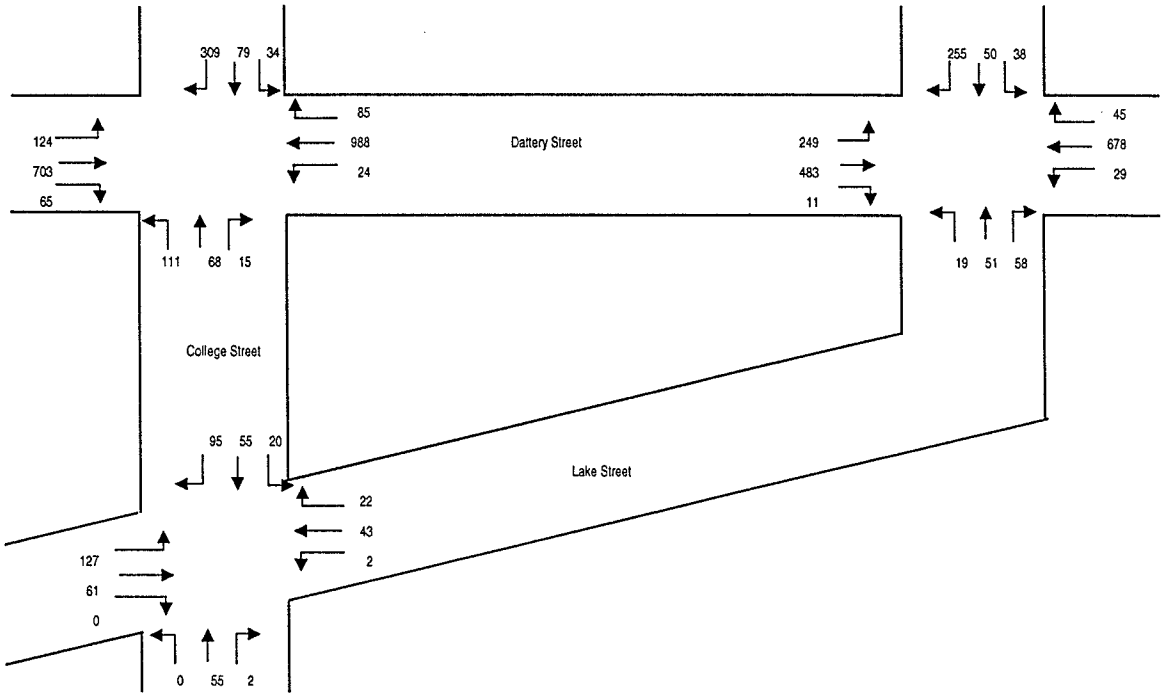
[2] IVIS Stated Preference Survey, Burlington, VT, 1993.

[3] Traffic Impact Study for Burlington Square Mall Expansion, 1997.

[4] The Day of the pedestrian intercept survey was January 1997.

[5] Raw traffic counts were adjusted to reflect design hour conditions (30th highest hour of traffic), and grown by 1% per year to project 2005 conditions.

Figure 11: Estimated 2005 Background Traffic Volumes for Study Area, PM Peak Hour

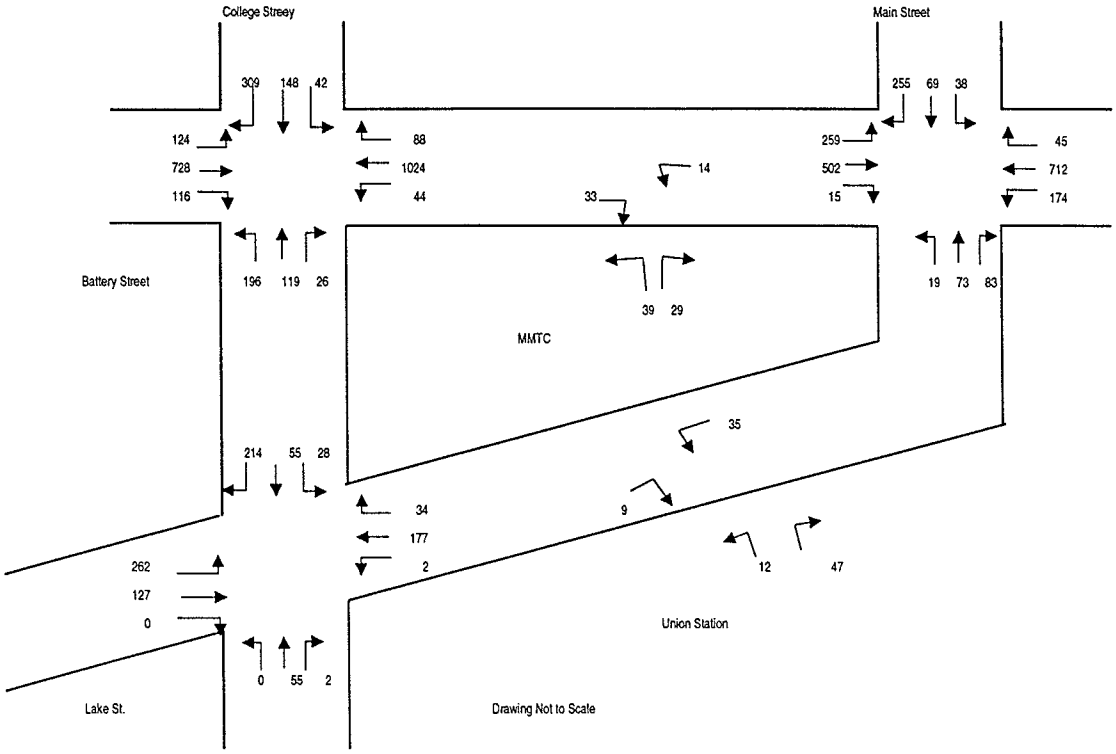


6.2 2005 BUILD TRAFFIC NEAR THE WATERFRONT

Under projected full build conditions in 2005, Lake Street is estimated to carry approximately 400 vehicles per hour per direction (northbound and southbound), for a total bi-directional flow of 780 vehicles per hour. This corresponds to LOS C conditions for an urban street, and is considered adequate from a capacity standpoint. LOS C conditions for Lake Street suggest stable operations under the projected peak hour flow. Average travel speeds will range from 20-30 mph, and it will be a predominantly low speed environment, which is consistent with the heavy pedestrian presence in the area.

With the build out of the Waterfront, including the developments shown in Table 5, traffic in the area will increase to levels shown in Figure 12.

Figure 12: Estimated 2005 Traffic Associated with Full Build Out of the Waterfront, PM Peak Hour



The most significant capacity issue for the Waterfront is projected congestion at the Battery/College intersection. The intersection carries nearly 600 more vehicles during the PM peak hour under full build conditions. Level of Service for this intersection is projected to decline to LOS F from LOS C in the projected 2005 full build scenario.

7.0 OPTIONS FOR IMPROVING TRAVEL ON THE WATERFRONT

In addition to the pedestrian facilities improvements discussed in Section 5, there are other types of transportation facilities that can improve overall travel conditions on the Waterfront. These are:

1. One Way Circulation Plan
2. Transit Service

7.1 ONE WAY CIRCULATION PLAN

One relatively inexpensive way of improving the flow at the main access roads to the Waterfront is to implement a one-way circulation system. There are two generic circulation systems that can be considered, as shown in Figures 13 and 14.

Figure 13: One-Way Circulation Option A

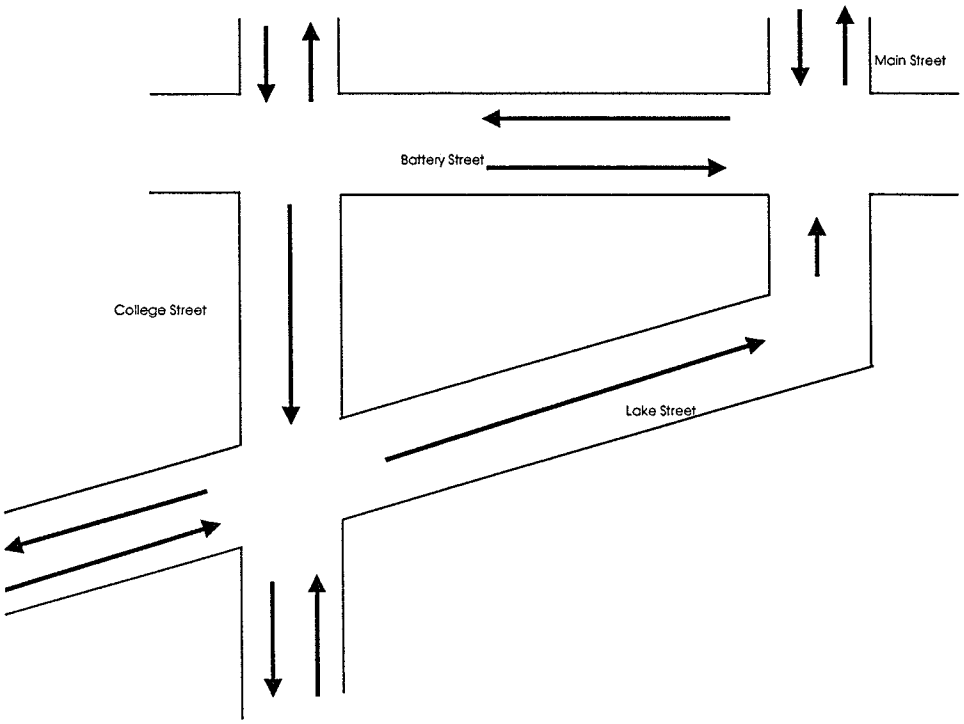


Figure 14: One-Way Circulation Option B

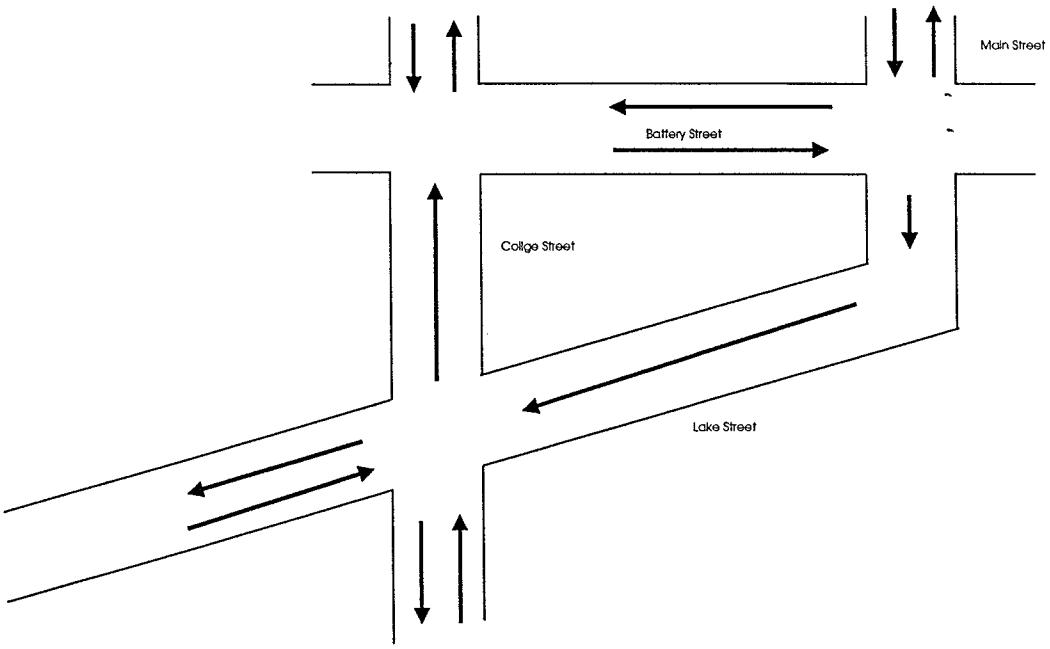
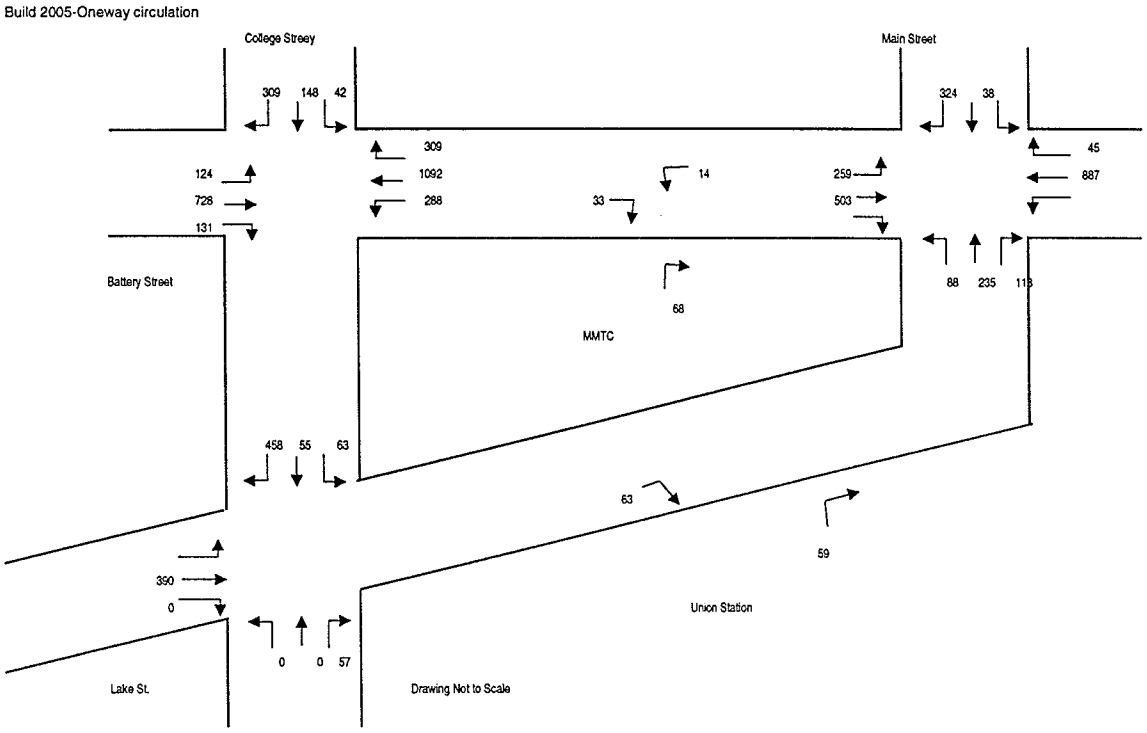


Figure 13 shows the 2005 full build traffic under circulation Option B.

Figure 15: Estimated Traffic Flow with One-Way Circulation Option B



This traffic scenario was evaluated for LOS, and did not appear to improve overall operations at the intersection. This alternative circulation plan should be maintained as a viable alternative, however, as designs for the MMTC evolve. Site specific issues such as bus ingress and egress are critical considerations in implementing a new circulation plan for this area. No matter what the ultimate circulation plan that is devised, these three intersections are destined to process significantly more traffic in the future as the Waterfront develops. Low Levels of Service should be expected to occur more commonly than they do now.

7.2 TRANSIT SERVICE ON THE WATERFRONT

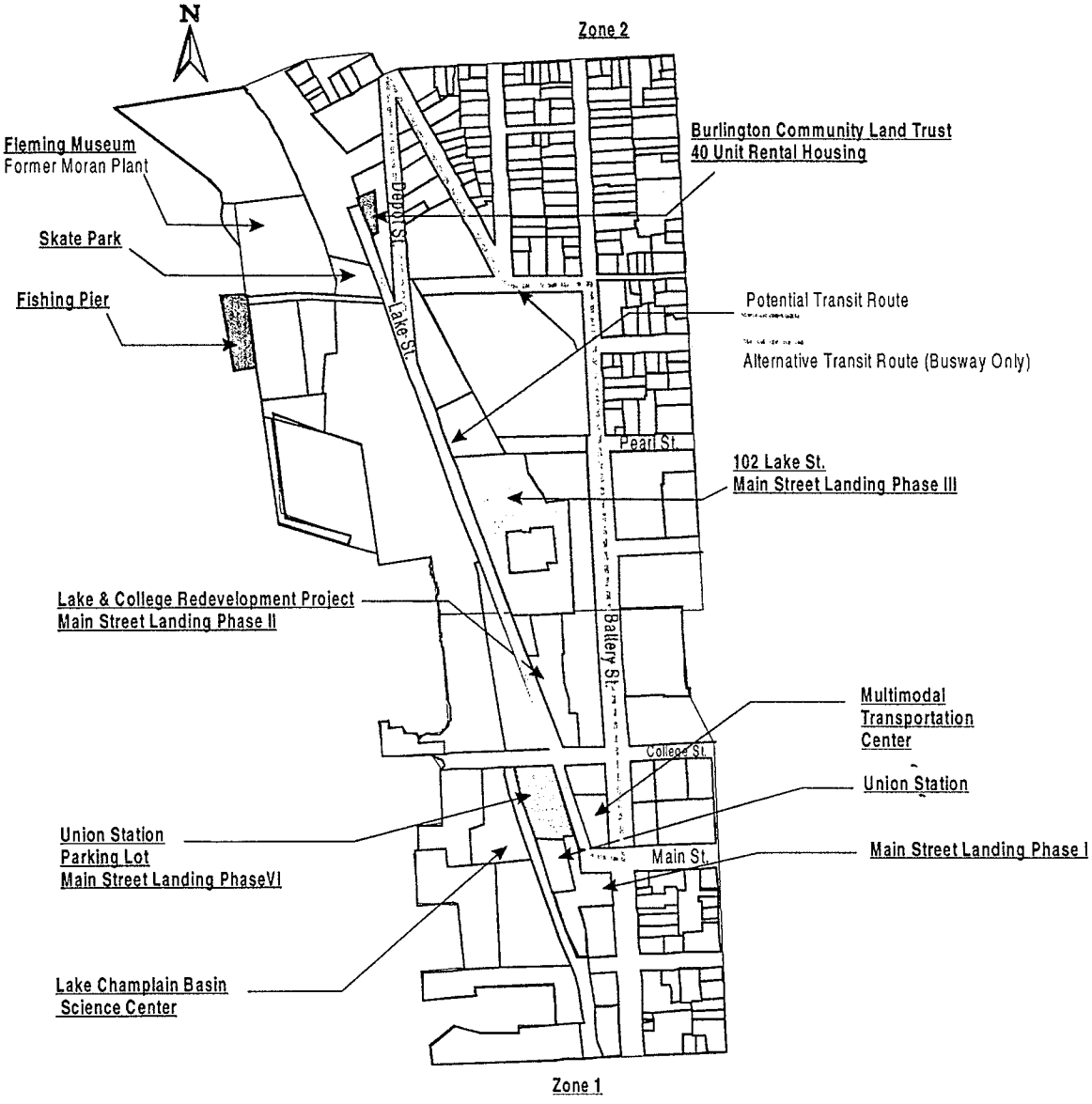
There are two basic concepts for serving the Waterfront with transit. The first option is a north-south circulator that moves between the MMTC at one pole and the Fishing Pier/Fleming Museum at the other pole. One transit vehicle could operate on 10-minute headways, and would simply shuttle back and forth along Lake Street. This type of service would be most effective if it were free and on-demand. This shuttle concept could be integrated with the existing College Street shuttle system.

A second concept would be to add Lake Street as part of a circulator route. This transit concept would be greatly enhanced by converting Depot Street to a transit-way. This Lake Street circulator

could circulate solely on Lake Street and Battery Street, or could be integrated with another CBD transit service.

Figure 16 shows the two basic transit service concepts.

Figure 16: Potential North-South Transit Route on the Waterfront



8.0 CONCLUSIONS AND RECOMMENDATIONS

There are 5 key findings from this analysis:

1. Under projected 2005 full build conditions, the Waterfront is estimated to have a parking shortfall of 100-200 spaces. This estimate includes consideration of 136 additional parking spaces to be provided by the MMTC.
2. To remedy the parking shortage, we recommend encouraging the use of the surplus parking that exists at the City-owned facility by Filene's Department Store on Cherry Street. This facility is a short walking distance from the Waterfront.
3. For the City's Cherry Street garage to be a viable parking facility for people destined for the Waterfront, Cherry Street must be developed into an attractive pedestrian corridor linking the area to the Waterfront. Past studies have provided concepts for how pedestrian linkages can be implemented using the Cherry Street terminus at Battery Park as the staging area for a set of pedestrian pathways. This pedestrian infrastructure would further reduce vehicular trips, improve the pedestrian flow and provide access to the Waterfront. To make this practical, a major pedestrian walkway scaling the slope from Battery Street is a critical infrastructure element for the Waterfront.
4. Vehicle circulation plans for the Waterfront should consider one-way circulation schemes involving College Street, Lake Street, and Main Street.
5. Lake Street can be integrated into a transit system that either serves the Waterfront solely, or is integrated into a CBD circulator using Depot Street as a transit-way.

GUIDE TO PARKING

GARAGES

1. Courthouse Plaza ..... 295 ..862-1378
2. Marketplace ..... 401 ..863-6112
3. Burlington Town Center 601 ..658-2545
4. College Street ..... 475 ..865-1545
5. Corporate Plaza ..... 377 ..862-1378
6. CornerStone ..... 704 ..864-7996
7. Gateway Center ..... 350 ..863-2311
8. Lakeview ..... 401 ..863-6112

ATTENDED LOTS

~~9. South Winooski Ave.~~ 863-6112
10. Pease West 862-3915

UNATTENDED METERED LOTS

11. South Union St. 12
12. Library/Auditorium 46
13. Main St. @ S. Winooski Ave. 24 - more?
14. King St. @ St. Paul St. 42

UNATTENDED COMMUTER LOTS

15. Elmwood Ave. 68 863-6112
16. Cherry St. 50 658-2545
17. Downtown PARC .. 350 ..... .864-CCTA

Call facilities for availability & pricing.

1100 on street metered spaces

PARKING IS EASY

Over 4,000 spaces downtown, including 1,100 metered spaces and clean, well-lit, handicapped-accessible garages.

In City garages and lots and the Burlington Town Center garage, the first two hours of parking is free; you'll pay just 75¢ each half-hour after that.

At metered spaces, you'll pay 25¢ for each 20 minutes. Parking is free Monday thru Saturday before 8 a.m. and after 6 p.m.

Parking is always FREE on Sundays and holidays.

Most parking downtown is within one block of the FREE College Street Shuttle, offering frequent service from the Hill to the Waterfront, with stops all along College Street.

DOWNTOWN BURLINGTON