

## EXECUTIVE SUMMARY

This report presents an analysis of parking needs within the village of Richmond, VT. It identifies deficiencies and recommends strategies to manage the existing supply more efficiently and presents alternatives for adding new parking spaces. The study was funded by the Chittenden County Metropolitan Planning Organization (CCMPO) at the request of the Town of Richmond.

The study includes an inventory of the existing parking supply, data collection to determine the number and duration of parked cars during peak periods, and a comparison of existing demand to national data sources.

The study area contains almost 500 parking spaces. About 88% of the parking spaces are located in off-street surface lots with the balance located on-street. Forty percent of the parking spaces are available for general public use. All of the on-street parking spaces are available for general public use. The majority of off-street parking spaces are available only to the patrons, visitors, employees, or residents of the buildings served by the lots.

Parking demand village-wide peaked during the lunch hour and was distributed over the entire study area. As a result, there was less demand placed on any one specific off-street lot or block of on-street spaces. During the weekday lunch hour, drivers arriving in the core area of the village have multiple options for parking their cars.

To develop a better understanding of potential deficiencies, the parking facilities were organized into the core zone, centered along Bridge Street between Pleasant Street and US 2, the non-core zone north of US 2, and the non-core zone south of US 2.

The analysis concludes that demand exceeds capacity within the village core. The problem occurs most often on Friday evenings, but may also be an issue during the lunch hour on some days. The rest of the study area has a sufficient number of parking spaces to satisfy demand on typical weekdays and during spikes generated by most special events.

Different approaches to managing the parking supply are discussed and evaluated and concept plans are presented for improvements to existing parking facilities and for new parking spaces. About half of the recommendations are geared towards improving the management and efficient use of existing parking spaces. In addition to the management strategies, the potential exists to create 30-40 net new parking spaces in the village. Of these new spaces, 19-24 are located within or directly adjacent to the village core.

An implementation plan (Table ES-1) is included that suggests timing for the recommendations, identifies next steps, and discusses potential funding sources. Given the funding requirements and construction challenges associated with building new parking spaces, most of the short-term recommendations are focused on management and efficiency strategies. Construction of most new parking spaces is recommended for the mid and long term time frames.



Table ES-1: Implementation Plan

Location	Description	Purpose	Implementation Time Frame			Cost Estimate	Project Lead and Partners	Notes/Comments/Next Steps
			Short Term (<2 years)	Mid Term (<5 years)	Long Term (> 5 years)			
Village	Create and distribute a Richmond Village Parking Brochure	Efficiency	X			\$1,000	Town	Post in local businesses and on town web site, distribute annually in Times Ink and Town Annual Report
Village	Lease parking for employees in lots near the core.	Efficiency	X			Varies	Business owners	
Village	Lot coverage bonus in exchange for public use of private parking	Efficiency	X			None	Planning Commission	Add appropriate language in zoning regulations.
Village	Focus economic development efforts on office, service, and residential uses	Efficiency	X				Economic development committee	
Village	Implement parking pricing using "Pay and Display" ticket dispensers	Efficiency			X	\$6,500-\$7,000 per meter	Town	Monitor effectiveness of other parking management strategies. Refine potential revenue generation. Seek input on pricing from business owners.
East Main Street (US 2)	Stripe parking spaces on each side of US 2. On US 2 westbound approach to Jericho Road -close office building driveway, construct bulbout at corner.	Efficiency	X			\$7,000	Town and VTrans	Review with VTrans District 5 Transportation Administrator. Discuss driveway closing with land owner.
East Main Street (US 2)	Sidewalks on each side of US 2. Include on-street parking in design.	Efficiency			X	\$520,000	Town	
Jericho Road - next to Laundromat	Stripe existing informal on-street parking spaces	Efficiency	X			\$1,000	Town	
US 2 at Richmond Corner Market and Bridge Street Commercial Block	Install bike racks	Efficiency	X			\$500		
Depot Street Off-Street Lot	Install parking directional signs and lighting	Efficiency	X			\$5,000	Town and Land Owner	Need formal agreement with landowner. Total cost, including mid-term recommendations is \$180,000.
	Delineate and expand lot with gravel base and surface, additional lights, granite curbing at strategic locations, and signs	10-16 New Spaces		X		\$60,000		
	Full build-out of lot with pavement, additional landscaping, and amenities				X	\$120,000		
Depot Street On-street	Stripe one on-street general use space and one loading zone space on the north side of the street	2 New Spaces	X			\$500	Town	Check w/ Richmond Home Supply about using a 15 minute time restriction rather than a loading zone.
Bridge Street - Pleasant St to railroad crossing	Build a sidewalk and on-street parking.	5 New Spaces			X	\$90,000	Town	Requires retaining wall.
Bridge Street - Railroad crossing to Town offices	Build a sidewalk and on-street parking.	13 New Spaces			X	\$120,000	Town	
Bridge Street Alley Lot	New off-street lot	18-24 New Spaces			X	\$175,000	Town and (2) Land Owners	Discuss possibility with both land owners.
Jericho Road - just north of Laundromat	Sidewalk and on-street parking	2 New Spaces		X		\$61,000	Town	Requires purchase of right-of-way.
Exit 11 Park and Ride Lot	Use as intercept lot for village	New spaces			X	TBD	Town, CCMP, VTrans	Ensure this purpose is considered in scoping process that is just starting
Huntington Road, Jericho Road, US 2 East	Locate and establish informal intercept parking facilities to serve special event parking needs	New spaces			X	TBD	Town	Stay aware of potential opportunities.

TBD = To Be Determined