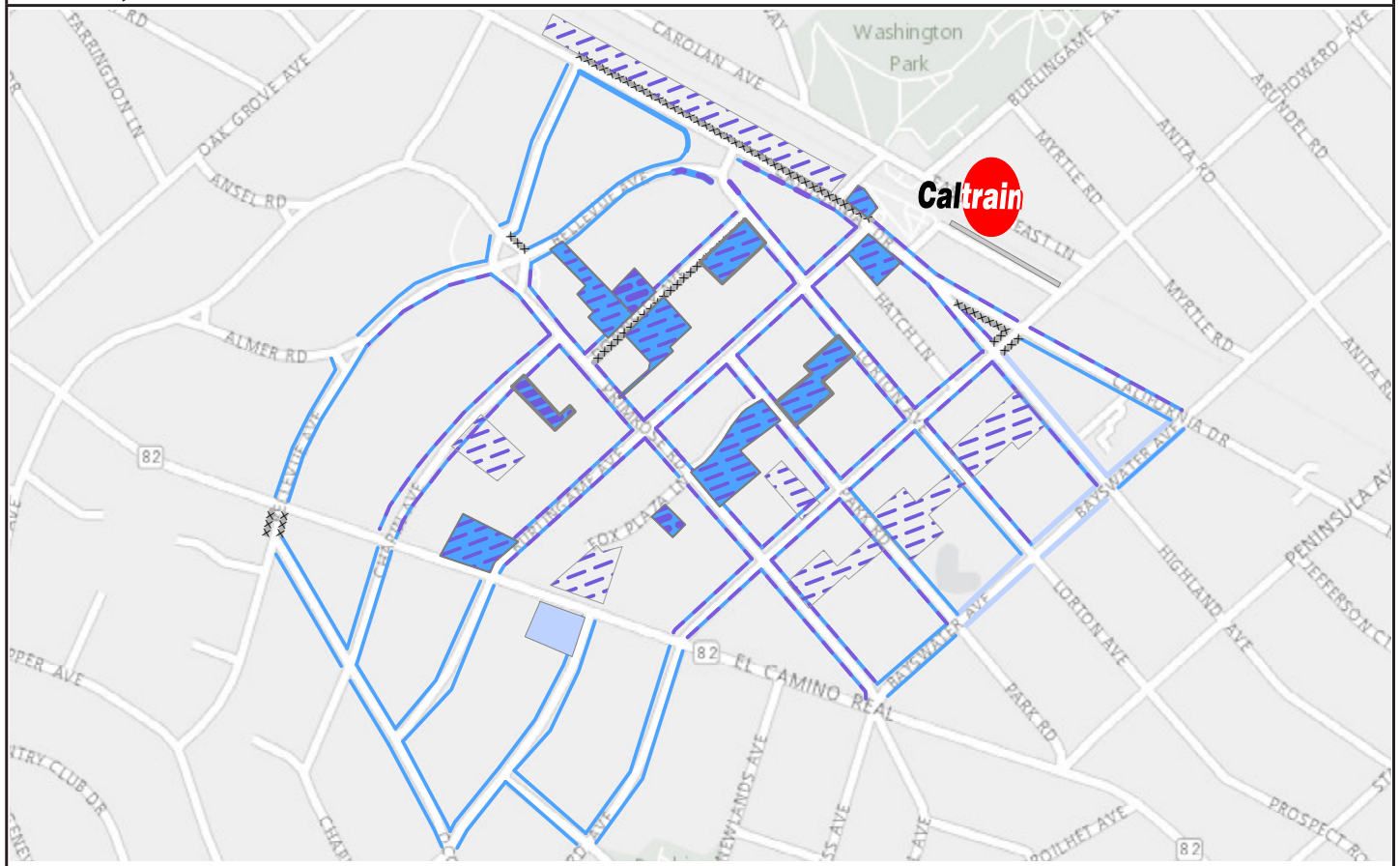


Inventory



Legend

Inventory

Types of pricing and/or restrictions on space at any time

- No Parking
- Pricing restrictions
- Time restrictions
- Loading/Unloading Only
- No Pricing
- Data not available

Note: restrictions are for the most common restriction type per block or facility (priced, time restricted only, no restrictions, or loading/unloading). No parking includes blocks or facilities with less than 2 spaces.

Occupancy

Percent of total spaces with vehicles occupying spaces

- Less than 50%
- 50% - 75%
- 75% - 85%
- 85% - 95%
- More than 95%

Note: Data was collected for the MTC VPP Regional Parking Pricing Analysis Project.

Burlingame, CA - Caltrain Station Area

Collection dates: 10/18/2014 and 10/22/2014

Total spaces: 2,606

- on-street: 1,365
- off-street: 1,241

Price description: On-street pricing includes \$1.00/hr on Howard Ave from Primrose Rd to Highland Ave, \$1.00 first hour/\$2.00 second hour on Burlingame Avenue, and \$2.00 for 2 hours. Off-street pricing includes \$1.00 first hour/\$2.00 second hour or \$3.00 for 10 hours for other facilities.

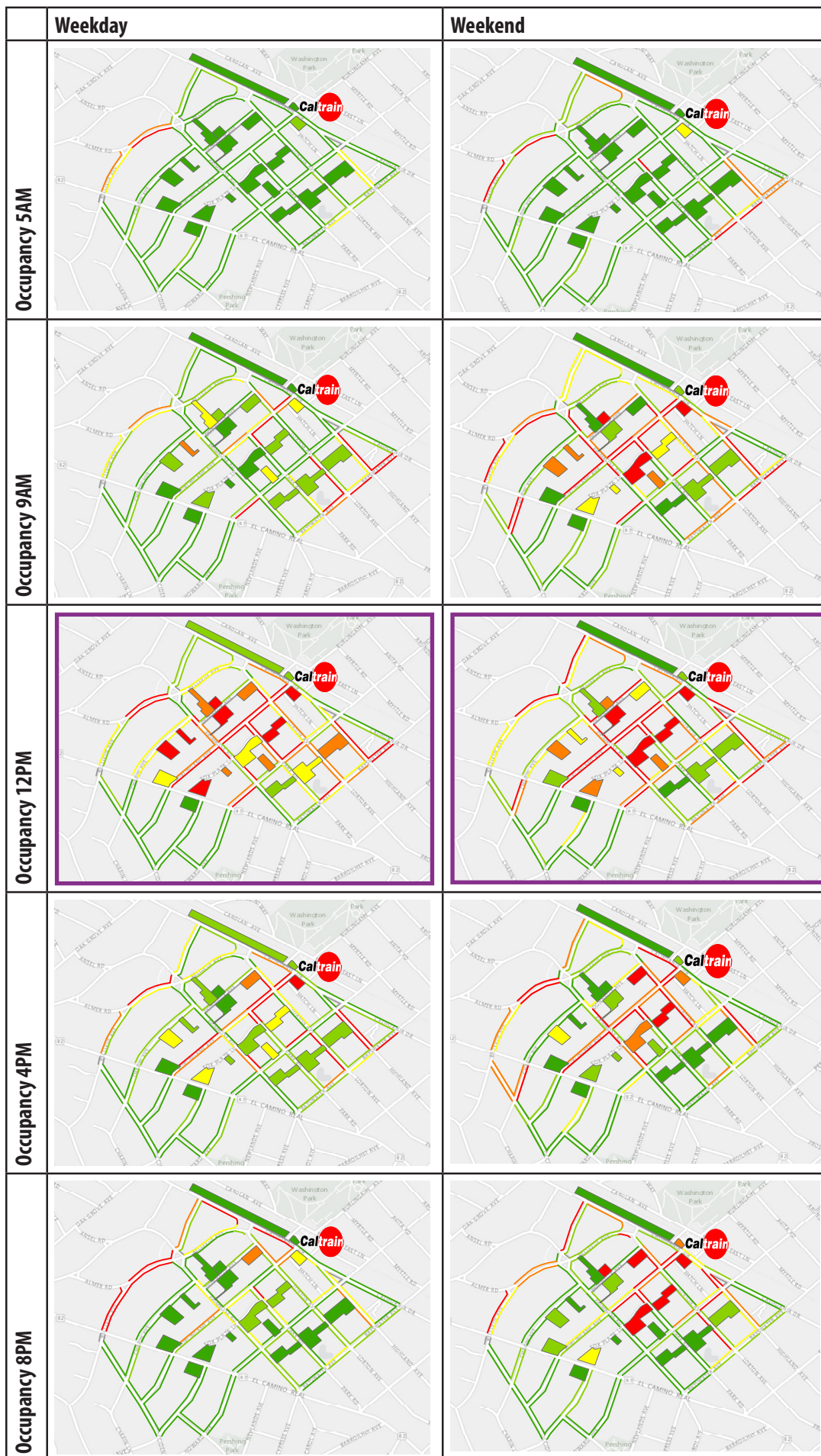
Time restrictions: On-street and off-street parking

Typical restriction hours: varies depending on location; 9AM - 6PM Mon - Sat on-street; 8AM - 6PM off-street

The Burlingame Caltrain Station Area has high overall parking demand in many areas, peaking during the 12PM period on both weekdays and weekends. Evening demand is much lower. Hot spots with very high parking demand occur near city hall, Burlingame Avenue and adjacent parking facilities, and Highland Avenue. It is only the outer most sections of the study area, the most single-use residential, and large parking facilities further than a city block from Burlingame, that see consistent levels of low occupancy rates. Many off-street facilities are fully occupied, however peak off-street demand is 83 percent, so some availability exists in periphery facilities. Pricing restrictions are generally well placed in order to correlate with demand. Pricing restrictions could increase in order to further manage high demand areas.

Strategies to address these issues:

- Increase parking fees within on-street and off-street facilities with highest demand
- Expand pricing restrictions in high demand areas
- Consider expanding parking enforcement throughout the weekend
- Consider transportation demand management approaches to support employees and visitors in considering alternative modes, including information about alternatives and financial incentives



Legend

Occupancy

Percent of total spaces with vehicles occupying spaces

- Less than 50%
- 50% - 75%
- 75% - 85%
- 85% - 95%
- More than 95%

Peak Period

Peak off-street: 83%
(Weekday 12PM)

Peak on-street: 72%
(Weekend 12PM)

Total peak: 79%
(Weekday 12PM)