Parking Strategies to Support Livable Communities

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Surface Parking

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About the Report

- Step-by-Step guide to parking reform
- Developed with input from 7 municipal representatives & locally-based consultants
- Latest draft is undergoing internal review, expected publication by the end of the month
- Next step will be to work with a municipality to implement recommended changes through LTA program

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24 drivers

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Why Parking?

- Goal of creating livable communities
- Parking is one of the largest single land uses in our municipal footprints
- Parking influences the character, form, function and flow of our communities
  - Walking & biking
  - Flooding, pollution
  - Housing cost

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24 drivers

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24 pedestrians & bicyclists

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Steps to Parking Reform

1. Evaluation
2. Education / Outreach
3. Strategy Development
4. Implementation
5. Monitoring / Improvement

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24 bus riders

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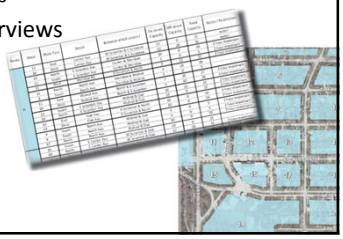
1. Evaluation

- Conducting surveys
  - Occupancy surveys
  - Turnover surveys
- Stakeholder interviews
- Compile results



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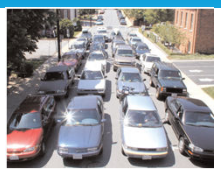
Good streets move people, not just cars



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2. Education / Outreach

- Effective Public Participation
- Working with consultants
- Techniques for controversial topics

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2. Education / Outreach

The most important goal is to involve people in the decision-making process from the beginning, so that they better understand the benefits and costs of parking, and differing viewpoints can discuss potential solutions and strategies.

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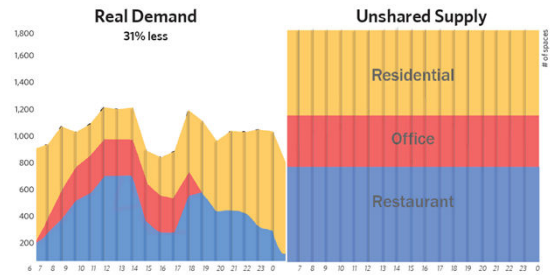
Shared Parking



This graph shows the demand for parking by time of day, which varies for different uses. By sharing parking between uses with different peak demand periods, the total parking necessary is significantly reduced. (Image courtesy of Nelson / Nygaard, 2011)

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3. Strategy Development

- How to handle demand without building more parking
- Non-pricing strategies
- Pricing strategies
- Selecting the right set of strategies

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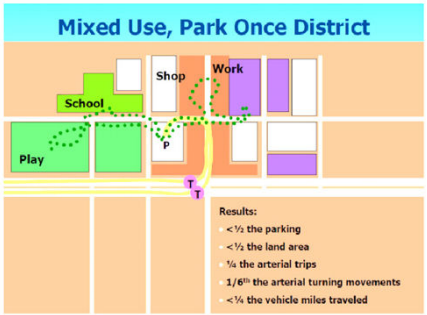
Park Once District



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Parking Strategies

MOST EFFECTIVE / SOMEWHAT EFFECTIVE	HIGH-DENSITY, WALKABLE, TRANSIT-RICH				LOW-DENSITY, NO "MAIN STREET," NO TRANSIT, PARKING RICH
NON-PRICING STRATEGIES					
Reduced Parking Minimums	●	●	●	●	●
Parking Maximums	●	●	◐		
Employer Incentives	●	●	●	●	●
Shared Parking	●	●	●	●	●
Residential Permits	●	●	●	●	
Peripheral Parking Lots	●	●	◐		
Improved Bicycling and Walking Infrastructure	●	●	●	●	●
Real time parking information	●	●	●	●	
Unbundled Parking	●	●	●	◐	
Narrow streets with back-in angled parking	●	●	●	●	●
Park-and-ride	●	◐			
PRICING STRATEGIES					
Variable Rates / Dynamic Pricing	●	●	●	◐	
Performance-based Pricing	●	●	◐	◐	
Coordinated on-street and off-street Pricing	●	●	◐	◐	
Parking Benefit Districts	●	●	●	●	●

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Pricing

- No one likes paying for parking, but it is the most effective way to reduce congestion
- Should not be used to generate revenue, but to create vacancies in targeted, high-demand areas
  - Drivers willing to pay will be able find a spot quickly, others will park further from the high-demand area and walk
- Give affected residents / businesses a say in how the revenue will be used

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4. Implementation

- Continued outreach
- Signage, branding, marketing
- Enforcement
- Parking Garage Consideration
- Paying for Parking Garages

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5. Monitoring and Evaluation

- Continued outreach
- Reflect back on original livability goals
- Evaluation measures

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Costs

- $4,000 - $8,000 /space for a surface lot
- $12,000-$30,000 /space for an above-ground structure
- $40,000-$70,000 /space for automated garage
- $40,000-$100,000 /space for an underground structure

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Model Ordinances

- Links to examples and sample text for reforming municipal codes
- Links to other parking "toolkits"

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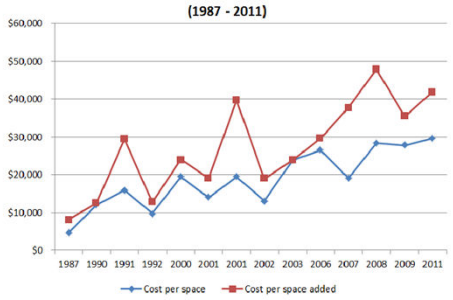
Local Parking Garage Costs



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What next?

- A number of LTA communities have expressed an interest in parking management, CMAP will begin working with one community to improve upon their parking strategies (TBD)
- The draft document is available for download: http://1.usa.gov/CMAP_Parking