



FINDING THE BALANCE IN PARKING

2019 North Texas Parking Management Symposium

August 15, 2019



North Central Texas
Council of Governments



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VENDORS





NCTCOG Parking Management

Regional Parking Studies and Initiatives

August 15, 2019



Goals



Encourage livable communities



Support efficient use of limited transportation resources



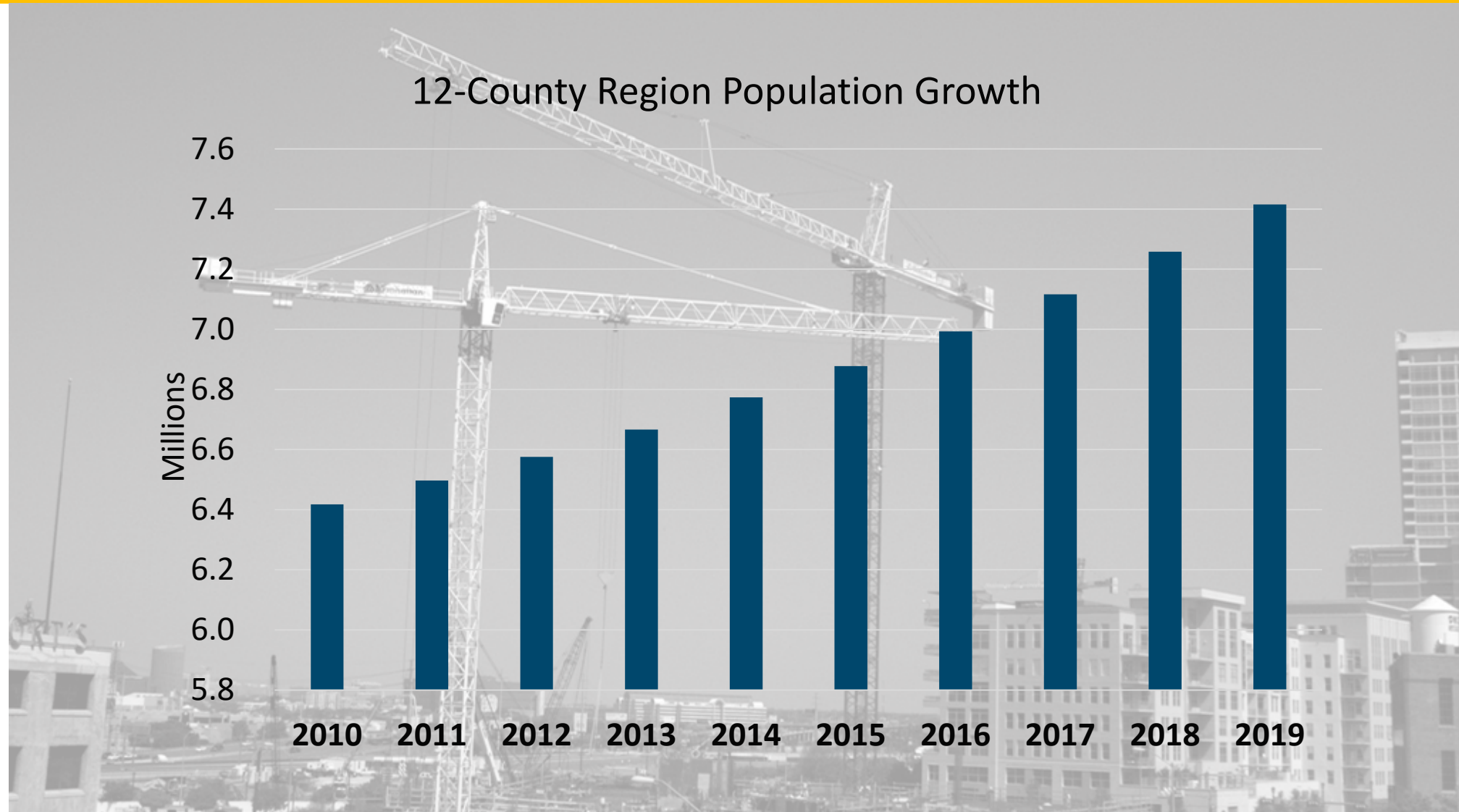
Preserve natural environment and improve air quality



Improve transportation options



North Texas – Estimate home to 11.2 million by 2045



Source: NCTCOG 2019 Annual Population Estimates



Why manage parking?

- Subsidizes** driving, reducing the economic incentive to use other modes or carpool
- Increases** the cost of development
- Expands** geometry to unwalkable scale
- Exacerbates** flash flooding due to fast runoff of paved areas

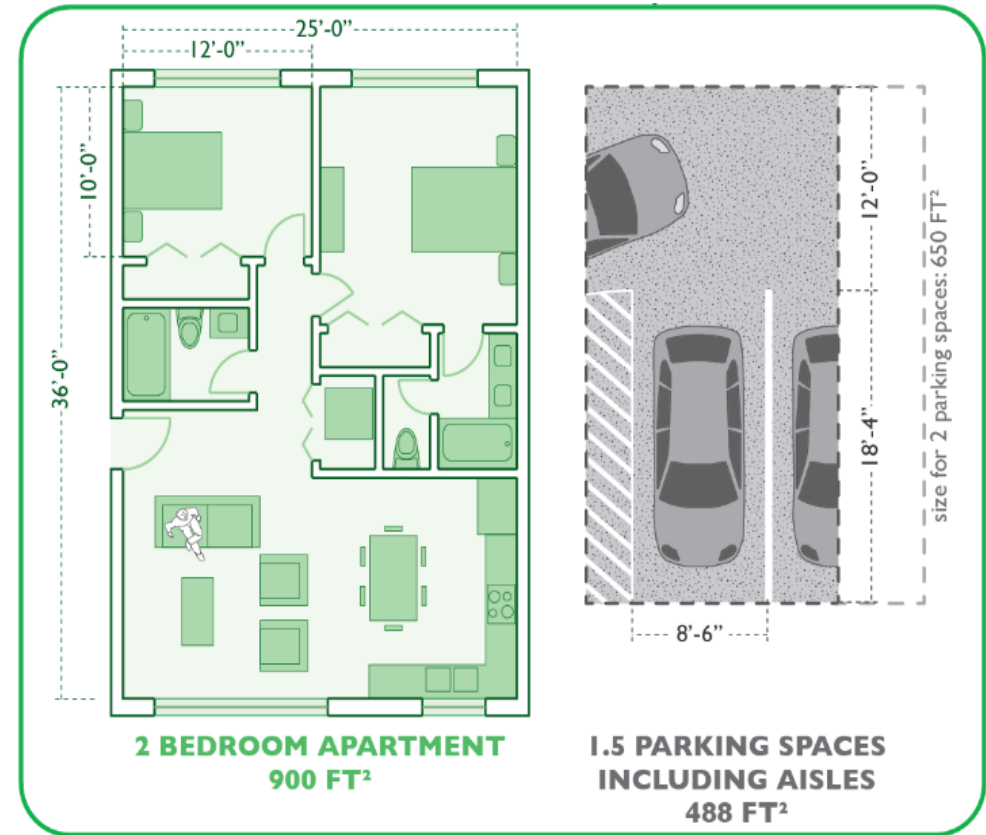


Image source: Graphing Parking - <https://graphingparking.com/>



NCTCOG Parking Management Program



Change will be incremental. 80.7% drove to work alone (2017 Census estimate)



Data: Parking use and cases of implementing various strategies



Regional data collection and best practice sharing



TOD Parking Study Goals

Data to inform and guide policy such as **TOD-appropriate parking ratios** and development practices.

Best practices and recommendations for parking management in transit station areas.

Strategies via parking management to increase **ridership** and **dense development**.



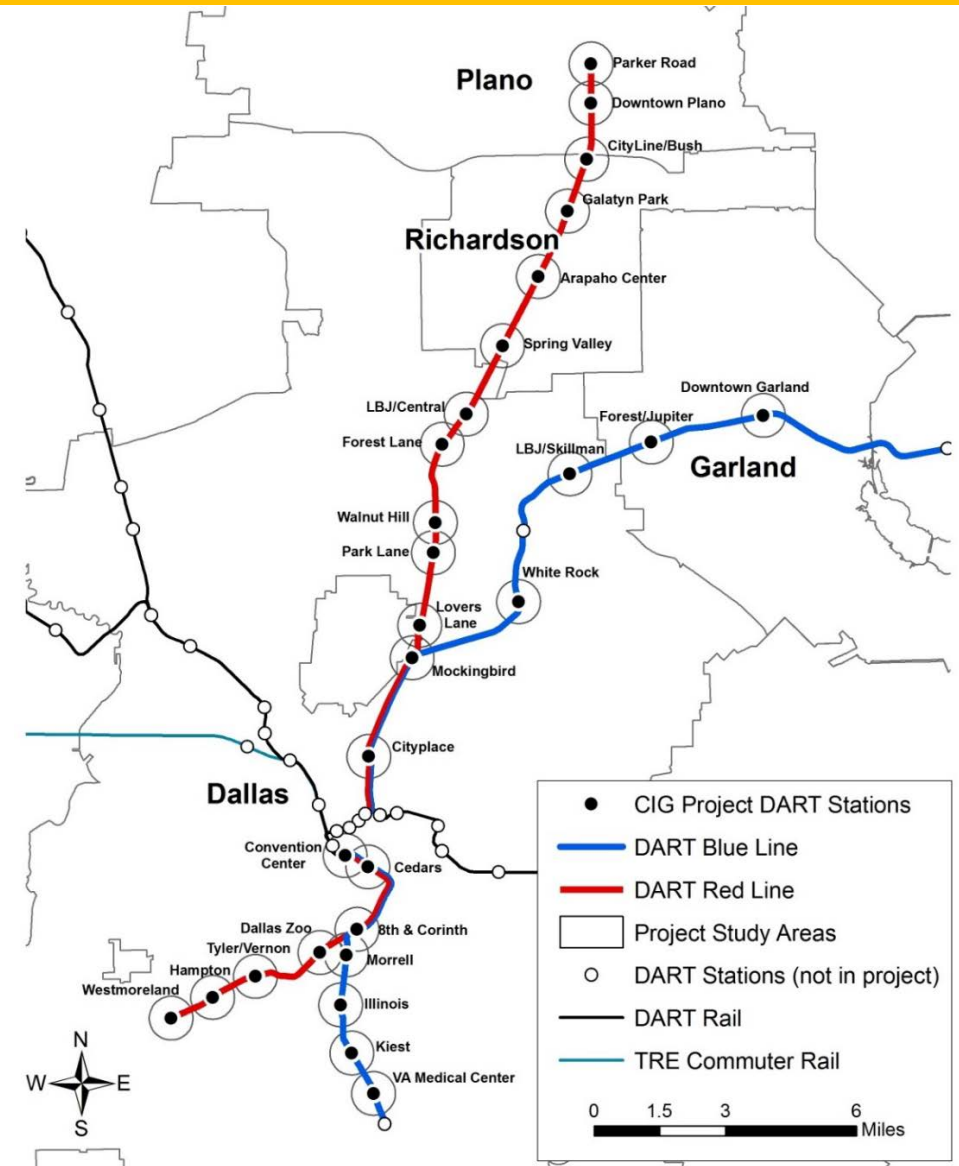
Background

2016 FTA Pilot Program Grant for
TOD Planning

Partnership: NCTCOG, DART, Dallas,
Richardson, Plano, Garland

FTA Capital Investment Grant (CIG) -
DART Red and Blue Line Platform
Extensions

Consultants: Nelson\Nygaard



Methodology

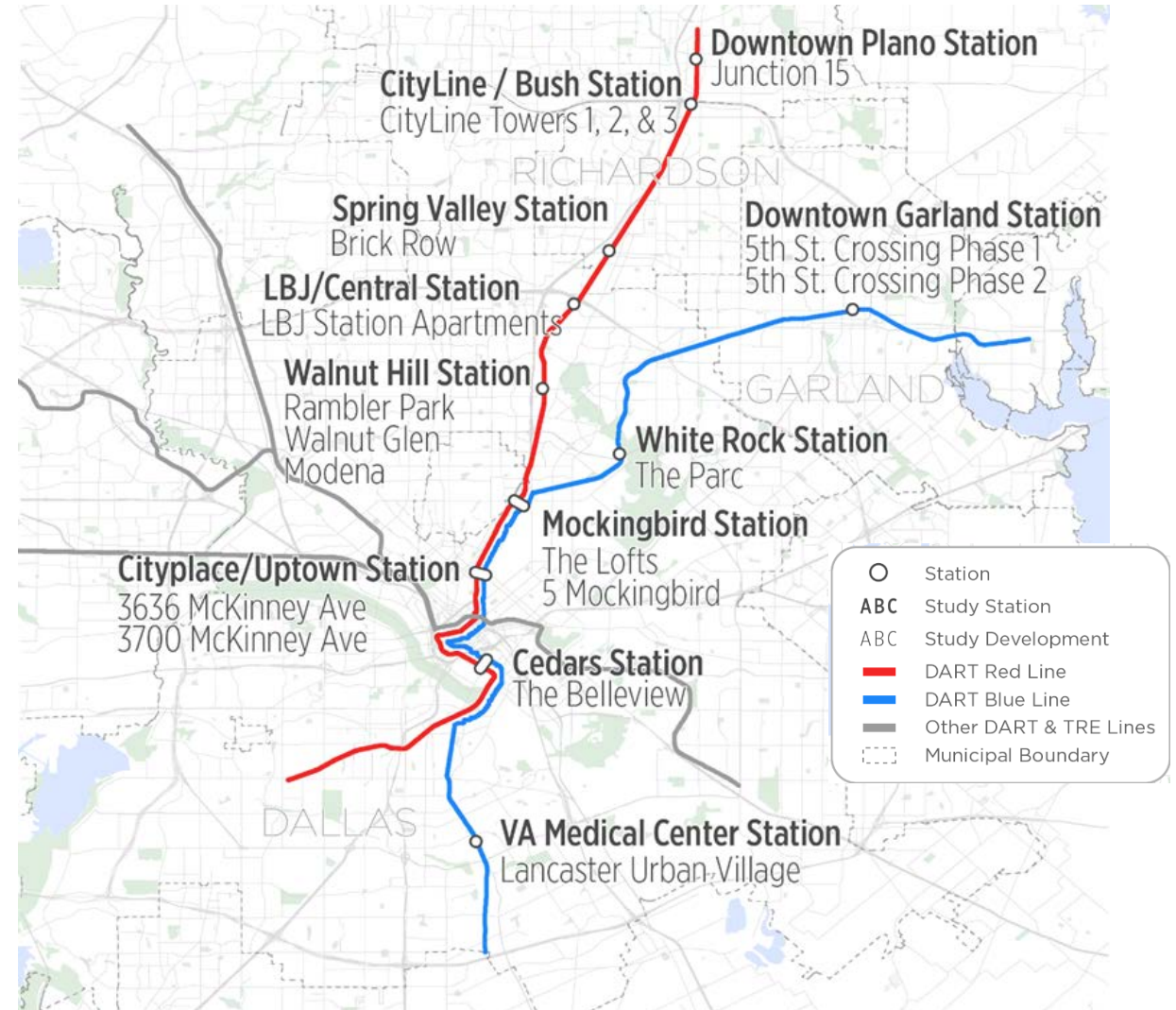
16 sites, at 11 stations, in 4 cities

Data collection period - July, August, and October 2018

For each site:

1. Initial inventory counts and site details
2. Automated utilization counts for 72 hours, Thursday 12:00 AM to Saturday 11:59 PM
3. Property manager questionnaire on site policies, building occupancy, and other details

City zoning code requirement research



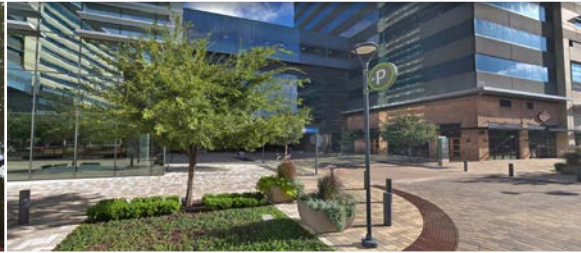
Methodology

Office-Dominant



Sites built in the 1980's – pre-dating DART – automobile oriented but with sidewalks connecting to station

Office-Mixed



Office and retail all within walking distance promote a “park once” environment

Residential-Dominant



Parking is predominantly exclusive for residents and their guests

Residential-Mixed



Parking facilities are shared with other uses, some residential spaces are exclusive/separate



Land Use and Management

Sites per land use category

- Office-Dominant: 2
- Office-Mixed: 1
- Residential-Dominant: 8
- Residential-Mixed: 5

Free parking at all sites

12 sites gated, 4 only signage reserved parking
Most have unrestricted visitor parking



Supply

Minimum required vs. spaces built

- 3 sites provided *less than code required*
- 3 sites provided *close to required amount* (less than 5% over minimum)
- 10 sites provided *over the minimum requirement* (10 to 69% over minimum)

Sites vary in age, some city codes have changed over time

No maximum limit in how much parking may be built in parking structures



Parking Occupancy

More than 15% of spaces available at peak times.

13 of 16 sites never peaked above 80% utilization.

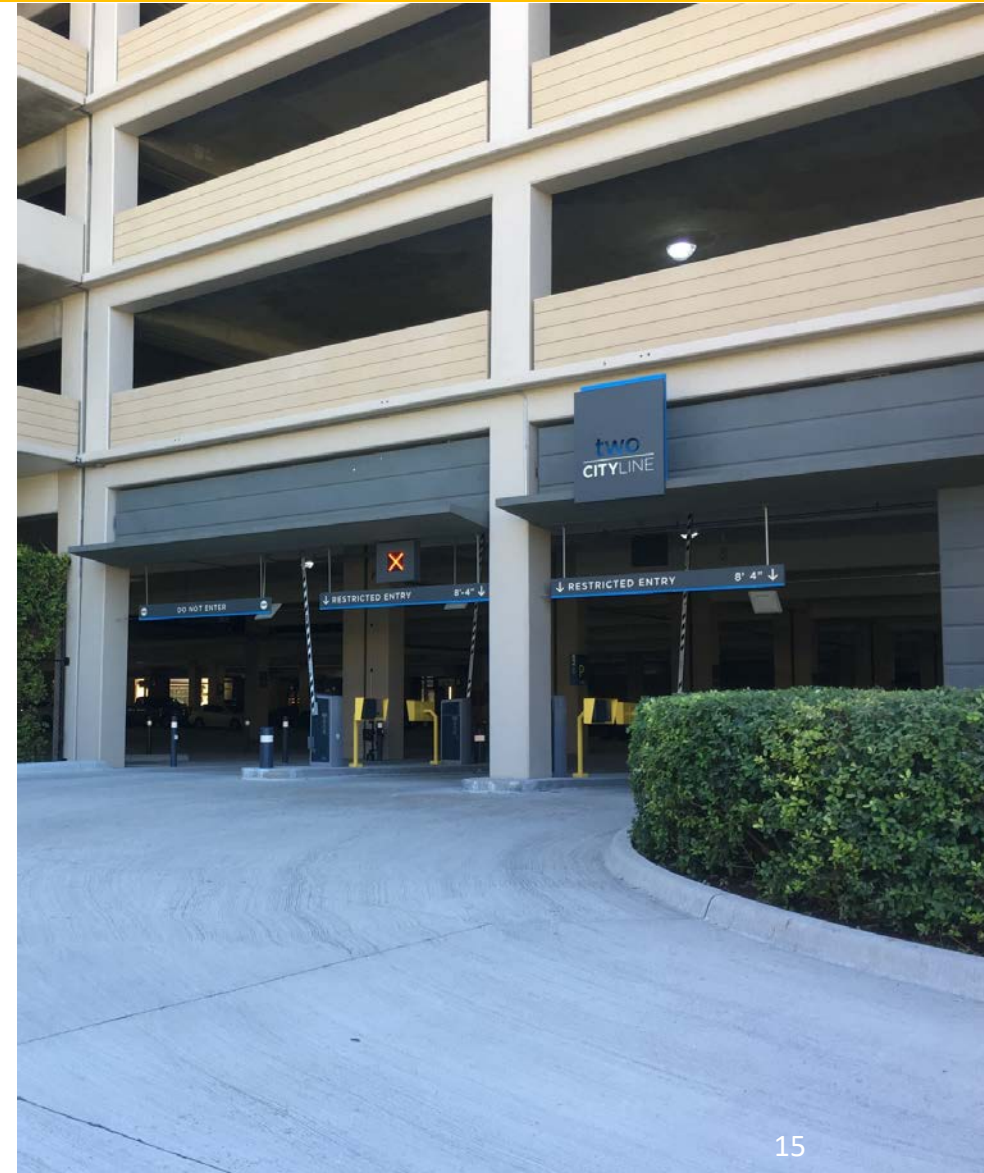
Highest peak occupancy was 93%.

- Modena apartments, Walnut Hill Station

Lowest peak occupancy was 38%.

(ignores weekend office-dominant occupancy)

- 5th Street Crossing City Station, Downtown Garland



Building Occupancy

Building Occupancy Ranges

- Residential Building Occupancy: 85% to 100%
- Office and Retail Building: 78% to 99%
- Retail (in mixed-use): 0% to 100%

Average Percent Building Use is Higher than Parking Use

- 24% - Office-dominant and office-mixed properties
- 13% - Residential-only properties
- 32% - Mixed-use with 12 AM – 5 AM Peaks
- 39% - Mixed-use with 9 AM – 7 PM Peaks



Initial Findings – Aggregate Ratios

Land Use Category	Number of Sites	Average Weekday Peak Parking Use	Range of Facility Peak Parking Times	Observed Peak Parking Demand
Office-Dominant	2	59%	Weekdays, 10:15 to 11:00 AM	1.93 per 1K SF
Office-Mixed	1	56%	Weekdays, 1:00 PM	3.13 per 1K SF
Residential-Dominant	8	70%	All Days, 2:30 – 5:45 AM	1.03 per Dwelling Unit
Residential-Mixed	5	61%	Weekdays, 9:40 AM – 7:00 PM Saturdays, 1:00 PM	1.25 per Dwelling Unit



What's Next?



Publish final report online:
www.NCTCOG.org/TOD



Integrate into larger FTA planning
pilot TOD recommendations



NCTCOG Parking Management Program



Regional data collection and best practice sharing

Future studies of parking

Online database of local parking studies

www.NCTCOG.org/parking





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