How is a Parking District different from shared parking?

A Parking District allows all vehicle users within a geographic area to use a consolidated parking facility that serves a variety of sites and land uses. By consolidating parking into fewer lots/structures, construction and operations costs are reduced and users can visit multiple sites within the district without having to drive and re-park. Conversely, shared parking typically operates at a smaller scale than a Parking District. Shared parking restricts parking to patrons, employees or residents of adjacent properties.

What are the benefits of Parking District facilities?

Parking Districts improve land use efficiency and can create a more pedestrian friendly environment. The facilities are easier for drivers to locate and provide more potential for sharing among all district users, decreasing the time each space sits empty. Building a few larger parking structures instead of multiple smaller parking facilities is also more cost effective. Local studies show that the construction costs per stall can be reduced by up to 33 percent when parking structures are wrapped with development vs stand-alone parking facilities, dropping from approximately $32,000 to $10,500 per stall.

What types of Parking District models exist?

Parking Districts can have a variety of management structures, ranging from public sector to private sector management. They often include public-private hybrid models with entities such as municipalities, development authorities, business improvement districts, master developers and partnership of private developers. District-area transportation management associations can also be used to reduce congestion, manage parking, and operate Travel Demand Management programs.

What are some examples of Parking Districts in the U.S.?

Though the individual details vary, many cities and counties across the US have implemented some form of a Parking District. Examples include:

- Montgomery County, MD - Enterprise Fund
- Ann Arbor, MI - Downtown Development Authority
- Arlington County, VA – Private sector management
- Boulder, CO - Improvement District
- Boston, MA - Transportation Management Association
- Austin, TX - Public-Private Partnership
- Cambridge Center, MA - Public-Private Partnership

Metro Transit

Metrotransit.org/tod

What are potential funding sources for a Parking District?

- Management fees, parking fees, and/or member fees
- A portion of the existing sales or property tax revenue generated within the district
- Enterprise Funds: Fees collected from the developer in lieu of minimum parking requirements
- Ad valorem tax: an additional tax based on the value of real estate or personal property
- Tax Increment Financing: a portion of increased tax revenues from future development are used to finance the parking facilities

What Travel Demand Management (TDM) tools are applicable to the District and how is their success measured?

In order to reduce demand for parking and improve access, affordability, and reliability of transit, a variety of TDM tools can be utilized: expanded transportation options, incentives and policies, parking management, and education and outreach. Strategies such as charging for previously free parking and transit subsidies can reduce single occupancy trips by up to 30 percent. Large developments are often required to complete TDM plans, however, there is little to no enforcement of these plans after they have been developed. City enforcement programs which measure the change in vehicle miles traveled, emissions, and mode share can result in a reduction in parking needs throughout the District.

What are some challenges of implementing a Parking District?

- Timing gap between completion of parking structures and developments that provide revenue.
- Pricing of parking is generally provided below actual cost, resulting in a funding deficit. Subsidies are often provided to make up the difference.
- Lack of consistent enforcement and monitoring of Travel Demand Management Plans.

How can my city or organization create a Parking District?

- Establish a management structure.
- Monitor on-street and off-street parking utilization.
- Establish and monitor Travel Demand Management.
- Develop shared parking agreements prior to building new parking facilities.