Parking Occupancy and Shared Parking: Comparative Case Studies of Parking Reduction at Transit-Oriented Developments in the U.S.

WHY THIS STUDY?
This study aims at addressing the question of parking supply and demand at transit-oriented developments (TODs) through comparative case studies of six TODs and one transit-adjacent development (TAD) in the U.S. This is one of the first studies to estimate peak parking-generation rates for TODs.

METHODS

Identifying candidates based on teaming partners, regional transit operators and/or metropolitan planning organizations’ feedback
Borrowing candidate sites with Google Earth imagery and Google Street View (face validity)
Visiting each of the metropolitan area candidates and taking transit from one candidate station area to the next
Parking inventory and occupancy surveys of all street parking
Full count of all persons entering and exiting commercial/residential buildings
Brief intercept survey of a sample of individuals entering and exiting the buildings

RESULTS

TOD Profiles

Residential Parking Supply and Peak Demand

CONCLUSION

In almost all cases, the TODs in this study supply much less parking than is called for in ITE guidelines. Despite these supply restrictions, demand for parking at TODs (and TAD) is well below the supply. That is to say, TODs are generally overparked. The most important parking policies that need to be improved are: 1) Shared parking, there is a dearth of them, though opportunities abound; 2) Bundled residential parking. At some TODs, a parking space/permit comes with each apartment whether the renters want it and use it or not. Parking is effectively free; 3) Free commercial parking, the counterpart of bundled residential parking.