



Transit-Oriented Development Parking Study

TexITE Webinar | May 21, 2020

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**North Central Texas
Council of Governments**

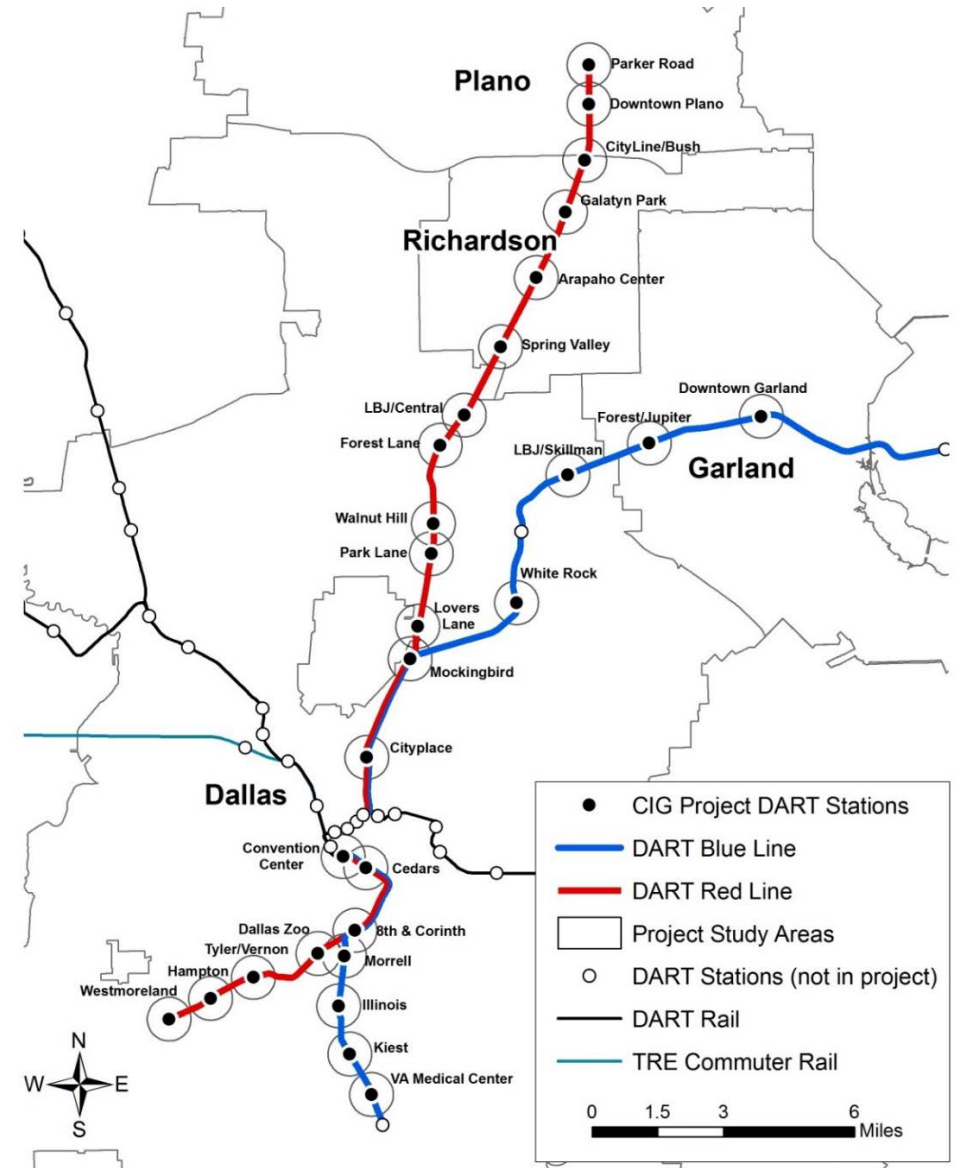
TOD Planning Pilot

Federal Transit Administration Grant to NCTCOG in 2016 - \$1.75 million

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

1. First/last pedestrian mile
2. **Parking**
3. Survey TOD residents, businesses, employees

Goal: Increase TOD and ridership in corridors



Parking Challenges to TOD

Subsidizes driving, reducing the economic incentive to use other modes or carpool (parking is free, but DART day pass = \$6)

Increases the cost of development (\$17K - \$40K per space)

Expands geometry to often unwalkable scale

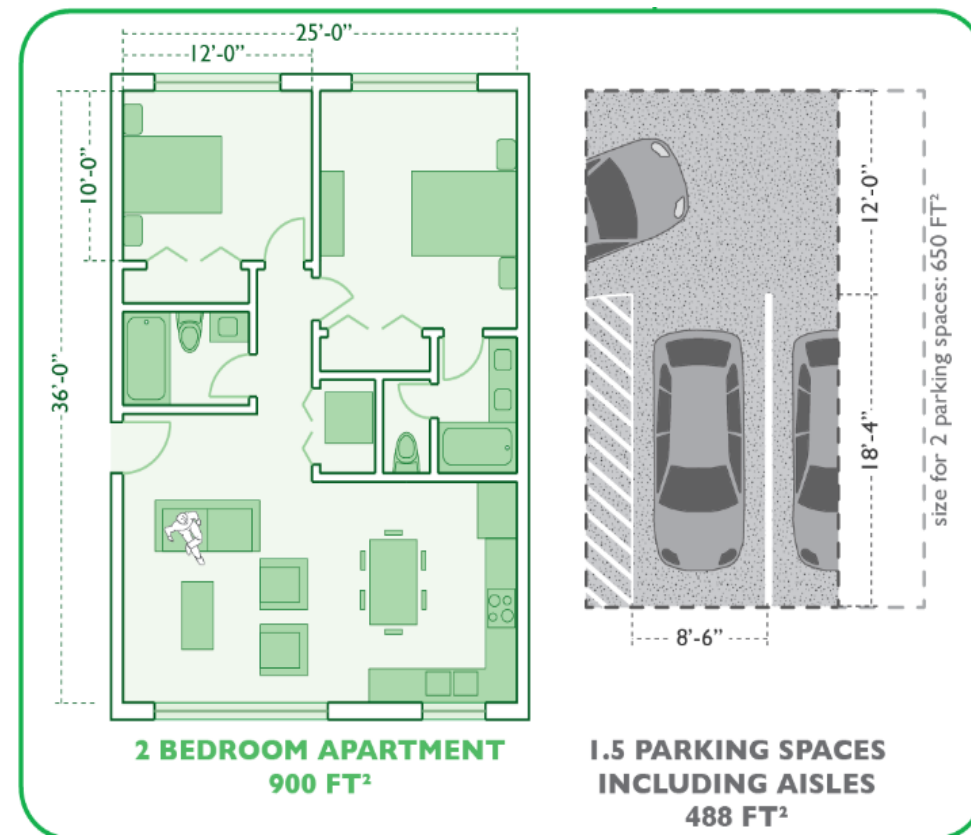
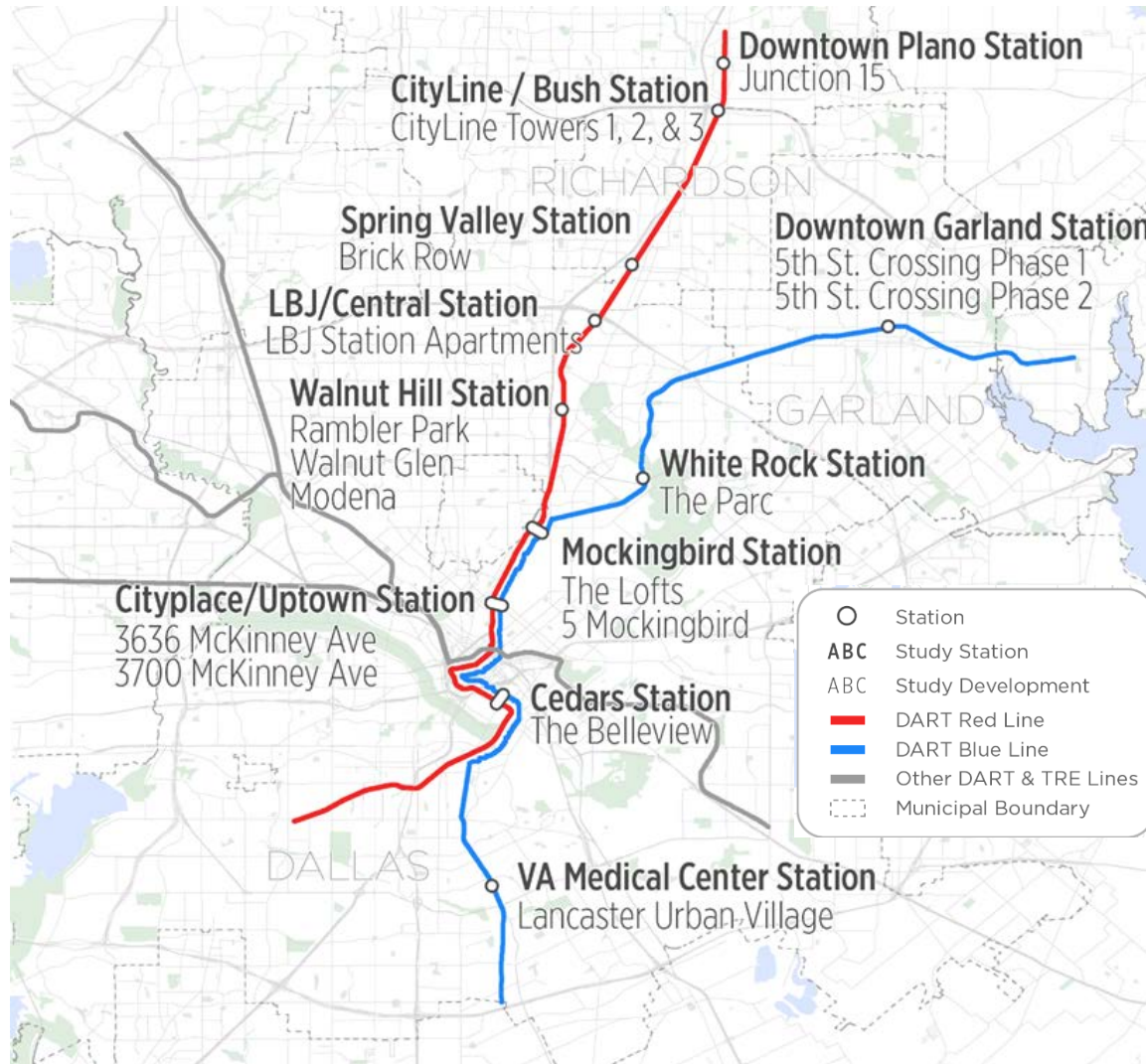


Image source: Graphing Parking - <https://graphingparking.com/>

TOD Parking Study



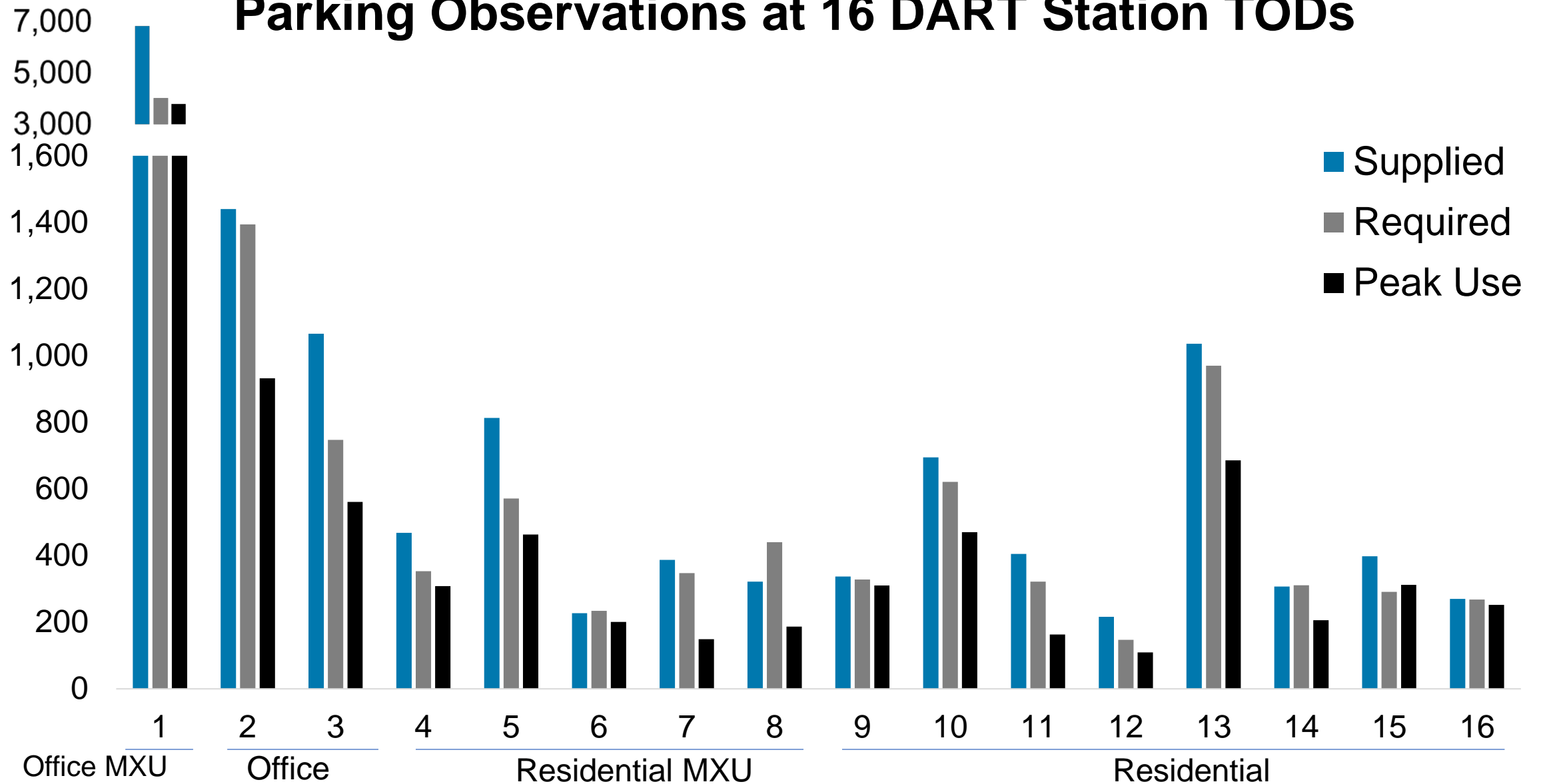
Goal – local data for TOD-appropriate parking policies

72 hours continuous data collection at each of 16 privately owned sites

All sites within walking distance of DART Stations



Parking Observations at 16 DART Station TODs



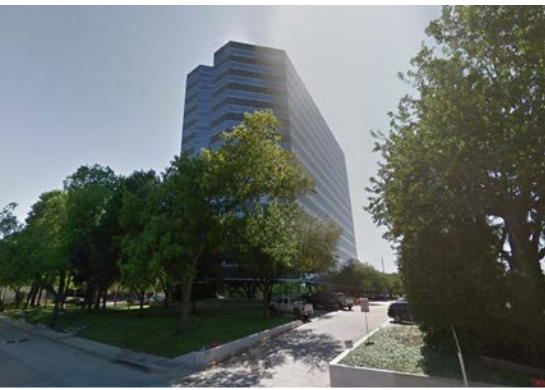
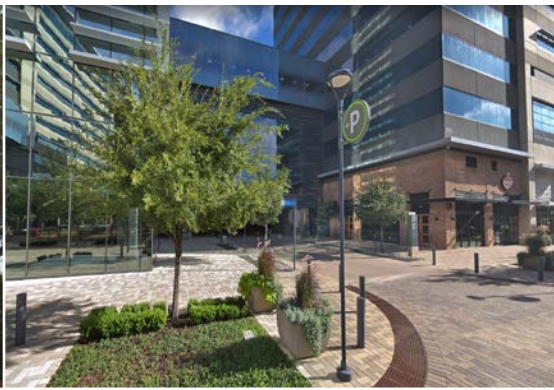
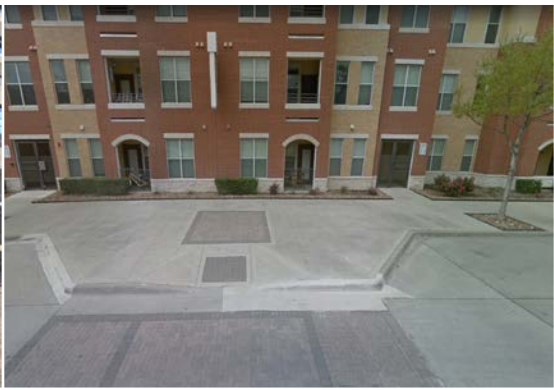

Excess Capacity

13 of 16 sites never peaked above 80% utilization.

Excess parking capacity in these 13 sites totaled over 4,500 spaces



Development Types

Office-Dominant	Office-Mixed	Residential-Dominant	Residential-Mixed
			
<p>Sites built in the 1980's – pre-dating DART – automobile oriented but with sidewalks connecting to station</p>	<p>Office and retail all within walking distance promote an environment where one can “park once” all day</p>	<p>Parking is predominantly exclusive for residents and their guests</p>	<p>Parking facilities are shared with other uses, even if some residential spaces are exclusive/separate</p>

Summary Statistics

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

Workforce Housing

Cost: garage spaces (\$17k to \$40k per space) – 4,500 vacant spaces total value at least \$80 million

Transit riders: Majority in region have a HH income under \$50k (2014 regional transit survey)

Finding: Two workforce housing TODs in this study, peak parking use:

- Lancaster Urban Village (40%)
- The Belleview (50%)

Less parking demand than other multi-family housing



Public Private Coordination

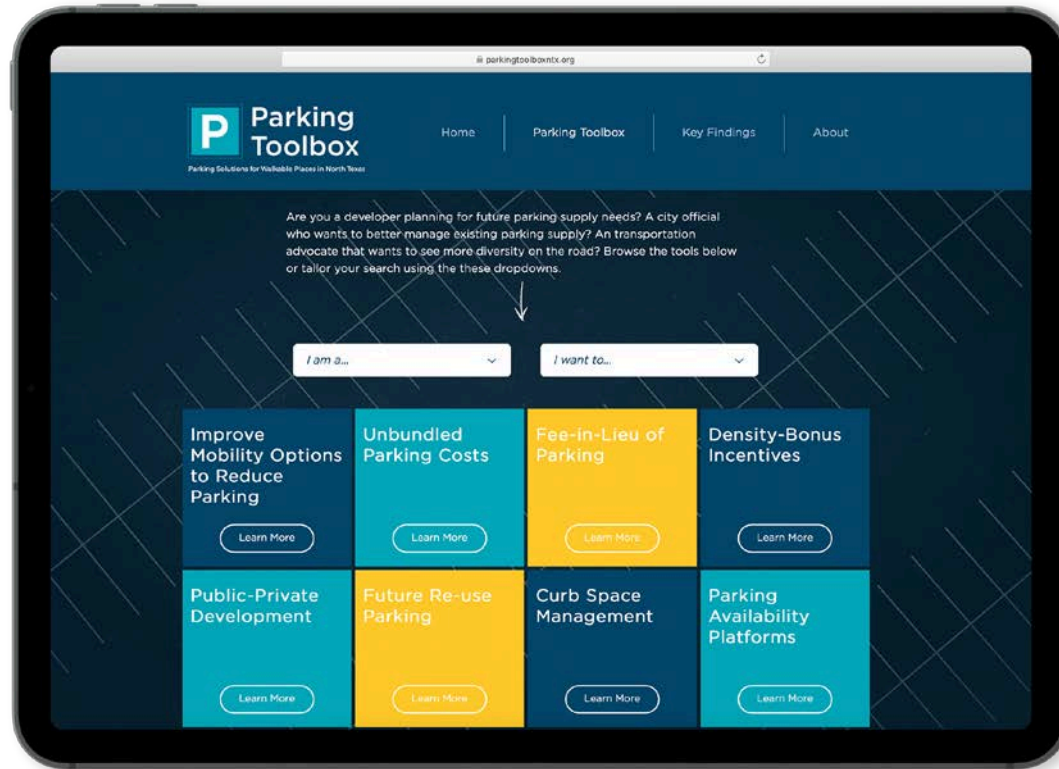
Minimum city requirements were exceeded by developers at most sites

Influence of commercial real estate private sector is important to parking supply

Communication beyond/ with developers to educate brokers and lenders is needed



Report and Recommendations



www.parkingtoolboxNTX.org

15 strategies/policies toolbox

Final report/data summary



Parking Toolbox



EFFICIENCY
Shared / public
parking

Data-driven Parking

Maximums

Reduce/ Eliminate

Minimums

Unbundle

Parking



**SMARTER
CITY CODES**



TECHNOLOGY
Availability web/
app platforms



Contact

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