



Municipality Parking Survey Results June 2014

- Investigation conducted exclusively for *American City & County* and the International Parking Institute.
- Methodology, data collection and analysis by Penton Research, with additional analysis by the Market Research Bureau.
- Data collected April 10 through 29, 2014.
- Methodology conforms to accepted marketing research methods, practices and procedures.
- For more information, contact Helen Sullivan, International Parking Institute, ipi@parking.org.

OBJECTIVES & METHODOLOGY

OVERVIEW

- Investigation conducted exclusively for *American City & County* and the International Parking Institute.
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OBJECTIVES

- Determine knowledge, attitudes and needs with regard to parking among government officials.

METHODOLOGY

- This study was conducted using an online survey methodology among subscribers of *American City & County*.
- Subscribers were invited to participate in the survey through an email.
- As with most online survey methodologies, self-selection is likely. Potential respondents were made aware of the topic of survey when invited to participate and may have chosen to take the survey based on the topic. That may result in respondents who are more interested in parking.
- Other than the potential for yielding respondents who may be more interested or involved with parking, the respondents are reasonably representative of *American City & County* subscribers which in turn represents government officials in cities/towns/ special districts and counties across the country.

RESPONSE MOTIVATION

- To encourage prompt response and increase the response rate overall, the following marketing research techniques were used:
 - A live link was included in the e-mail invitation to route respondents directly to the online survey.
 - Reminder emails were sent to non-respondents on April 15, 18 and 25, 2014.
 - The invitations and survey were branded with the *American City & County* property name and logo, in an effort to capitalize on subscriber brand affinity.

PRESENTATION OF DATA TABLES

- All percentages have been calculated on a base of respondents answering a particular question.
- Some questions allowed more than one response so table may add up to more than 100%. These situations are highlighted in the tables.
- Responses for two open-ended questions as well as any “Other” responses (i.e. those not fitting preset options) are presented verbatim.

EXECUTIVE SUMMARY

CONCLUSION

City and county officials recognize there is a desire for livable, walkable communities, and also that traffic congestion is an issue of concern. They do not have a great deal of knowledge about new technologies in parking, but they seem interested, in fact, eager for more information, particularly on strategic planning of parking. There seems to be particular receptivity to initiatives that relate to sustainability. Respondents are motivated by serving the needs of their communities (citizens, businesses and visitors) and recognize the customer service aspect of parking and the need for educating the public. Open-ended responses indicated that case studies and information provided based on population size would be of interest to these respondents.

OBSERVATIONS

- ***City and county officials have a strong interest in learning about solutions and opportunities for parking in their communities.*** Responses to a number of questions show that there is a need for basic knowledge and guidance on parking. When asked which topics are of most interest to learn more about (choosing from a list) the highest response was developing a parking strategic plan (selected by 51% of those answering the question). The next highest was Public Outreach with a much lower level of response – 27% (which is relevant to the next observation on customer service). Parking technologies, prioritizing and regulating multiple competing demands (this is related to strategic planning as well) and incorporating sustainable parking practices round out the top five topics of interest to respondents. Only 30% have conducted a parking study in the last 5 years and 12% have never conducted such a study. And an additional 22% did not know if/when a study might have been conducted.
- ***Meeting the needs of their citizens/customers is important to these officials.*** Customer service emerged in response to several questions. Increased citizen satisfaction (38%), business customer (39%) and visitor/tourism access (28%) were the top three reasons that these respondents would consider reviewing/expanding/updating their parking program. Improvement of the customer experience also emerged as the most important factor in supporting the use of advanced technologies – 80% indicated that it was important, with 42% saying it was very important. Increased business/retail interest or cooperation (also a customer service related consideration) was the second most important with 77% indicating it was important (38% very important).
- ***The need for improved customer service and collaboration between parking, transportation and decision makers are the top trends having the most impact on their government according to respondents.*** From a list of sixteen trends provided to respondents, 31% selected this option. The second highest (at 21%) was collaboration between parking, transportation and decision makers.

- ***Respondents are interested in case studies, best practices and benchmarking to help them understand parking issues in the context of their own communities.*** Two open-ended questions yielded involved, detailed responses (suggesting strong engagement on the part of the respondents). Many requested information that would help them understand their parking issues better. These respondents want to understand how their own communities might compare to the experience of others across the country. In addition, knowledge of how other cities of similar size benefitted from advanced technologies was the third most important factor in supporting the use of advanced technologies with two thirds (66%) indicating that it was important (20% indicating very important). Case studies were mentioned by a number of respondents as a way to provide insight into their own parking situations.

- ***There is only limited knowledge of the way that different technologies can address parking issues.*** Four in ten respondents (44%) indicated that they were dissatisfied with their use of technology in general. More than half (55%) indicated their city or county did not use any of thirteen technologies listed in the survey. The highest level of familiarity with these technologies was for entrance/exit gate technology with 58% indicating they were familiar (42% not familiar).

- ***There is interest in sustainability/green technology as it relates to parking.*** About two thirds (68%) indicated that incorporating sustainability initiatives was very or extremely important. A similar number (65%) indicated that being recognized as “green” was important to their communities. And three quarters (74%) of those that have off-street parking garages are interested in gaining “green”/sustainable certification for those garages.

- ***These results should be viewed with the understanding that those who responded may have greater interest in parking than other city and county government officials.*** Since the survey invitation highlighted the topic of the survey and IPI’s connection to it, there might have been some self-selection – those who are interested in parking were more likely to respond. That might lend additional importance to the results of the survey. If these results reflect the opinions of those who may be more likely to be knowledgeable about parking, then the need to educate government decision makers about parking issues becomes even more important.

FINDINGS

I. CONTEXT/ATTITUDES TOWARD PARKING

Which of the following topics are of the most interest to you or your organization to learn more about?

(Select up to 3 topics.)

Developing a Parking Strategic Plan	51.2%
Public outreach (enhanced education and communication via marketing, traditional media, social media, signage)	27.2%
Parking technologies (pay by cell, license plate recognition, etc.)	23.6%
Prioritizing and regulating multiple competing demands for curb space	22.4%
Incorporating more sustainable parking practices	19.7%
Parking facility restoration (restoration vs. build)	17.7%
Shared parking (building fewer parking spaces than required by each separate land use because of time of day usage).	17.7%
Residential permit parking	16.5%
Transportation demand management strategies (e.g., pay in-lieu of parking, transit benefits, park-n-ride, carshare)	14.2%
Parking maximums (addition or institution of parking maximums)	9.4%
Parking minimums (elimination or institution of minimums)	7.5%
Variable/progressive pricing (pricing that fluctuates based on demand)	7.1%

Percents may reflect multiple answers

Which societal changes are having the most significant influence on parking in your city or county?

(Select up to 3 items.)

Desire for livable, walkable, communities	47.2%
Traffic congestion	36.2%
Aging population	30.3%
Concerns about safety	24.5%
Gasoline prices	17.6%
Desire for more aesthetic design	17.2%
Use of bicycles for commuting and build-out of on-street bicycle networks	15.5%
Focus on environment/sustainability	14.5%
Increase in mass transit use	11.7%
Migration to urban areas	8.6%
Reduced vehicle ownership patterns in younger generations	2.8%
Alternative fuel vehicles	2.1%
Other	12.4%

Percents may reflect multiple answers

Others listed:

- Ability to get to shops and eating establishments
- bigger buildings subdividing for multiple business
- Boost in economic development downtown.
- Business influx to urban area
- courts in session
- Decreased municipal revenue affecting staffing to enforce and potential to invest in new technology
- Downtown maintenance
- Downtown revitalization (2 mentions)
- Economic development
- Economic development--new businesses
- Improve downtown activity and traffic.
- Increased student housing close to University
- Increased tourism visits
- Local government is the only reason for public parking and existing space accommodates the current need
- migration to rural areas
- N/A (5 mentions)
- Need for better use of urban land for housing (<1% housing vacancy rate in community)
- Need for more Parking
- No impact on parking
- None (3 mentions)
- Not currently an issue
- Not sure
- Suburbanites and merchants that want parking downtown everywhere.
- Tension between (primarily younger) residents who want urban, car-free lifestyle and (primarily older) residents who view auto-mobility as a good
- Tourism increases
- Transition back to small business on 'Main Street'
- User's Cost
- We are a very small county of 4,000 population

Which of these parking or traffic-related trends are having the most impact on your government?

(Select up to 3 items.)

Need for improved customer service	30.8%
Collaboration between parking, transportation, and decision makers	21.0%
Demand for greater parking revenue	18.0%
More Public-Private partnerships	13.4%
Need for improved visual aesthetics of parking facilities	13.1%
Demand for cashless or electronic payment	11.5%
Demand for green/sustainable solutions	10.2%
Need to improve facility security	8.9%
Alternate use of parking facilities during off-peak hours	7.9%
Shortage of qualified employees	5.6%
Need to accommodate electric car charging stations	5.2%
Move toward innovative technologies to improve entrance/exit gate automation	4.3%
Real-time communication of pricing and availability to a mobile device	3.6%
Use of wireless sensing devices for traffic management	3.6%
Demand for "visual dashboard" parking info systems	.7%
Demand for robotic/automated parking	.3%
None of these	29.5%
Other	6.6%

Percents may reflect multiple answers

Others listed:

- Conflict between need to accommodate parkers and desire to increase use of public transit
- demand for more parking
- Demand for parking due to increased economic development downtown.
- Disconnect between demand and ability/willingness to set prices to ensure availability
- Don't know.
- encroaching development
- Finding increase parking to serve small physically constrained downtown
- Free Parking for User Groups (Disabled, Veterans, Senior Citizens, etc.)
- I don't know
- Increasing traffic congestion
- Municipal revenue and law that diverts all parking revenue away from the city to the school system
- NA (2 mentions)
- Need for more parking
- Need more downtown parking
- Repairs to aging structures
- Rural safety
- Small town - just performed a study for Downtown Revitalization and looking into this
- Vehicle ownership drops in younger generations
- we do not operate any parking programs

**Select the most important reasons that you might consider reviewing/expanding/updating
your current parking program?**

(Select up to 3 reasons.)

Improve business district customer access	39.1%
Increase citizen satisfaction	37.5%
Improve visitor/tourism access	27.8%
Boost economic development	22.7%
Increase revenue	21.1%
Improve community	19.7%
Encourage development	17.4%
Manage congestion	13.0%
Enhance security	12.4%
Better use of urban land	7.7%
Improve mobility	7.4%
Increase sustainability	7.4%
Manage/improve data/analytics	6.4%
Desire to improve transportation mode split	3.7%
Ensure compliance with environmental regulations	2.7%
Other	9.4%

Percents may reflect multiple answers

Others listed:

- Accommodate employee parking demand
- don't have any parking garage in our county
- don't have parking
- Has been in process for the last 2 years
- I am not involved
- If we ever started a parking program
- improve ADA compliance
- keep tractor trailers from parking on public streets
- N/A (5 mentions)
- no need to update parking
- No parking
- No Parking Needs
- No parking payment system is used
- No problems; very rural
- None (4 mentions)
- Not my area of expertise.
- Regulate parking of boat trailers in limited space area
- We would need downtown commerce or residential development

**When did your local government most recently conduct or commission a parking study or
comprehensive parking program review?**

Within the past year	10.2%
1 to 2 years ago	10.2%
3 to 5 years ago	9.6%
More than 5 years ago	12.4%
Never did such a study	11.5%
Plans are in place to do this year or next year	1.9%
Plans are in place to do within next 3 to 5 years	.3%
No plans at this time	19.9%
Don't know	21.7%
Other	2.0%

Others listed:

- Doing it right now.
- In progress now
- NA (3 mentions)
- Never
- Parking regulations are in Village Code.

How satisfied are you with each of the following elements in your parking program?

(1 – Very dissatisfied, 2 – Dissatisfied, 3 – Satisfied and 4 – Very satisfied)

	<i>Mean</i>	<i>Median</i>	<i>Std Error</i>
Customer service	3.00	3.00	.04
Enforcement	2.87	3.00	.05
Availability	2.87	3.00	.05
Location	2.99	3.00	.04
Price	3.06	3.00	.05
Condition of structured parking	2.83	3.00	.05
Condition of parking lots	2.76	3.00	.05
Technology use	2.54	3.00	.05
Electric vehicle charging stations availability	2.35	2.00	.06
Parking as an element of community sustainability	2.61	3.00	.05
Zoning regulations related to parking	2.77	3.00	.04
Using data to make decisions	2.69	3.00	.05
Parking policy and/or incentive programs	2.61	3.00	.05
Safety and security	2.97	3.00	.04

Distribution of responses:

Customer service	
Very Dissatisfied	3.5%
Dissatisfied	10.1%
Satisfied	69.6%
Very Satisfied	16.7%

Location	
Very Dissatisfied	3.0%
Dissatisfied	13.5%
Satisfied	65.5%
Very Satisfied	18.0%

Enforcement	
Very Dissatisfied	6.5%
Dissatisfied	14.6%
Satisfied	64.4%
Very Satisfied	14.6%

Price	
Very Dissatisfied	5.6%
Dissatisfied	11.3%
Satisfied	54.4%
Very Satisfied	28.6%

Availability	
Very Dissatisfied	5.2%
Dissatisfied	20.2%
Satisfied	56.6%
Very Satisfied	18.0%

Condition of structured parking	
Very Dissatisfied	7.0%
Dissatisfied	17.8%
Satisfied	60.6%
Very Satisfied	14.6%

Continued

How satisfied are you with each of the following elements in your parking program?

Distribution of responses:

Condition of parking lots	
Very Dissatisfied	5.1%
Dissatisfied	26.3%
Satisfied	56.5%
Very Satisfied	12.2%

Zoning regulations related to parking	
Very Dissatisfied	6.2%
Dissatisfied	20.5%
Satisfied	63.2%
Very Satisfied	10.1%

Technology use	
Very Dissatisfied	12.2%
Dissatisfied	31.5%
Satisfied	46.2%
Very Satisfied	10.1%

Using data to make decisions	
Very Dissatisfied	8.8%
Dissatisfied	23.7%
Satisfied	57.4%
Very Satisfied	10.0%

Electric vehicle charging stations availability	
Very Dissatisfied	22.2%
Dissatisfied	31.6%
Satisfied	35.6%
Very Satisfied	10.7%

Parking policy and/or incentive programs	
Very Dissatisfied	9.2%
Dissatisfied	31.3%
Satisfied	49.0%
Very Satisfied	10.4%

Parking as an element of community sustainability	
Very Dissatisfied	9.1%
Dissatisfied	29.2%
Satisfied	53.4%
Very Satisfied	8.3%

Safety and security	
Very Dissatisfied	3.1%
Dissatisfied	12.4%
Satisfied	69.1%
Very Satisfied	15.4%

Two open-ended questions that address the parking context and respondents' attitudes toward parking were also asked --

- What do you consider the biggest challenges and opportunities for your city or county related to parking?
- Describe research, data, statistics, case studies, or other information about parking in U.S. cities and counties similar in size to your own, that would be the most valuable to you in making decisions about parking in your city or county?

The results of these are presented at the end of this report.

II. PARKING TECHNOLOGY

How familiar are you with the following types of parking technology innovations?

(1 – Not at all familiar, 2 – Somewhat unfamiliar, 3 – Somewhat familiar and 4 – Very familiar)

	Mean	Median	Std Error
Entrance/exit gate technology	2.50	3.00	.06
Credit card-enabled single-space meters	2.34	3.00	.06
Multi-space pay stations/meters	2.34	3.00	.07
Enhanced security through CCTV, and advanced lighting technologies	2.25	2.00	.06
Accommodation for electric vehicle (EV) charging stations	2.20	2.00	.06
Pay-by-phone/pay-by mobile applications	2.12	2.00	.06
Mobile applications that allow drivers to find available spaces	2.10	2.00	.06
Green/sustainable solutions such as EV charging stations, solar panels, motion sensor lighting	2.00	2.00	.06
Advanced on-street parking payment options (e.g., near field communication)	1.84	2.00	.05
Systems that enhance traffic management through use of data collected by wireless sensing devices and other applications	1.84	2.00	.06
Real-time parking wayfinding and guidance systems that indicate space availability	1.83	1.00	.06
Robotic, mechanical parking (automated/stacking)	1.65	1.00	.05

Distribution of responses:

Entrance/exit gate technology	
Not at all familiar	23.4%
Somewhat unfamiliar	18.6%
Somewhat familiar	43.0%
Very familiar	15.1%

Multi-space pay stations/meters	
Not at all familiar	34.1%
Somewhat unfamiliar	15.3%
Somewhat familiar	32.8%
Very familiar	17.8%

Mobile applications that allow drivers to find available spaces	
Not at all familiar	38.2%
Somewhat unfamiliar	21.5%
Somewhat familiar	31.9%
Very familiar	8.3%

Credit card-enabled single-space meters	
Not at all familiar	32.5%
Somewhat unfamiliar	16.8%
Somewhat familiar	35.0%
Very familiar	15.7%

Pay-by-phone/pay-by mobile applications	
Not at all familiar	38.4%
Somewhat unfamiliar	21.5%
Somewhat familiar	29.4%
Very familiar	10.7%

Enhanced security through CCTV, and advanced lighting technologies	
Not at all familiar	32.8%
Somewhat unfamiliar	19.5%
Somewhat familiar	37.3%
Very familiar	10.5%

Continued

How familiar are you with the following types of parking technology innovations?

Distribution of responses:

Accommodation for electric vehicle (EV) charging stations	
Not at all familiar	35.1%
Somewhat unfamiliar	23.2%
Somewhat familiar	28.8%
Very familiar	13.0%

Robotic, mechanical parking (automated/stacking)	
Not at all familiar	58.7%
Somewhat unfamiliar	22.0%
Somewhat familiar	14.7%
Very familiar	4.5%

Systems that enhance traffic management through use of data collected by wireless sensing devices and other applications	
Not at all familiar	48.4%
Somewhat unfamiliar	25.4%
Somewhat familiar	19.5%
Very familiar	6.6%

Real-time parking wayfinding and guidance systems that indicate space availability	
Not at all familiar	50.3%
Somewhat unfamiliar	22.4%
Somewhat familiar	21.0%
Very familiar	6.3%

Green/sustainable solutions such as EV charging stations, solar panels, motion sensor lighting	
Not at all familiar	40.7%
Somewhat unfamiliar	26.7%
Somewhat familiar	24.6%
Very familiar	8.1%

Advanced on-street parking payment options (e.g., near field communication)	
Not at all familiar	46.5%
Somewhat unfamiliar	28.5%
Somewhat familiar	19.8%
Very familiar	5.2%

Which, if any, of these parking technologies does your city or county use?

Entrance/exit gate technology	19.7%
Multi-space pay stations	18.8%
Accommodation for electric vehicle (EV) charging stations	14.0%
Enhanced security through CCTV, and advanced lighting technologies	12.1%
Credit card enabled single space meters	11.5%
Green/sustainable solutions such as EV charging stations, solar panels, motion sensor lighting	10.2%
Advanced lighting technologies	8.0%
Systems that enhance traffic management through use of data collected by wireless sensing devices and other applications	5.7%
Pay-by-phone parking	5.1%
Advanced on-street parking payment options (e.g., near field communication)	2.2%
Mobile applications that allow drivers to find available spaces	2.2%
Real-time parking wayfinding and guidance systems that indicate space availability	1.9%
Robotic, mechanical parking (automated/stacking)	-
None of these	54.8%
Other	3.8%

Percents may reflect multiple answers

Others listed:

- City parking is free in _____
- Full automation of parking garages
- Gate attendant-with iPhone PayWare Application for taking parking permits
- I am State employee and we pay it to the State for parking garage
- No parking charge
- None of these apply. We have no meters and parking is free with length of time 2-9 hours depending on location
- Not applicable
- Policy makers don't believe in paid parking. (Think it's bad for business)
- We are a golf cart only community. Parking is not an issue
- We don't have any off street parking
- We don't have any parking lots or fee's
- We have no paid parking in our municipality

**How important is each of the following in supporting
your city's use of advanced parking technologies?**

(1 – Not at all important, 2 – Somewhat unimportant, 3 – Somewhat important and 4 – Very important)

	<i>Mean</i>	<i>Median</i>	<i>Std Error</i>
Improvement of the customer experience	3.09	3.00	.06
Increased business/retail interest or cooperation	3.02	3.00	.06
Knowledge of how other cities of similar size have benefited	2.68	3.00	.06
More political interest/cooperation	2.58	3.00	.06
Greater familiarity with parking program options	2.56	3.00	.06
Revenue enhancement	2.56	3.00	.06
Increase in public/private partnerships	2.51	3.00	.06

Distribution of responses:

More political interest/cooperation

Not at all Important	24.4%
Somewhat Unimportant	13.1%
Somewhat Important	42.9%
Very Important	19.6%

**Knowledge of how other cities of
similar size have benefited**

Not at all Important	17.4%
Somewhat Unimportant	16.3%
Somewhat Important	46.7%
Very Important	19.6%

Revenue enhancement

Not at all Important	23.0%
Somewhat Unimportant	17.5%
Somewhat Important	40.1%
Very Important	19.3%

Increase in public/private partnerships

Not at all Important	23.1%
Somewhat Unimportant	22.0%
Somewhat Important	35.7%
Very Important	19.1%

**Increased business/retail interest
or cooperation**

Not at all Important	13.3%
Somewhat Unimportant	9.4%
Somewhat Important	39.6%
Very Important	37.8%

**Improvement of the customer
experience**

Not at all Important	12.5%
Somewhat Unimportant	7.9%
Somewhat Important	37.5%
Very Important	42.1%

**Greater familiarity with parking
program options**

Not at all Important	20.3%
Somewhat Unimportant	19.9%
Somewhat Important	43.2%
Very Important	16.6%

III. SUSTAINABILITY

How important is incorporating sustainability initiatives to your city or county?

Not at all Important	16.5%
Very Unimportant	15.2%
Very Important	57.6%
Extremely Important	10.8%

How important is being recognized as “green” to your city or county?

Not at all Important	16.6%
Very Unimportant	18.5%
Very Important	53.8%
Extremely Important	11.1%

How interested would your city or county be in gaining “green”/sustainable certification for your parking garages?

(Among respondents who own/operate off-street parking garages?)

Not at all interested	8.9%
Not very interested	16.7%
Somewhat interested	52.2%
Very interested	22.2%

IV. PARKING AND DECISION-MAKING WITHIN THE MUNICIPALITY

Under which department(s) is parking primarily housed?

Police/Law Enforcement	33.6%
Planning and Zoning	17.8%
General Services	15.1%
Within the Transportation Department	13.4%
Within a division of Operations	11.1%
Parking as its own department	6.7%
Finance/Budget	5.7%
A Separate Parking Authority	5.4%
Economic Development	4.4%
As part of a public/private partnership, i.e. Municipality and a Business Improvement District (BID)	3.4%
Managed solely by a private entity, i.e. a Business Improvement District (BID)	1.7%
A Parking Commission	1.3%
Within a division in Environmental	.3%
Other	23.5%

Percents may reflect multiple answers

Others listed:

- appointed city council and citizens group process
- Building & Grounds or Public Works
- Building Department
- City
- Commissioners court
- Community services
- Contracted by city with professional parking company
- Department of management services with the State
- Don't enforce any parking
- Don't know.
- DPW for enforcement of on-street, DMV for adjudication of appeals and management of RPP database, Planning/Zoning only for zoning requirements for off-street parking
- Engineering (4 mentions)
- Engineering/Public Works
- Facilities Management
- Group of merchants own property near downtown called "____ free parking."
- Manager/Administrator's office
- multiple departments, highway, police and own
- NA (4 mentions)
- No department; not needed in this rural county
- No Parking
- No parking authority. No city owned parking structure
- None (5 mentions)
- Parking Division within DPW
- Parking is its own Division in the Public Works Department
- Parking is managed by an bridges entity and park-and-rides by mass transit dept.
- Parks Department
- Planning & Zoning/Code Enforcement
- Police dept.
- public works engineering
- Public Works Department (14 mentions)
- Real Property Management
- Recreation
- Small town - some parking lots and on street parking only.
- Streets
- Have a county parking lot no charge
- The Division of Parking & Traffic is in the Planning & Community Development Department
- Town Manager
- Traffic Commission
- Traffic Engineering
- We are a multipurpose entertainment complex with our own parking lot.
- We are city of <4000 and don't charge for parking anywhere in City or County.
- We do not have parking
- We don't have any parking structures, responsibility, etc.
- We have no parking
- We have no pay for parking locations in the city
- we have no public parking charges for on street or off-street.

Select the top 3 decision-makers related to parking planning in your city or county?

(Please select only three.)

City or County Manager	56.3%
City or County Council Member	47.8%
Mayor	44.1%
Public Works Director	38.4%
Director of Economic Development	12.2%
Director of Parking	8.4%
Director of Transportation	7.5%
Business Improvement Districts or similar agencies	6.9%
CFO or Finance Officer	5.3%
Director of Roads & Bridges, Streets & Highways	4.7%
Parking Authority	4.1%
Director of Parks & Recreation	3.4%
Parking Commission	2.5%
Public/Private Entity	2.5%
Purchasing Director	1.9%
Director of Parking and Transportation	.9%
CTO or CIO	-
Director of Solid Waste, Water Services	-
Other	18.4%

Percents may reflect multiple answers

Others listed:

- Board of Selectmen
- Board of Trustees
- chamber of commerce
- Chief of Police (8 mentions)
- City Council (3 mentions)
- City Engineer (4 mentions)
- City Engineer; Police Chief
- City Manager
- Free Parking Group
- Code Official
- County board
- Director of Community Development
- Director of Engineering
- Director of Mass Transit
- Director of Planning & Community Development
- Director of Planning & Econ. Development
- Director of Public Services
- Director of Public Works
- Don't know (2 mentions)
- Downtown Association
- Downtown Development Authority
- Engineer
- Highway District
- NA (4 mentions)
- No one
- No Parking
- no parking plan
- Park Director
- Planning & Dev. Director
- Planning & Engineering
- Planning and zoning
- Planning Director (3 mentions)
- Planning Director and Police Chief
- Police Department
- Real Property Management Director
- Town Collector
- Traffic Commission, Downtown Development & Visitors Bureau
- Traffic Engineer
- University President
- we have no parking impact

Does your municipality own/operate off-street (structured) parking garages?

Yes	26.8%
No	71.1%
Don't know	2.1%

Has your city or county increased its on-street parking rates within the past three years?

Yes	17.9%
No	75.6%
Don't know	6.5%

Which of the following best describes the reason for changing parking rates?

(Among respondents increased on-street parking rates)

Data	8.3%
Need for more revenue	46.7%
It was determined that it was time for a change	18.3%
Don't know	5.0%
Other factors	21.7%

Other factors:

- Desire to increase parking turnover and provide more "market-based" pricing
- Encourage parking in remote lots
- Funding needed infrastructure improvements
- Increase fees across the board
- Increased rate to balance demand
- Internal consistency
- Limited Parking Spaces-Boat/Trailer Parker
- Market demand
- Need for revenue and to change the parking culture
- Need to dissuade use (some facilities); and to generate revenue to cover expenses (other facilities)
- Needed more downtown parking.
- Performance parking pilot programs were established in 2008 in three high-demand areas (including around our new ballpark). Rates vary to be responsive to demand. In 2012 this was expanded to a 4th neighborhood. Meter rates in other parts of the city have been constant since 2010.
- To encourage walking, mass transit, and carpooling

V. RESPONDENT CHARACTERISTICS

Which one of the following most closely matches your title or job function?

Department Head (or delegated division director)	15.1%
City or County Councilmember/Commissioner	12.1%
City or County Manager	11.8%
Engineering, Technical, R&D	7.3%
Public Safety (Police or Fire)	7.3%
Public Works Director	6.9%
CFO/Treasurer	6.6%
Mayor	6.6%
Economic Development Director	1.2%
Purchasing Director	1.2%
Other	23.9%

Others listed:

- Administrative Assistant (2 mentions)
- Assistant City Planner
- Assistant Manager of Parking and Security
- Assistant to Village Manager/Administrator
- Asst planning director
- Asst. Director - Public Works
- Attorney to County Judge
- Banker
- Budget Analyst
- Bureau of Elections Chief
- Chairman of Parking Authority
- City Clerk (2 mentions)
- Codes Administrator
- Codes enforcement (2 mentions)
- Construction Supervisor
- Controller
- County Auditor - I don't know much about this topic
- County supervisor
- Deputy Commissioner
- Deputy Dept. Head
- Director of Community Development
- Director of Facilities Management
- Director of Planning
- District manager
- ex admin asst
- FD Training Officer
- Field Service Rep
- Finance
- Financial Management Specialist
- General Service Specialist
- HR Director (2 mentions)
- human resources for the county
- IT
- IT Director (2 mentions)
- Legislator
- Management Analyst (2 mentions)
- Manager
- Manager of public property
- Parking Authority Executive Director
- Parking Director
- Parking Services Manager
- Parking Strategist - Policy, Planning, Program Development
- Parks and Recreation
- PIO
- Planner
- Planning & Zoning Director
- Planning Commission
- Project Manager
- Property Coordinator
- Public Utilities Director
- Public Utilities Superintendent
- public works
- Purchasing Agent
- Real Estate Finance.
- retired city councilperson
- Senior Civil Engineer
- Senior Planning Analyst
- Special Projects Administrator
- Strategic Planning Manager
- Supt of Schools
- Sustainability Coordinator
- tech
- Town Administrator
- trainer
- transportation planner
- Village trustee
- Wastewater Manager
- zoning administrator

What is the population of your community?

Under 50,000	63.6%
50,000 – 149,999	17.8%
150,000 – 249,999	7.2%
250,000 – 499,999	4.2%
500,000 – 999,999	3.3%
1 Million – 2.49 Million	2.1%
2.5 Million and over	1.8%

Which of the following conferences, if any, do you attend regularly?

National League of Cities	7.8%
International City/Management Association	6.6%
Government Finance Officers Association	5.4%
U.S. Conference of Mayors	2.7%
National Association of Counties	2.1%
International Downtown Association	1.2%
None	57.0%
Other	28.1%

Percents may reflect multiple answers

Others listed:

- American Planning Association (6 mentions)
- APWA (6 mentions)
- APWA, STMA
- AR Association of Counties
- Association of Indiana Counties
- Association of Washington Cities (4 mentions)
- AZ League of Cities and Towns Conference
- BIAS annual conference
- Building Code Conferences
- CA Cities, Council of Governments and other local Committees
- California League of Cities (4 mentions)
- California Public Parking Association
- Colorado Municipal League
- Congress for the New Urbanism, Rail-Volution
- county association
- county commissioners assoc.
- Engineering Related Conferences
- Fire Marshal Association of Missouri
- Florida League of Cities
- Focus on Engineering Conferences and Classes
- GAAO summer conference
- GFOA SC
- GMIS
- IAFC, LEPA/GOHSEP
- ICCTFOA and AIC
- IL County Treasurer Assos.
- Illinois Municipal League annual conference
- Illinois Municipal League, International Council of Shopping Centers
- Indiana Association of Chiefs of Police
- Institute of Transportation Engineers
- International Parking Institute, National Parking Association, ITE
- Iowa State Association of Counties
- IPI
- Law Enforcement Coordinating Committee
- league of municipalities
- League of Wisconsin Municipalities, Wisconsin Clerks Association conferences
- local government commission, California association of sanitation agencies
- Maryland Municipal Leagues
- MCMA, ASPA
- Missouri Association of Code Administrators
- Missouri Municipal League
- MML
- MN Clerk-Finance Officers Assoc; MN GFOA
- MN Clerks & Finance Officers Association
- MoCCFOA
- Municipal Information Systems Association of CA
- Municipality
- My state's municipal conference
- National Sheriff Association
- NC League of Municipalities; NC Main Street Conference
- New England Water Environment Assoc, Water Environment Federation, Connecticut Association of Water Pollution Control Agencies
- NJ Municipal Management Association, Somerset County Municipal Managers Assn
- NY State Conference of Mayors and Municipal Officials
- NJ Municipal Management Assn Annual Conference
- NYCOM (2 mentions)
- Ohio Municipal League (2 mentions)
- Oklahoma Municipal League
- Oregon League of Cities
- Oregon society of CPAs, Oregon municipal finance officers association
- planning and zoning plus state county meetings
- RI League of Cities and Towns
- rural water
- SC Association of Counties
- SCACVSO
- state court clerk conferences and meetings
- State GFOAT
- State League of Municipalities
- State level conferences...
- state managers' association and state municipal league conferences
- State mil conference. Water resource Tenn Tom waterway
- Texas Floodplain Management Association
- TX Municipal League, TX City Management Assoc., TX Downtown Association, primarily state conferences
- Various Fire Chief Conferences
- Virginia Municipal League
- Washington Finance Officers Association
- WFOA
- Wisconsin Counties Association
- Zero Graffiti International

VI. VERBATIM RESPONSES

NOTE: Any identifying information in these responses has been removed and replaced with an underscore to ensure that respondents remain anonymous. Otherwise the comments are presented as written by respondents.

What do you consider the biggest challenges and opportunities for your city or county related to parking?

- 1. Understanding parking is not free. 2) Safety of parking decks. 3) New development could open opportunities for private/public partnerships
- Ability to continue to provide affordable off-street parking to employees.
- Accommodating parking needs spurred by recent development
- Accommodating the existing parking demands and future commitments to major employers while accounting for customer parking needs.
- ADA Compliance
- additional parking spaces are needed
- Adequate space
- All Highway Issues, we do not have parking deck or meters
- All of Main Street is parallel parking. Not enough handicap parking spaces.
- Appropriate design of parking areas.
- Availability of parking facilities
- Availability of Parking. Public/Private Partnerships to provide additional parking.
- availability of parking, curb space
- Available land to provide new parking facilities.
- Available land use.
- Available space
- Available space to accommodate parking spaces/structures.
- Balancing the needs of rail commuters with those of the rest of the community including employees and retail parking.
- Better use of existing spaces
- better use without trying to gouge users
- Biggest challenge is the need for more parking downtown and getting from where there is parking to downtown safely.
- Biggest challenge: We have enough parking, but it's in the wrong place based on people's willingness to walk. Opportunity: We are beginning a growth cycle that has made the need for parking much more visible and pushed it to the top of the agenda.
- Building structures that will allow for folks to come to the area and be able to reasonably park and have access to surrounding businesses.
- _____ traffic
- Communicating how much parking is available
- Comprehensive redevelopment of downtown area into a live work play environment that is walkable.
- Concept of safety downtown.
- Constituent & decision maker education to understand shifts in trends (more affluent neighborhoods with older residents understanding actual car use & parking needs of younger residents). Education to understand how this inter-relates with transportation and housing costs (both absolutely and as a portion of household income), especially with core area <1% housing vacancy rate and lower-income workforce involuntarily relegated to housing in surrounding counties because of lack of affordable housing in core, directly related to minimum parking requirements in zoning increasing cost of adding housing units in core.
- Cooperation
- Cost
- Cost and available space demand for continued development
- Cost of engineering and construction and a suitable location.
- Cost to establish parking areas
- Cost to replace old parking meters with newer technologies and to convince the civilian governmental oversight boards that there are other options to downtown parking issues other than meters and enforcement.
- Creating a walkable, sustainable community downtown.
- day to day management, consistent policy,
- Decaying road structure
- deciding when to implement a permit parking program
- Demolition of existing parking structure, evaluation and development of a new structure, and development of an overall, strategic, parking plan.
- Developing a long term parking strategy/plan.

- Developing a plan that works for all transportation modes while serving the commercial/industrial needs of the City.
- Developing enough parking for visitors during peak vacation periods. We have the opportunity to use part of recently acquired railroad property for additional beach parking.
- Do not know
- economic development
- Encouraging sustainability and walking
- Enforcement of parking restrictions
- Enough parking spaces
- Finances
- Finding and space in high tourist time periods. Directing tourist to parking options.
- Finding suitable locations for parking facilities
- Finding the balance of demand for the revenue that Parking produces and the need to perform the maintenance (money needed) to keep the on-going revenue stream.
- Finding the fastest way to pay for parking without standing in lines. Monthly permits, pay by phone, etc.
- Finding the space to develop more ground parking.
- Fixing potholes.
- Funding garage upkeep. Coming to an amenable solution for downtown parking district - businesses, users and City. Who pays what? Who enforces if businesses pay? What will shoppers/visitors prefer or be willing to pay?
- funding of new parking initiatives
- Funding to maintain/improve parking lots
- Garage maintenance; people refuse to walk more than 2 blocks for parking
- Getting consensus for the beach and tourist areas
- Getting employees to park further away from their place of employment to allow customer better access
- getting parking where people want it
- Getting people to leave their cars at home and taking transit.
- Have a modern safe parking structure
- Having sufficient revenue to fund the capital requirements for maintenance.
- Having the right amount in the right place
- Horses
- I don't know
- Improve Citation Management for better collection of delinquent parking citations. The goal is to have compliant parking with the parking rules by making payment options easier and reduce the number of citations issued.
- Improve parking lots.
- In our community walking more than 400 feet from your car to the store is a long walk.
- Increasing need for more parking due to downtown redevelopment
- inexpensive parking
- Infrastructure deterioration
- Keeping parking facilities in good repair (i.e., no potholes, cracks, etc.)
- Providing adequate signage to direct drivers to the facilities
- Keeping up with developing technology
- Keeping up with downtown development and boosting further development. Parking access and information is cited as the 3rd largest problem with downtown access after homelessness and security.
- Lack of available parking and disinterest by elected officials to remedy that.
- lack of available parking and lack of area for creating additional parking especially in down town area
- Lack of funding to build and maintain parking facilities
- lack of parking slots
- Lack of parking space...continued people parking in violation of city signage.
- Lack of space.
- Lack of visioning, Lack of knowledge related to being green & the benefits for the community
- Large numbers of students who travel to the University every day
- limited land and continued growth of commercial/retail activities
- Limited parking spaces during peak times. No current fee for curbside parking. No parking garage structure currently, but study completed for future review of possible garage. Structure. Need better signage, but sufficient parking for now.
- Looking forward and promoting growth within our downtown and with this also looking at upgrading and locating available parking areas.
- Maintenance
- Making sure that there is enough parking where it is needed
- Meeting the State of _____green initiatives
- Merchant and politician belief that on-street parking must be free or businesses will suffer
- money open space
- More parking
- more parking garages
- NA (4 mentions)
- Narrow streets and highways
- Need for revenue, but lack funds to invest in monetizing the asset more fully
- Need more on street parking spaces
- Need to simultaneously reduce excess demand for scarce CBD parking without diverting visitors and businesses away from the core. Huge opportunity to eliminate free parking and begin more comprehensive charging to improve transit mode split.
- No challenges.
- No Parking
- No real problems. Maintenance of infrastructure.
- No significant challenge at this time
- None (4 mentions)
- None at this time (2 mentions)
- Not enough available spaces during certain times, particularly when court is in session.
- Not enough money to improve our existing lots, lack of awareness of the wealth of parking opportunities in the community.
- Not enough parking downtown.
- Not enough parking spaces

- Not enough public parking
- Not enough space. The battle between Residential and non-residential is ongoing.
- On street advancements will allow the city to address access and parking challenges
- On-street parking and loading activities in Seattle are under constant pressure as part of active right-of-way management, in terms of deciding how to implement transit, auto and bicycle improvements within a tight, planned out city. Maintaining data and managing increasingly complex parking technology as well.
- Opportunity: Free Parking; Challenge: Funding Parking Enforcement with no pay-to-park on-street facilities
- Our biggest challenge concerns small rental property off-street parking. 60 % of our properties are rentals and the on street parking demand causes friction with homeowners.
- our CBD is very restaurant intensive--managing the simultaneous demand of employees and patrons makes for high peak demand at some periods and plenty of slack at other times
- Our challenge is embracing innovative technology. Such as electronic payments: credit card meters, paying parking citations online. By embracing innovative technology the city can turn existing parking issues in to sustainable solutions, efficiency, revenue-generation, and customer service.
- Our city is growing and developing but we are a small community of approximately 7,000 population. We have limited areas for parking and we need additional space to accommodate the need for parking. This is particularly true in our downtown area.
- Our historic business district is located in the center of our town. This is also heavily residential with row houses and limited off street parking opportunities. The residents have nowhere to park when people come in to town to patronize the businesses and restaurants in this section of town.
- Outreach and education on upcoming changes
- Parking availability in the right locations! We have available downtown parking but it is not always near the need or perceived need.
- parking demands that come from extensive growth.
- Parking in downtown
- Parking is not an issue in Bossier Parish
- Parking revenues and restoration/construction of new facilities
- Perception of there not being enough parking in downtown area
- Perception that there's not enough parking spaces
- Pleasing everyone! Creating additional parking lots and/or spaces for handicapped citizens. Clearing of snow from sidewalks and curb areas during and after heavy snowstorms. Discouraging employees from parking on street taking spaces for customers and clients.
- Professional Parking enforcement officers, Customer service issues
- Proper enforcement of existing parking regulations
- Providing adequate parking stalls/spaces for our business district in the downtown. Limiting parking times, and investigating a source of revenue to support infrastructure maintenance/improvements related to parking lots and multi-level parking structure.
- Providing available parking for our residents as well as our business districts.
- Providing parking space during special events that draw large crowds and shuttle service to assist those special needs individuals that require transportation from the parking area to the venue.
- Providing the right level of parking to stimulate economic growth in the city while also fostering walkability.
- Public Acceptance (2 mentions)
- public's misconception that there are not enough parking spaces
- Real estate costs.
- Refurbishing aging parking structures
Instituting parking pricing
- Replace our City Manager
- resurface parking lot
- Revenue
- revenue versus convenience
- Safety & Security.
- Satisfying the competing interest
- Seasonal use
- Security
- Sharing parking areas with other uses such as special events or farmer markets
- Signage and way-finding to lots for tourists; and adding more spaces close-in to downtown.
- Size of our streets. Very small 4th class city. Infrastructure program underway to redo streets to standard width and storm water sewers.
- Small downtown with limited parking
- Space (6 mentions)
- Space - parallel parking vs. diagonal
- Space and easy access.
- Space and money
- Space and the ability of any of the governing heads to agree on anything.
- Space for parking
- Staffing and available spaces
- state road as main st
- Surface parking in downtown area taken up by non- retail customers leaves inadequate parking to support retail/entertainment/dining business during weekday, day time hours.
- The biggest challenge to our city is outdated parking facilities and streetscape design. A majority of our off- street parking facilities are large outdated parking lots. There is no integration of design.
- the environment
- The future growth of the downtown with its effect on the ability to fund parking structures and keeping pace with technology.

- The greatest opportunities are the city's support of multimodal forms of transportation, thus the understanding of the need for additional park-and-rides throughout the city.
- The lack of space available to create parking
- The number of parking spaces. The allocation and use of public versus employee.
- The only parking control used to be in the downtown area. About 5 or so years ago, the parking garage was tore down and free parking was encouraged for downtown business participation.
- There are no city owned parking meters or parking structures in _____
- This is not an issue here except during special events.
- too much is required for commercial construction
- Traffic
- Traffic flow and the lack of space to park vehicles. This in turn makes it difficult for large vehicles to get around in certain places of our town.
- Transit oriented development around light rail stations.
- Transitioning from a small town to a larger City. Our City wants to maintain its small-town charm, but begin to provide for innovative, green, pedestrian friendly areas. However, certain businesses don't want to give up their front-door parking. And, certain elected leaders don't want to accommodate anyone but their buddy. They are incapable of taking a holistic few of meeting the needs of the entire City.
- Trying to encourage the use of sustainable modes of transportation by providing EV and bicycle parking opportunities throughout the city.
- Unfortunately we have no issues - our population is 372.
- Updating parking requirements to reflect new technology, such as telecommuting, on line purchasing.
- Upgrading and maintaining facilities
- Using existing spaces more efficiently.
- We are a built out city and have a lack of space in the downtown area/beach parking
- We are a built-out City, many building were built without on-site parking. That is a major challenge. As for opportunities, we need to take greater advantage of private parking resources.
- We are a destination resort community so our parking issues are quite a bit different from a non-destination location.
- We are a small city of under 9,000. Most of the issues mentioned in the survey do not apply to us. But our contracted budget has eliminated a person to mark DT parked cars for length of stay, and our DT business (non-retail) owners tend to take up spaces all day. We have no resources to institute meters or some type of pay system, and current state statutes direct revenue from enforcement to the school system - a county function. Ergo - we have no real resources with which to effect a change for the better.
- We are still a rural county and parking does not seem to present a challenge.
- We do not have parking challenges.
- We have 3 Colleges, so our population fluctuates but need parking in downtown area for visitors and students.
- We have an excessive amount of parking based on usage, but the general public does not think there is enough.
- We have none
- We have one of the longest-running RPP programs in the US, but it has evolved to the point that it is under serious pressure. Residents and policymakers have placed too many competing demands on the system. We have an opportunity to reform RPP to be more locally-focused on providing access to smaller geographic areas around a residence, which would be popular with large segments of the population. But it would upset enough people that decision makers have stopped short of implementing reforms. We also face increasing demands on curbside space for other uses (bike lanes, car share, loading, and perhaps soon transit lanes). The numbers are on the side of using that valuable public space for greater access and mobility than car storage can provide, but we have not yet made an effective case for serving people over cars (particularly among businesses who perceive curbside parking as essential to their customer base). We are poised to greatly increase demand/availability-based pricing, but lack of consistent leadership, staff turnover, and competing priorities have presented barriers. Finally, concerns about spill-over have delayed efforts to reform minimum parking requirements. We need commercial and residential development in our downtown area to create a need for public/private parking.
- We need to make it easier for people to pay and offer options.
- Weak public transit system and perception that parking must be from front door to front door
- Weather. No matter what any outside consultant says, when the air temperature is over ____ degrees (and the ground temperature can be in excess of ____ degrees), no one wants to walk more than a few feet to get inside an air conditioned building. What will work in ____, will not work in ____ or ____.
- With today's economy bigger buildings in our downtown area are subdividing making multiple businesses requiring additional parking needs in our downtown business district.
- Without adequate parking consumers will not support a business or facility.
- Workers parking in down town area.
- working together

Describe research, data, statistics, case studies, or other information about parking in U.S. cities and counties similar in size to your own, that would be the most valuable to you in making decisions about parking in your city or county?

- Effective use of space for parking
- ??? I'd have to ask our Parking Division manager, it's all intriguing to me
- A study that includes the cost of operating a shuttle service for special events with ideas on sponsorships to fund the cost of shuttles.
- All of it.
- Anything
- Anything that addresses the issues I mentioned in the paragraph above. Small down towns that are struggling to maintain a retail base, with increasing state legislation affecting our revenue streams have no resources to change infrastructure or system management b/c the pay-off time would be so extended if at all (not to mention the competition of parking investment with public safety etc.).
- at this time n/a
- Average number of parking spaces for a similar size city.
- Best practices regarding parking in a University community and encouraging students to take public transportation
- BMP for storm water
- Case studies are always helpful.
- Case studies of effective efforts to reduce RPP zone sizes, reform/establish visitor parking permit programs, and reform RPP to more restrictive models (increased pricing, requirements to prove lack of off-street space, flexibility to restrict certain blocks/addresses from access to RPP).

Data showing importance of transit/bicycle access vs. curbside parking access to economic success of commercial districts.

Case studies or peer-learning on how to effectively regulate/manage privately owned parking as art of a PPP or coordinated strategic parking plan (including shared parking).

Data or case studies demonstrating benefits of (and lack of harm created by) removing parking minimums and/or establishing maximums.

Case studies or peer-learning on effective management of parking benefit districts (with demand-based pricing) and TDM strategies. And frankly, we need to know how these programs are staffed - we have plenty of information on the customer experience and the infrastructure benefits, but we appear to lack the staff know-how to effectively manage these programs or to navigate political challenges to them.

- Case studies on downtown revitalization
- case study of a similar sized town implementing a complete residential permit parking system census and number of vehicles traveled on high way
- Cities with similar growth increases
- Collections rates and processes/practices. Off-street facilities operational hours.
- Data & Case Studies
- Data on typical hours of on-street meter operation, data on handicap placard abuse, data on successful programs to eliminate non-resident parking in residential neighborhoods.

- Data supporting mode split changes based on instituted pricing and other TDM strategies. Improvements to traffic congestion as a result of pricing systems
- Data that corresponded to similar-sized beach communities and how they provide for temporary/transient parking.
- Difficult to find. Important criteria are size of community, density patterns, demographic patterns (student presence), transit service level. Would be more interested in information about approaches to trying new policies, for instance, ways to shift course if necessary, ways to measure effectiveness after shorter time frames, potential criteria to use to measure effectiveness.
- Do not know at this time.
- Don't know (3 mentions)
- Don't really know at this point.
- During research I contacted ____ and ____ to inquire about their single-space credit card meter. ____ Security Director in ____, stated since installing the credit card meters, they have seen a 20% increase in revenue. During my research I found where ____ has began to use the smartphone app, which makes it easier to pay downtown parking fees.
- Free vs. paid parking in small communities
- Green parking strategies
- How communities have developed strategic parking plans and the options that they have used to deal with parking issues.
- How many towns/cities have metered parking or time restrictions similar in size to our city.
- How other communities handle parking
- How others cities are structured regarding as to who manages the Parking Enforcement department, or administrative law enforcement departments.
- How they deal with it in the downtown areas and how they use the money to reinvest.
- How to reorganize an old public square for traffic and parking
- I am unaware of any studies that would compare our town to any other town our size. I am aware of traffic rates on our streets during the day time hours and the night time hours.
- I moved to this area about 2 years ago from a much larger community and just looking into our decisions regarding parking. Currently, the City has ample parking; however at the same time promoting growth and looking vigorously at additional parking needs.
- I typically review articles relevant to parking meter strategies, and how communities our size handle parking in similar sized downtown atmospheres. The largest challenge we deal with is business owner's wanting curbside parking available for customers while most workers utilize the parking available for customers. Vicious cycle of wants and needs.
- Ideal parking vacancy rates, maximum and minimum parking demands for various land uses.
- ideas from other small cities.....we are a population of less than 3,000

- Impacts of state highway policy, parking policy templates.
- Information about parking in standalone (non-suburban) cities of similar size
- Information from cities with same demographics.
- Information regarding parking for complete streets and how other cities are funding EV charging/parking stations.
- Information specific to parking systems and technologies to serve visitors and parking during peak visitation demand periods.
- Issues with storm water run off. Our city floods frequently and more asphalt surfaces create drainage problems. Our city is under 10,000.
- It has never really been an item that they talk about.
- ITE Parking Generation Manual
- NA (15 mentions)
- New construction for new/revitalized mixed use Downtown.
- No Parking
- None (6 mentions)
- None available at this time
- none I am not involved
- none we have enough free parking
- not aware
- not aware of what is available for a community our size
- Not familiar with these studies
- not familiar
- Not sure.
- Not too much info needed.
- Number of parking spaces, time limits, issuance of parking passes, fines and enforcement practices.
- Other cities have been researched; the political will is not there to model other cities.
- Parking fees. Public-private partnership. Number of spaces. Cost of structures.
- Parking Management Programs used by other cities.
- parking operations as it relates to on street management i.e. pay stations, pay by cell. management of parking i.e. wireless handheld ticket writers and how to boost revenue
- Parking options along with transit oriented development
- Parking pricing studies
- Parking studies in similar sized entities
- Parking variables that correlate to economic development
- Permit and metered parking rates, downtown parking density, parking enforcement tools for customer parking.
- Pricing, innovation producing cost effective results, data gathering tools
- really not sure without some study
- Research conducted on advanced technology and the development, operations and maintenance of parking lots, street parking, and parking garages.
- Research from similar sized cities with transit development.
- Research that shows what an appropriate amount of parking a traditional urban downtown needs in relation to population and business use would be helpful.
- Revenue stream & subsidy comparisons for both pay- to-park communities and free parking communities
- Same economic status is important
- _____ considers itself unique but we have always been open to new ideas in parking. We are currently doing an organizational assessment of our staffing and operations. With this in mind I think that parking conferences and electronic networking is the most helpful.
- _____ conducts an on-street parking study in all paid parking areas (total 12,000 paid spaces, we count 3/4 of them) as part of our Performance-based Parking Pricing program. Having access to similar studies, particularly from municipalities, would be helpful. Research on the effects of variable pricing for on- street parking programs would be great too. Curb space policies, strategic parking plans from larger cities too.
- shared parking, storm water management
- Similar business districts before and after right-priced parking implementation.
Examples of initiatives funded by parking revenues.
- Street parking versus structured parking. Ability of the City or the Economic Development Authority to own and/or manage parking.
- Street/other options for notifying, informing the transient tourist community of parking options
- Studies of comparable cities in the US
- Technologies, building parking areas and structures, security.
- The effects of summer tourism on available parking.
- The trends that indicate that car use is declining amongst "Millennials".
- Unknown (3 mentions)
- Unsure
- Use of park and ride locations away from urban centers and transportation of users to urban locations
- Use of permeable paving options to create more multi- use spaces.
- We are a small county of less than 5000 so I don't know if this would work but would consider a study.
- We are a very rural County. Low population, little mass transit. People that visit the campus often drive long distances.
- We are currently in a parking study specific to the Village of _____. Helpful would be projected studies for future requirements for local area as well as Federal studies and sources for new parking structures with federal/state funds available for green" structures.
- We have a very unique city.
- We really don't have parking issues.
- What other similar size counties are handling parking.
- Would be interesting to see how smaller towns and villages are dealing with parking conditions.