

Parking Management Toolbox

The following are a sample of the many parking management tools that can be utilized. This is a list to briefly explain each tool and should not be considered a list of recommended tools.

Description	Notes
Additional surface parking	This could be free or paid lots and they could be constructed by either the city or the institutions. In a fully developed, high demand area like the study area, any additional surface parking will likely require removal of another viable use that already occupies the property.
Area restrictions	This is commonly used for residential parking permits, but also includes some of the institution related permits. Generally, this tool allows holders of permits to have more rights to parking within a particular area than the general population.
Bicycle/pedestrian enhancement	This can be particularly valuable in a college environment where auto trips can often be replaced by bicycle/pedestrian trips. It also supports the use of more remote parking lots and transit. This may include additional components like new sidewalks and trails, but can also include more operational issues such as traffic signal timing or sidewalk snow removal regulations/procedures.
Changes to zoning parking standards	This can include items such as increasing the required minimum off-street parking for uses; adding standards to encourage shared parking amongst different uses, and at times, instituting parking maximums if parking starts to overwhelm uses. The latter can occur with single family residential conversions to student rentals because landlords may pave large areas to support more adult tenants with cars.
Eliminating all cars for snow removal or street cleaning	This is always a hot button issue because of the costs of towing and the disruption it creates for people who rely on overnight street parking, but it is often the only effective way to clear streets from curb to curb in snow emergencies.
Hour cars	This is a commercial service that allows people to easily rent a vehicle for a minimal hourly charge. This can be effective in removing the need for students to bring cars with them to campus since many do so only to provide an easy way to get to a grocery store or mall where the purchases can be difficult to manage on a bus.
On-street angle parking	Can increase the number of parking spaces but can have impacts on traffic flow. Can be head in or reverse in angle parking. Head in is more common, but there is some evidence, that reverse in angle parking may have improved safety.

On street loading zones	These can help prevent disruption of travel lanes from double-parking of delivery vehicles. These can be 24 hour zones or can be limited to off-peak parking periods to encourage businesses to schedule deliveries at times that are the least disruptive.
Overnight parking restrictions	These can be full bans or a more limited option such as residential parking permits.
Parking meters	There are many new technologies for parking meters. They can be effective for encouraging more frequent turnover of high demand spaces and provides a price to street parking which can push users towards long term pay lots. Requires capital expenditures, maintenance and enforcement. There can be resistance from residents who may have to pay for use of street parking that was previously provided for free.
Parking pricing (generally)	Pricing schemes can be adjusted to encourage or discourage certain types of parking. For instance, low first hour parking can be used to encourage turnover, high first hour rates can be used to encourage long term parking, daily or month pricing encourages more long term use, parking rates can be adjusted based on time of day to minimize peaks, etc.
Parking structures	These can be expensive and difficult to make self sufficient financially but do have some urban design advantages.
Parking time limitations	These can be used to encourage greater turnover of parking spaces in high demand areas and encourage all day parkers to relocate into lower demand areas such as remote parking lots. Requires prompt enforcement in order to be effective
Signage	This can include wayfinding signs to help users find underutilized lots, branding for consistency, informational signage at the facility or more sophisticated electronic signage that directs users to lots based on the number of available spaces remaining in the lot.
Transit enhancements	This can include changing routes, increasing frequency, providing enhanced bus shelters, marketing, or financial incentives such as subsidized/free bus passes.
Vehicle towing	This is often a controversial enforcement technique because of the expense and that it can abandon users without transportation. However, it is the only enforcement mechanism that can physically free parking spaces for maintenance (snow removal) or for another user to use.