

ANCHORAGE RIGHT-OF-WAY AND PARKING MANAGEMENT STRATEGY



Best Practices Review

Anchorage ROW and Parking Management Strategy | November 2025

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Introduction

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1

Overview

- Nelson/Nygaard conducted a best practice review of parking management based on issues and opportunities facing Anchorage. The topics include priced parking, parking permits, parking enforcement, winter parking regulations, shared parking, parking benefits districts, and parking governance.
- This review documents parking management strategies and innovative practices that have proven successful, identifying approaches that can potentially be applied to Anchorage's unique context.
- The focus of this review is on on-street parking management.
- It is important to note that...
 - No peer city is a perfect match for Anchorage, yet each example provides insight and lessons learned that may prove valuable as Anchorage explores new parking management approaches.
 - The review provides a summary of information. Links are included to allow for additional review of details on the topics and case studies.
 - Information in this review is current as of October 2025. Policies and practices continue to evolve.

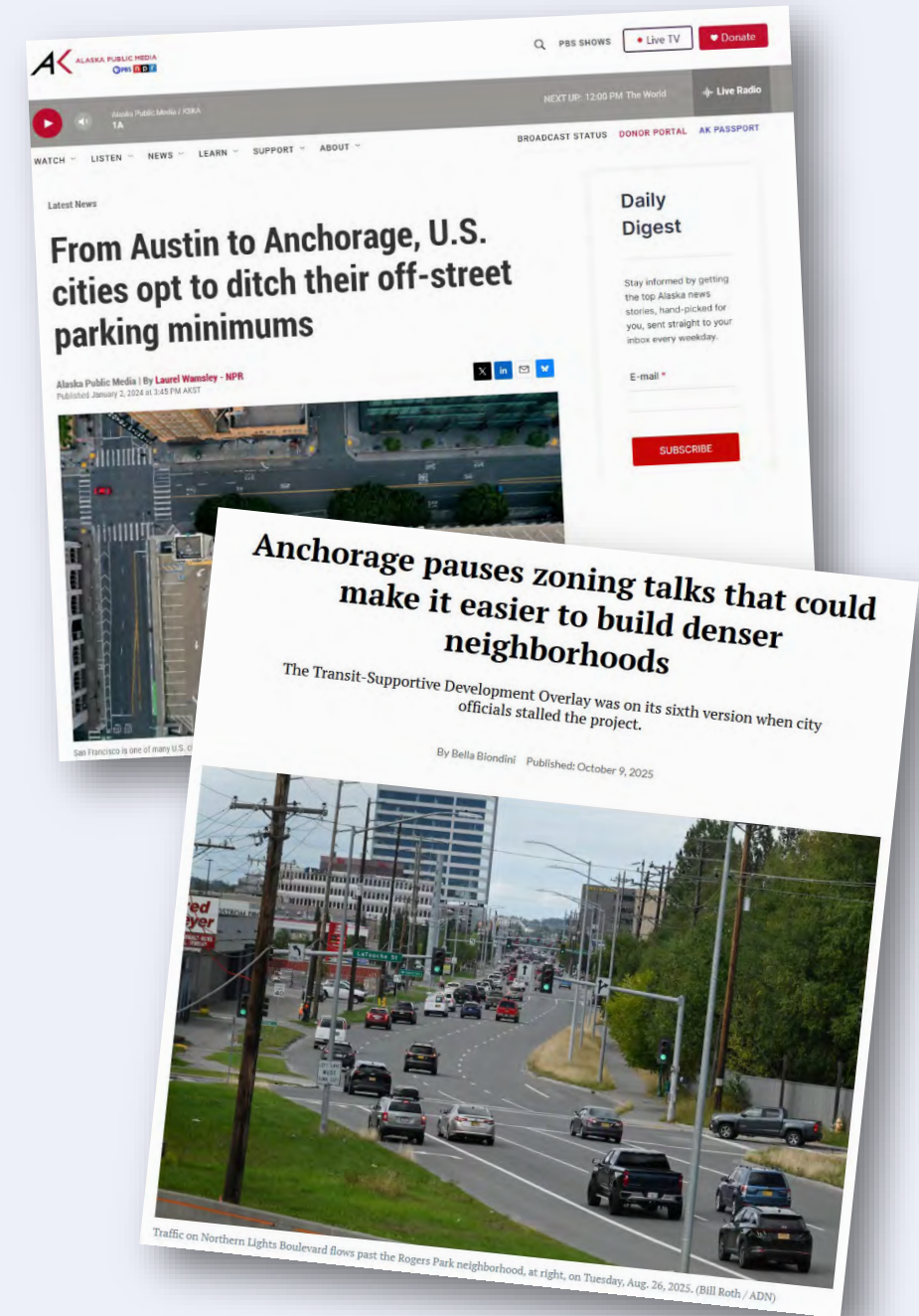
Parking Management 101

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2

What is parking management?

- Parking management refers to policies, strategies, tools, and programs employed to encourage the efficient and safe use of on-and off-street parking facilities.
- Parking management is essential to providing convenient access to parking facilities for all types of users, especially as cities grow, prioritize affordable housing, and evolve their approaches to new development.
- While parking management differs based on the local context, it generally includes some or all of the following elements:
 - Tracking and analyzing data
 - Zoning and policy
 - Curb management
 - Enforcement
 - Shared parking
 - District-based management
 - Signage, branding, and wayfinding
 - Technology and systems



What is parking management?

- **Tracking and analyzing data:** Gathering consistent data on parking inventory, occupancy, and turnover can help cities better balance supply and demand.
- **Zoning and policy:** Reducing or eliminating parking minimums and/or setting parking maximums help right-size the amount of new parking built. Unbundling the cost of parking from a purchase or lease more accurately reflects the cost of parking.
- **Curb management:** Time limits, pricing, permits, and loading zones increase parking turnover and balances competing curb uses. Proactively regulating on-street vehicle storage in the public right-of-way, which is not addressed through parking mandates in the zoning code (which only apply to off-street vehicle storage on private property).



What is parking management?

- **Enforcement:** Consistent enforcement ensures equitable access to parking resources and supports the efficient operation of the right-of-way.
- **Shared parking:** Parking spaces can be shared by more than one business or institution, allowing parking facilities to be used more efficiently.
- **District-based management:** Parking Benefit Districts (PBDs) are zones in which revenue from paid parking is reinvested in improvements in that zone.
- **Signage, branding, and wayfinding:** Coherent branding and clear wayfinding signage helps customers find, use, and pay for parking.
- **Technology and systems:** State-of-the-art systems, such as smartphone apps and real-time signage, creates a user-friendly parking system and makes it easy to manage and administer.



What are the benefits of management?

- Not having to search for parking **reduces unnecessary trips**, which **decreases congestion and emissions**.
- Efficient parking systems and clearly-communicated parking regulations are **more user-friendly** for people parking.
- Shared and unbundled parking **reduces capital costs and improves affordability** for developers, businesses, renters, and homeowners.
- Better management of **public assets**, including public streets.



What are the benefits of management?

- More turnover increases the number of visitors who can park during the day, increasing **economic vitality**.
- **Parking revenue reinvestment** can be used for alternate transportation, streetscape beautification, and more.
- Less cruising for spots and space for alternative modes of transportation encourages **safe and efficient use of public right-of-way**.
- Appropriately priced parking **improves equity** by reallocating space from cars to people, increasing affordability, and **supporting alternative travel options**.



How do strategies and benefits align?

	Reduced trips, congestion, and emissions	More user-friendly	Reduced costs	Economic vitality	Revenue reinvestment	Efficient & safe use of public ROW	Equity and travel options
Policy	✓		✓	✓			✓
Curb management	✓	✓		✓	✓	✓	✓
Shared parking	✓	✓	✓	✓		✓	✓
District-based management		✓	✓	✓	✓	✓	✓
Signage, branding, and wayfinding	✓	✓		✓		✓	
Technology and systems	✓	✓	✓			✓	
Enforcement	✓			✓	✓	✓	✓

Best Practices and Case Studies

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3

Priced Parking

WHAT IS IT?

- Priced parking can be paid at physical meters/kiosks, via apps, or both.
- Demand-based or performance-based parking sets a desired occupancy rate and then adjusts parking rates according to demand to reach that occupancy.
 - Rates can vary by time of the day or remain static throughout the day
- Progressive parking rates allow longer stays but increase the hourly rate of parking the longer someone is parked.
- Establishing paid parking requires having enough enforcement staff capacity to ensure compliance.



Performance-Based Pricing (Boulder, CO)

HOW IT WORKS

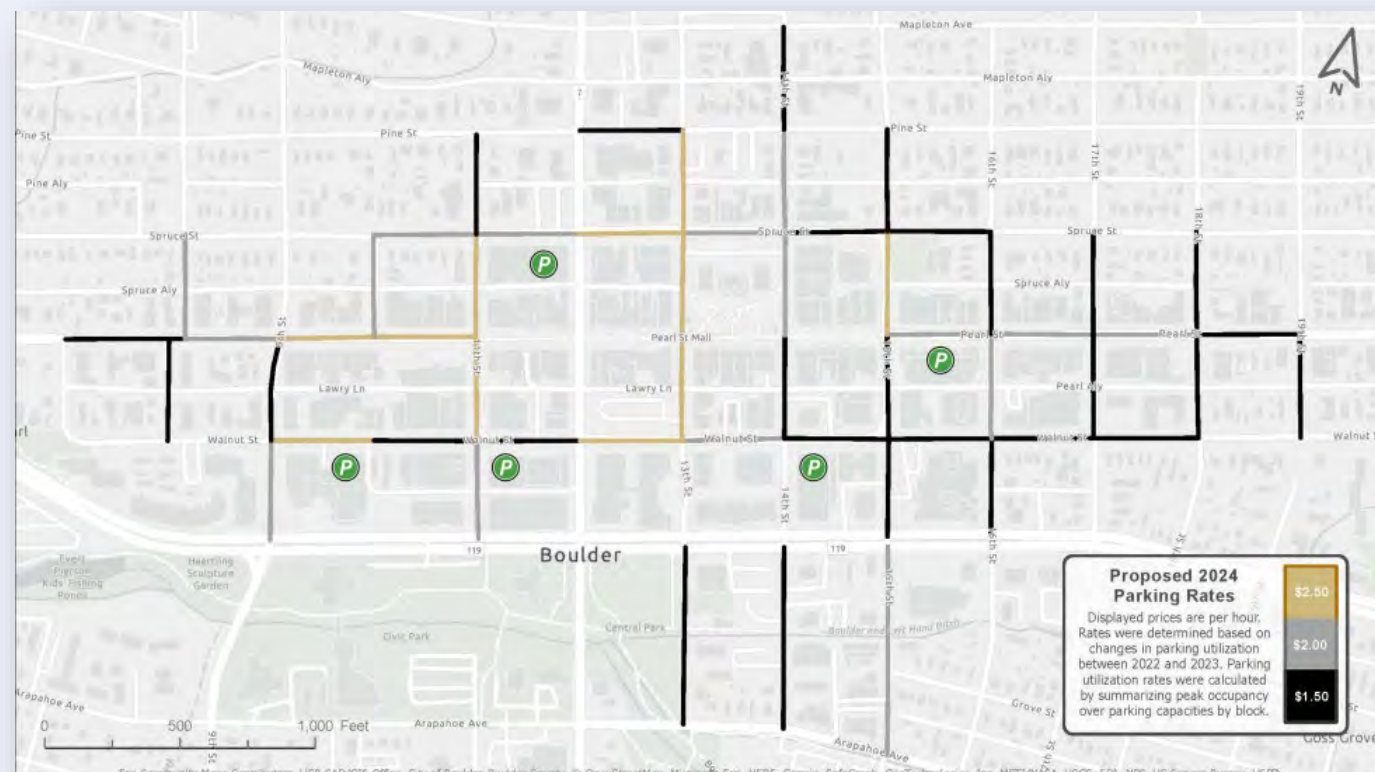
- In 2024, Boulder introduced new on-street parking rates based on driver demand for parking on each block.
- Parking counts are conducted annually and prices are adjusted accordingly.
- Boulder implemented the program using existing staff capacity and data and will use increased parking revenue to fund future data collection.
- Parking revenue covers the cost of the program and costs of administering the EcoPass Program—discounted annual transit passes for employees and residents.
- Find out more: [City of Boulder Performance-Based Pricing](#)



Performance-Based Pricing (Boulder, CO)

OUTCOMES, BENEFITS, AND CHALLENGES

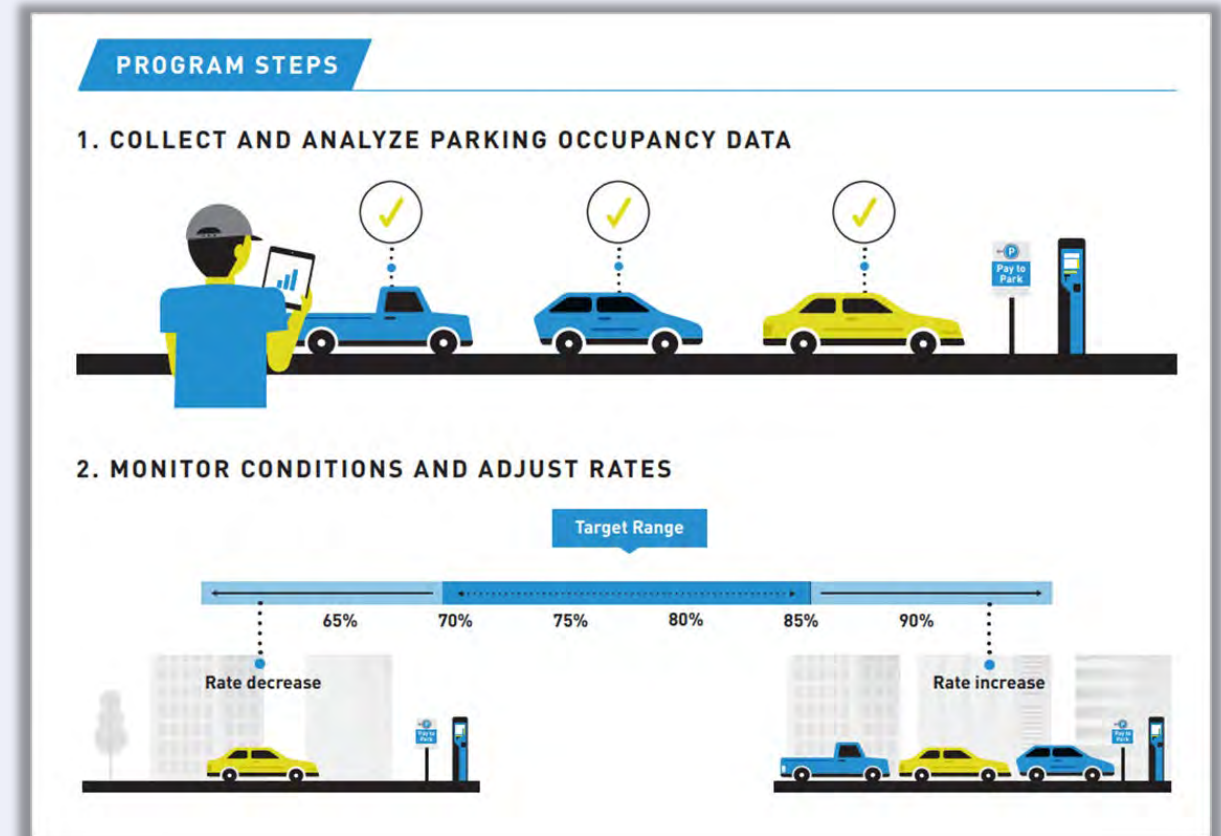
- Outcomes
 - The parking program is self-sustaining, with parking revenue covering the cost of managing and maintaining parking
- Benefits
 - Parking pricing is understood as a strategy for reaching mode shift goals
 - Shifts long-term parking to off-street garages
 - Creates lower-cost options
- Challenges
 - Parking counts must be completed annually
 - Pricing changes must be well-communicated to the public



Demand-based parking (Seattle, WA)

HOW IT WORKS

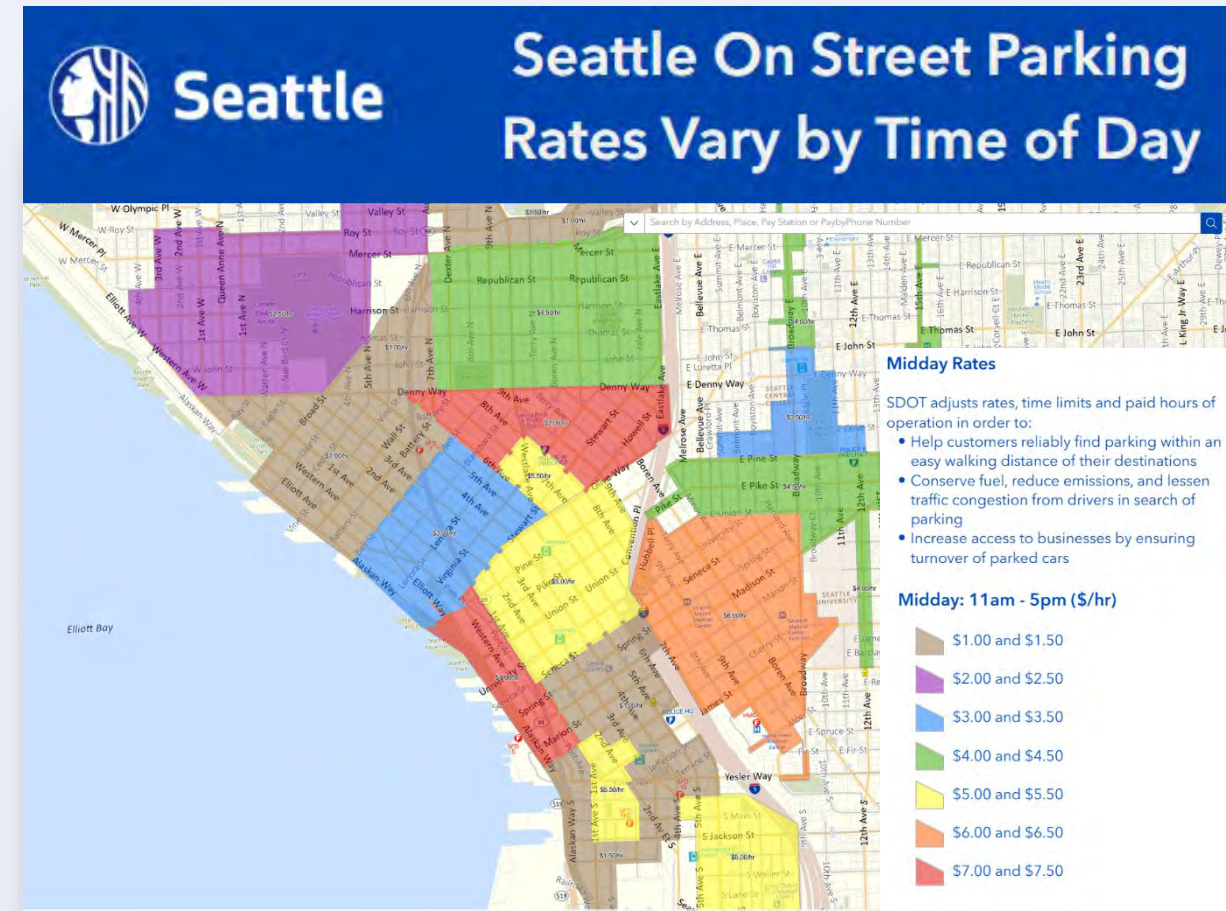
- On-street target occupancy is 70-85%, depending on time period and area.
- Data is collected annually, and rates are adjusted 1x per year by time of day to account for different demands.
- Over 300+ rate adjustments in 34 paid parking zones since 2011, with an equal number of rate **decreases** and rate increases.
- The price of hourly parking varies by morning, afternoon, and evening, depending on when parking demand is highest in that location.
- Find out more: [SDOT Paid Parking](#)



Demand-Based Parking (Seattle, WA)

OUTCOMES, BENEFITS, AND CHALLENGES

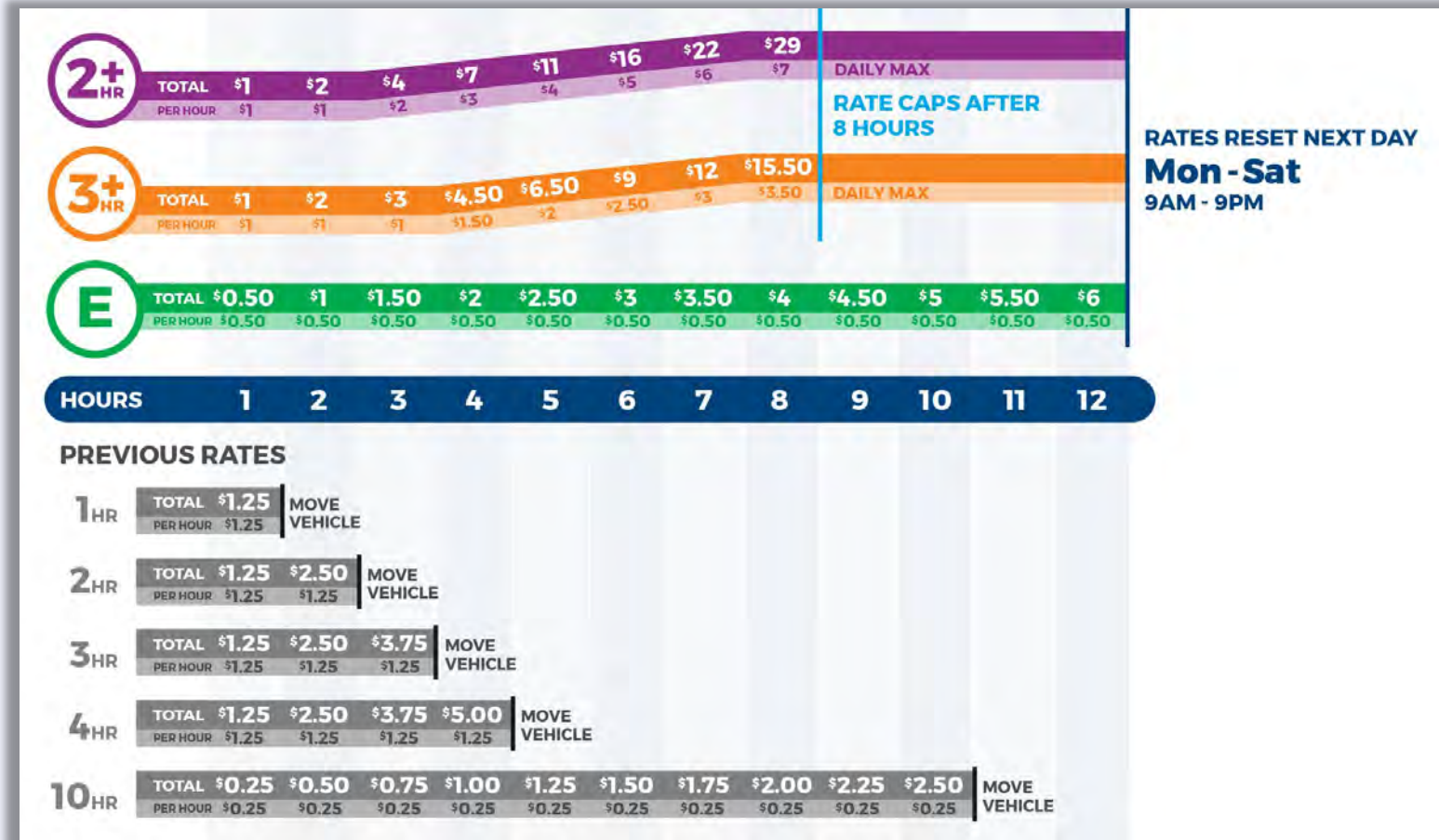
- Outcomes
 - When parking occupancy is 70–80%, parking is well utilized, but drivers are still able to find spots without excessive searching
- Benefits
 - Tying parking prices to driver demand better reflects what level of parking “convenience” is worth to motorists
- Challenges
 - Parking occupancy studies must be completed annually, which requires funding and personnel
 - Requires regular communication of rate changes



Progressive Rates (Omaha, NE)

HOW IT WORKS

- Park Omaha uses progressive rate zones where hourly parking rates increases over time.
- The rate at which the hourly parking rate increases depends on how much turnover is desired in the zone, with the rates of the most desirable street parking zones increasing the fastest.
- Find out more: [On-Street Parking - Park Omaha](#)



Progressive Rates (Omaha, NE)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - After progressive rates were implemented in 2023, mobile ticket transactions increased from 84,425 to 129,188, the average parking duration dropped from 2.8 hours to 2.2 hours, parking revenue increased, and citations decreased
- Benefits
 - Flat hourly rates in surface lots and garages encourage off-street parking for longer stays
 - Enforcement staff capacity needed for enforcing time limits decreases
- Challenges
 - Requires robust and effective communication



Parking Permits

WHAT IS IT?

- Parking permit programs are used to manage parking in vibrant mixed-use areas, areas with high commuter rates, and neighborhoods dealing with non-residents storing vehicles on neighborhood streets.
- They generally allow permit-holders to exceed parking time limits within the zone.
- Permit programs can be available for residents, employees, and/or businesses.



Residential Parking Permits (RPP) (Madison, WI)

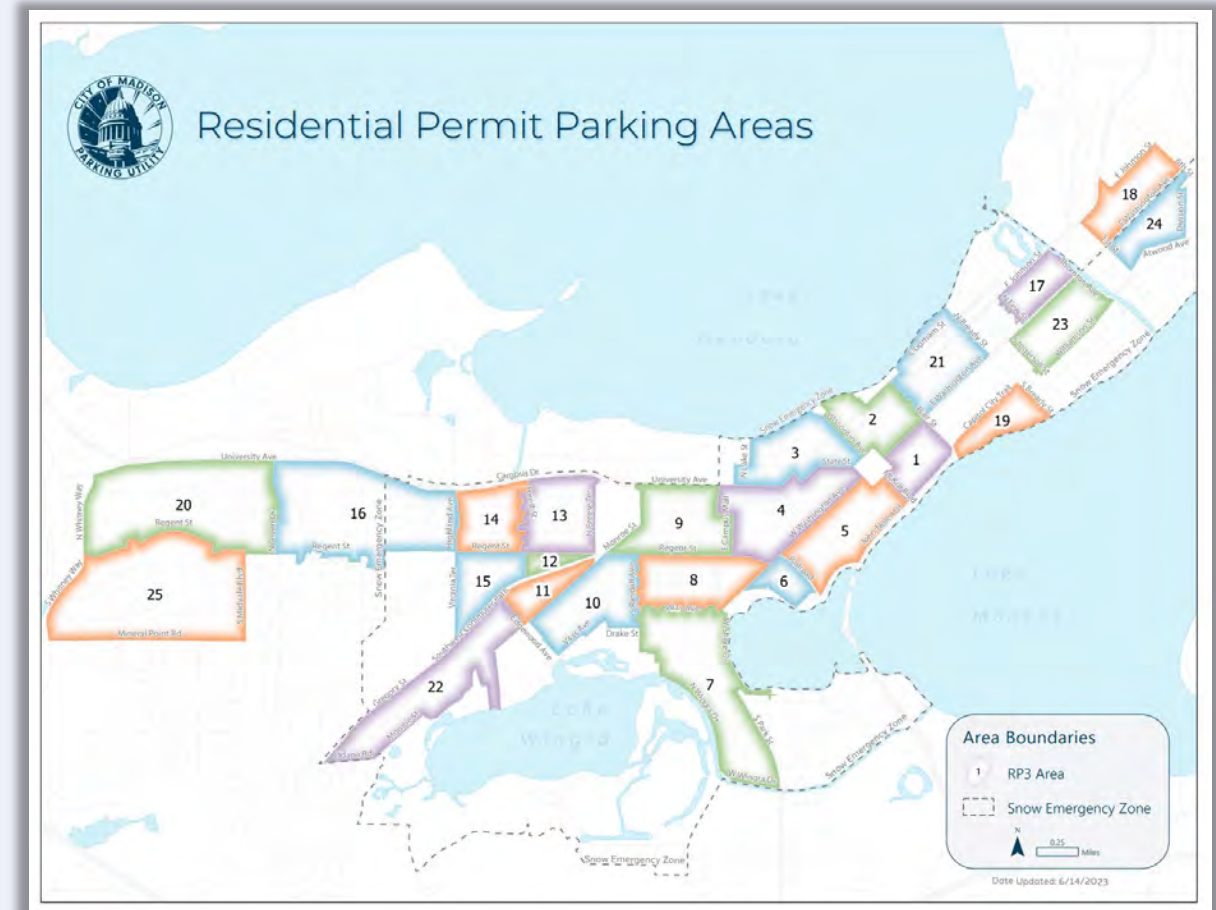
HOW IT WORKS

- Madison has two types of RPPs, both of which cost \$42 annually:
 - The whole block is time-restricted parking, and permit holders can exceed the time restrictions (RP3)
 - Half of the block is restricted to only permit-holders, and the other half has no parking restrictions (RPO)
- The following requirements must be met to establish an RPP:
 - 50% or more of the block must be zoned residential
 - A majority of residents must be in favor of the program
 - A parking study must find that a majority of parking is occupied by commuter vehicles during the week
- Visitors permits are not issued
- Find out more: [Residential Parking Permits – City of Madison, WI](#)

Residential Parking Permits (Madison, WI)

OUTCOMES, BENEFITS, AND CHALLENGES

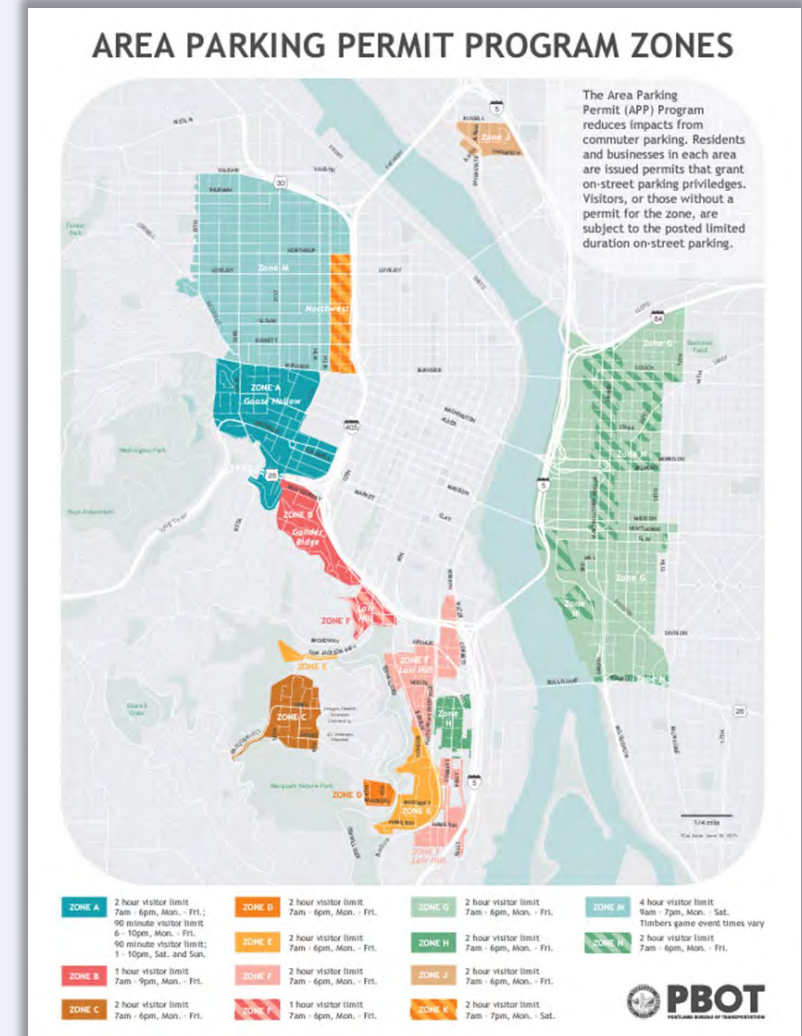
- Outcomes
 - Parking is more consistently available for residents in high-commute areas
- Benefits
 - Because the program is not open to employees, commuters park in off-street facilities
- Challenges
 - Establishing an RPP requires capacity from residents to petition neighbors and capacity from the City to complete a parking study



Area Parking Permits (Portland, OR)

HOW IT WORKS

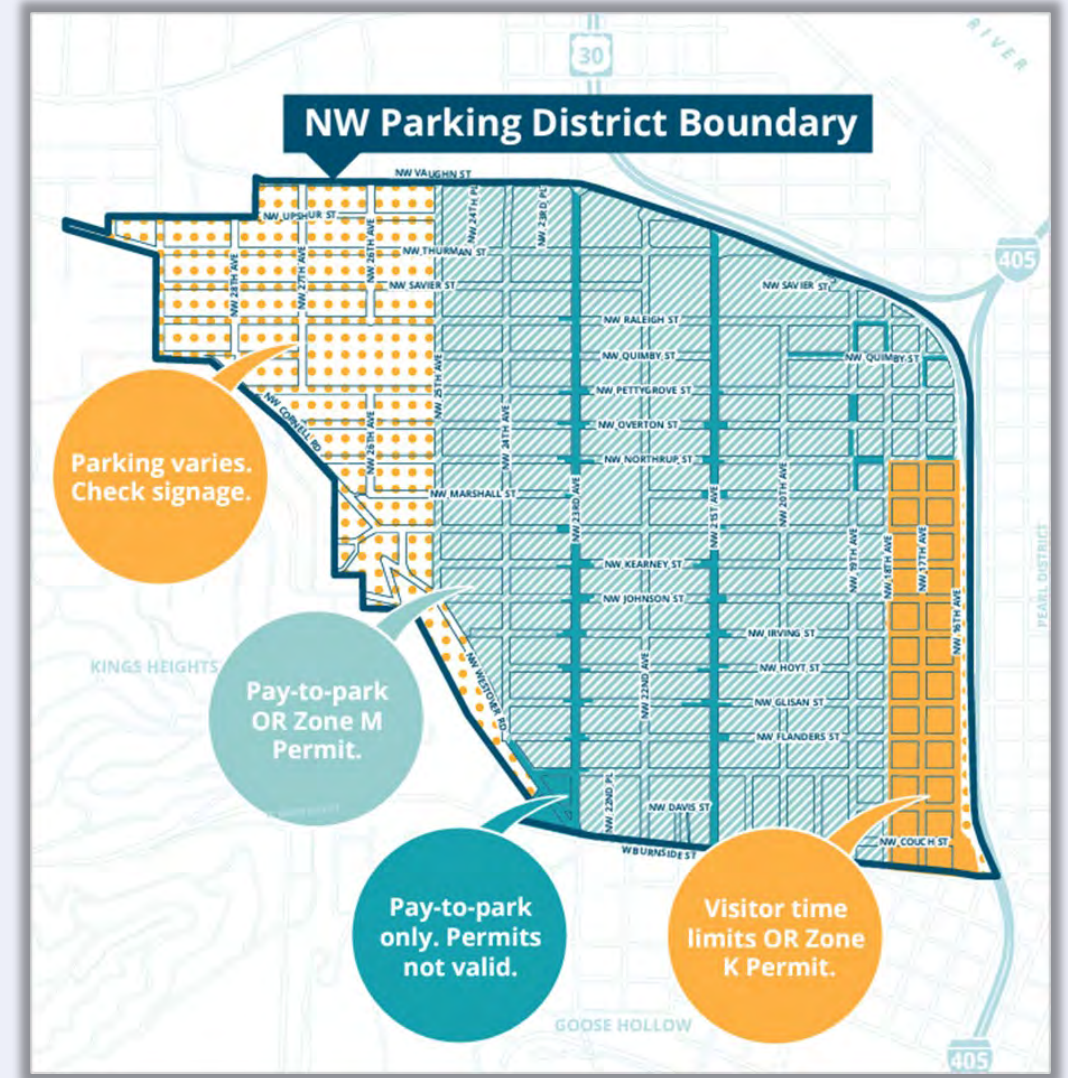
- The Area Parking Permit (APP) program is for both residents and employers.
- The APP is designed to help people who live or work in non-metered areas by controlling commuter parking in their neighborhood.
- Visitors to the neighborhood may park for a limited time, while residents and businesses may purchase permits that allow them to exceed visitor parking time limits.
- Find out more: [Area Permit Program – City of Portland](#) ; [City of Portland Parking](#)



Area Parking Permits (Portland, OR)

HOW IT WORKS

- Resident permits are \$210.75 each
 - Residents can buy one permit per license plate, and a maximum of three permits can be issued per address
- Business permits are \$210.75 each
 - Businesses are eligible to purchase up to 0.8 permits per full-time equivalent employee
 - Businesses requesting more than 30 permits must complete a survey on their transportation demand practices and off-street parking options
 - Permits are capped at 50 per business, and businesses must request an exemption if they wish to buy more



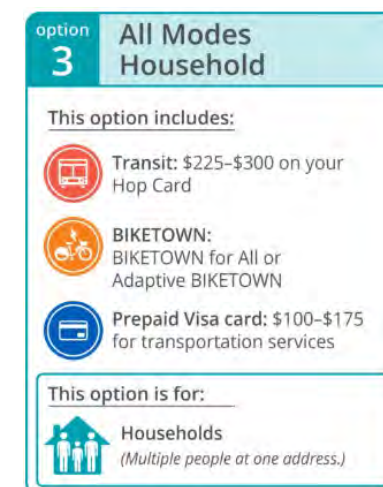
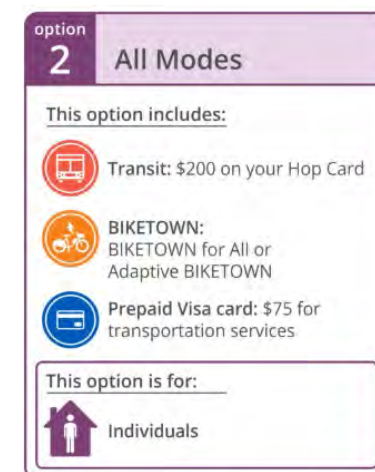
Equity Spotlight: Transportation Wallets (Portland, OR)

- Surcharges on parking permits in the Northwest and Central Eastside Parking Districts are used to fund [Transportation Wallets](#), which provide a collection of transit, streetcar, bike-share, e-scooter-share, and car-share credits (equivalent value of \$868)
- There are three transportation wallet programs:
 - **Parking Districts:** Residents in the Northwest or Central Eastside Parking Districts can trade in their parking permit for a free transportation wallet or can buy one for \$99
 - **Access for All:** Free transportation wallets are available to income-qualified Portlanders who either a) receive a registration link from a community-based organization partnering with PBOT or b) live or work in the Northwest or Central Eastside Parking District
 - **New Movers:** Residents of certain new multi-unit buildings are eligible for free transportation wallets, funded by developer permit fees



Three options are available to recipients of the Access for All program.

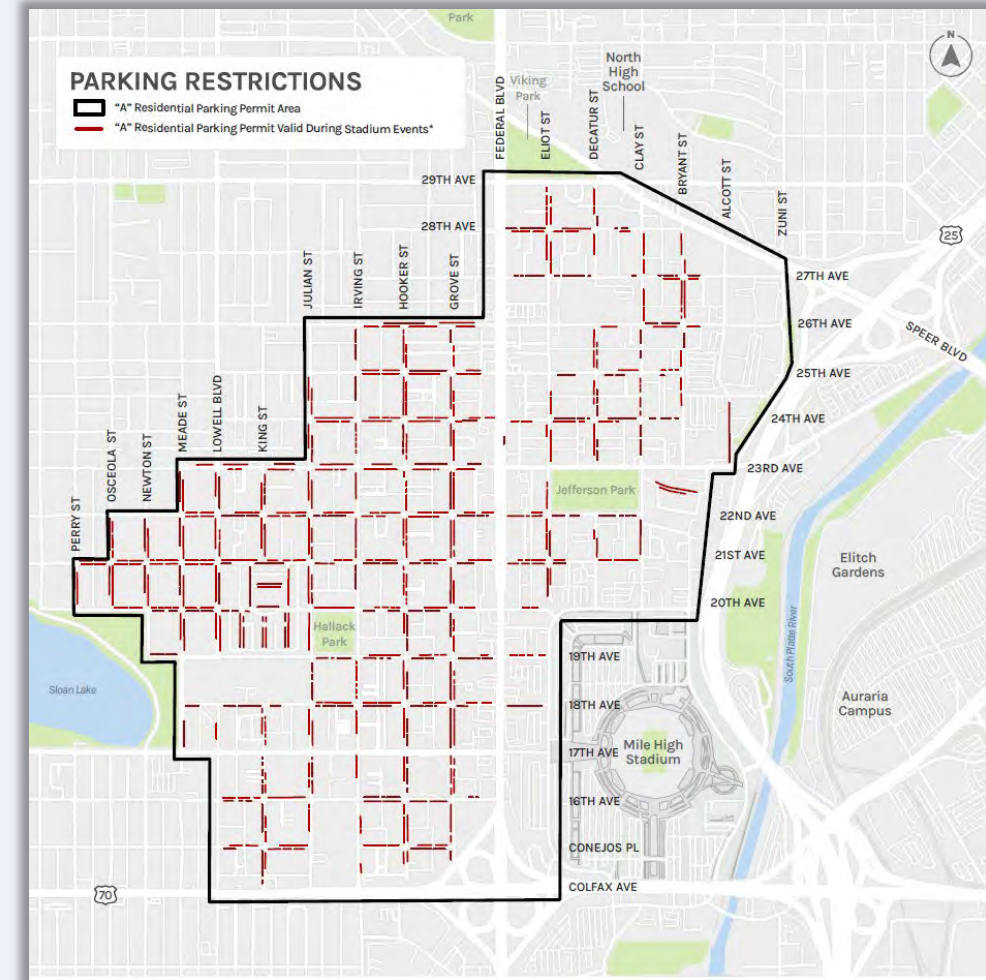
Source: [PBOT](#)



Residential Parking Permits (Denver, CO)

HOW IT WORKS

- Denver limits access to RPPs based on availability of off-street parking—large residential development with significantly more units than available on-street parking spots may be ineligible for parking permits.
 - Multi-unit dwellings of 20 units or less are eligible for block zone permits, which limit parking to the block on which the dwelling is located
 - Multi-unit dwellings of 50 units or less are eligible for area zone permits, which cover a larger area than a single block
- Each eligible address is allowed one permit for \$20 and one Flex Parking Permit for guests for \$25.
- Find out more: [Residential Parking Permit Program – City and County of Denver](#)



Residential Parking Permits (Denver, CO)

HOW IT WORKS

- RPPs are established through Curbside Area Management Plans (CAMPs). In addition to RPPs, CAPs include parking management strategies like time limits, paid parking zones, and no parking zones.
- The CAMP process includes six main steps, which together are expected to take roughly 16 months:
 1. Initiate CAMP process (collect data and form stakeholder working group)
 2. Identify challenges and user groups, conduct needs assessment and identify occupancy patterns
 3. Establish goals
 4. Develop strategies and recommendations
 5. Conduct neighborhood outreach to confirm strategies
 6. Prepare for plan implementation (design, sign fabrication, and installation)
- Find out more about CAMPs: [Curbside Area Management Plans - City and County of Denver](#)

Residential Parking Permits (Denver, CO)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - RRP's tailored to the needs of a specific area, deployed as part of a suite of holistic strategies (see example from Cherry Creek CAMP)
- Benefits
 - RPP strategies are attached to a set of goals and vary based on area context (e.g., no non-resident parking on event days near large event venues)
- Challenges
 - The CAMP process requires capacity from neighborhood representatives and department of transportation staff

CURBSIDE MODIFICATIONS	LOCATION	TIMELINE	Cherry Creek CAP GOALS					
			Address Parking Availability	Balance Parking Options for All Users	Encourage Use of Underutilized On-Street Parking	Encourage Use of Off-Street Parking	Improve Traveler Safety	Balance Parking Demand from New Developments
Curbside restrictions updates (see Curbside Restrictions graphic for more information)	All	2025	●	●	●	●	●	●
Implement flex zones in areas of high short-term parking and loading demand	All	2025	●	●	●		●	●
Improve daylighting at alleys, driveways, and intersections	All	2025					●	
Introduce two CCN Area Permit Zones to enhance parking flexibility for residents and guests	Cherry Creek North	2025	●	●	●			
Expand no parking zones to provide additional passing opportunities where appropriate	Cherry Creek North	2025					●	
Introduce additional unrestricted parking on avenues	Cherry Creek North	2025	●	●	●			●
Convert some RPP-only parking restrictions to 2 hour parking, RPP permit excepted (8am-7pm)	Cherry Creek North	2025	●	●	●			●
Identify bicycle/micromobility parking locations	BID	2025	●	●	●		●	●
Modify parking hours of operation from 8am-7pm to 8am-9pm in paid areas	BID, Cherry Creek East	2025	●	●	●	●		
Implement performance-based parking pricing in high demand areas	BID	2025	●	●	●	●		●
Support CCN BID efforts to improve wayfinding signage and curbside management communication	BID	Ongoing		●	●	●	●	●
Continue working with DOTI to address Cherry Creek East parking demand	Cherry Creek East	Ongoing	●	●	●			●
Continue to explore feasibility of including Sunday in paid and non-paid time restricted areas	All	Long-term	●	●	●	●		

Hybrid Parking Program (Boise, ID)

HOW IT WORKS

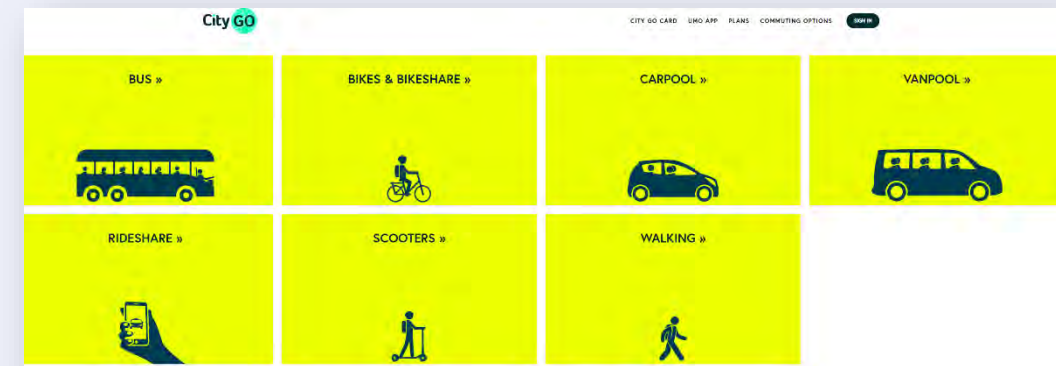
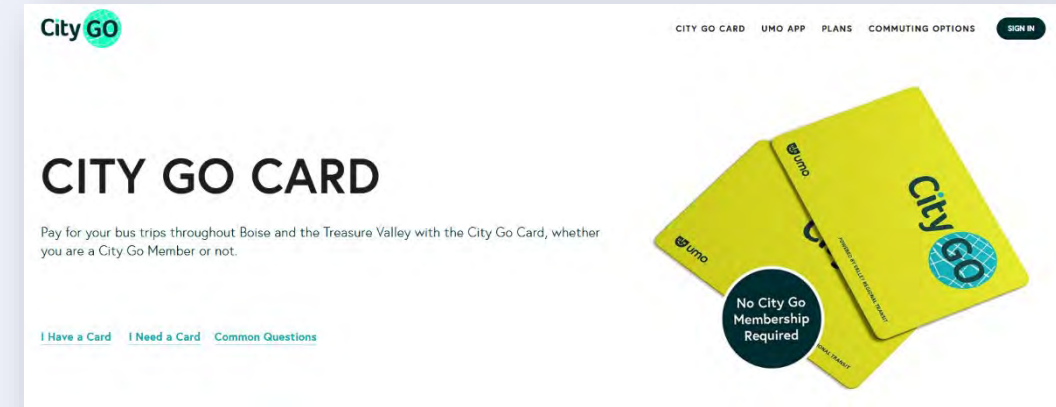
- In response to changing commute patterns, ParkBOI has introduced a new hybrid parking program for employers.
- The hybrid parking program allows employers to pay for a set number of allotted parking spaces that employees can use. All enrolled employees enter the garage with a key card.
- When the number of employees parking at one time exceeds the allotted spaces, parking is charged to the employer as hourly parking.
- Find out more: [ParkBOI hybrid parking](#)



Hybrid Parking Program (Boise, ID)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Employers save money by only paying for the number of spaces they expect to use at one time
 - Fewer spaces go reserved and then unused on a typical day
- Benefits
 - Better suited for hybrid employee schedules
 - Allows employees to mix and match commute modes during the week, especially when paired with [ParkBOI's City Go commute options program](#)
- Challenges
 - If the number of employees parking consistently exceeds allotted spaces, especially for companies with designated in-person days, hourly parking rates can exceed savings



Enforcement

WHAT IS IT?

- Successful parking systems rely on enforcement to ensure efficient operations and equitable access.
- Enforcement can come in many different forms, including fines, booting, and towing.
- Enforcing parking rules requires clear signage.
- Through programs like warnings for first-time offenders, extended grace periods for meter payment, a graduated citation structure that increases fines with repeated offenses, and ticket forgiveness, enforcement can maximize user-friendliness and minimize public frustration.
- Enforcement programs should prioritize education, customer service, and behavior change over revenue generation.



Contracted Enforcement (Edmonton, AB)

HOW IT WORKS

- Parking enforcement is contracted out to a private security firm. Some officers have regular beats they patrol, and others respond to complaints.
- Three strike rule: vehicles that have received two tickets for the same violation in the same area will be towed on 3rd violation.
- Private agency parking program: owners of shopping centers, property management companies, hospitals, and private condominiums can apply to write parking tickets on private property where parking signage meets city requirements
 - The program requires a minimum of two volunteers: a parking administrator who acts as the liaison with the City and an enforcement officer who writes the tickets. They are not paid by the City but can be paid by the owner.
- Find out more: [Parking Enforcement – City of Edmonton](#)



Contracted Enforcement (Edmonton, AB)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Parking enforcement capacity is increased by contracting out enforcement and allowing volunteers to enforce on private property
- Benefits
 - Enforcement practices support changes in behavior:
 - The three-strike rule discourages repeat offenses without being overly punitive
 - Educational programs encourage compliance and safety around schools
- Challenges
 - Contracting out enforcement is associated with some challenges, including loss of public control and public oversight, equity concerns and the risk of aggressive enforcement practices, and potential higher cost to users



Automated Enforcement (Fort Collins, CO)

HOW IT WORKS

- In 2014, Fort Collins incorporated license plate readers (LPRs) into their parking enforcement system.
- These are used in conjunction with handheld ticket systems for efficient enforcement.
- As street parking in Fort Collins is free, LPRs are used primarily for enforcing time limits. LPRs can also help identify stolen vehicles.
- In cases of repeated tickets that have not been paid, Fort Collins can deploy self-release Barnacles, which can be unlocked at any time by calling the number on the Barnacle.
- Find out more: [Enforcement – City of Fort Collins](#)



Automated Enforcement (Fort Collins, CO)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Higher compliance with time limits
 - Less time-consuming mode of enforcement
- Benefits
 - Increased turnover, especially with employees parking in time-limited spaces that are needed for customers
 - More efficient for parking enforcement staff
 - Can also identify lapsed registration, which can also help identify vehicles likely to cause issues during snow events
- Challenges
 - Requires up-front investment in new technologies
 - Public concerns may arise about LPR technology



Progressive Fines (Baltimore, MD)

HOW IT WORKS

- The Parking Authority of Baltimore manages 12 city-owned garages, several surface lots, and on-street parking.
- The cost of tickets issued for repeat violations in RPP program areas within a 12-month period increases over time, with the first ticket at \$50, the second at \$70, the third at \$100, and the fourth at \$150.
- Find out more: [Progressive Fines – Baltimore City](#)



Progressive Fines (Baltimore, MD)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Repeat parking offences are discouraged
- Benefits
 - Relatively low first-time ticket amounts are less punitive for first-time offenders
- Challenges
 - Implementing new citation systems requires political will



Parking & Winter Weather

WHAT IS IT?

- Many cities manage parking during winter weather with a suite of strategies:
 - **Even/odd parking regulations:** people must move their car from one side of the street to the other each day (e.g. Syracuse, NY)
 - **One-side parking regulations:** parking is only allowed on one side of the street in winter weather to allow half of the street to be consistently plowed (e.g. Kansas City, MO)
 - **Parking bans:** people must move their vehicles off all designated streets when ban is initiated. These bans can be phased based on street type (e.g. Edmonton, AB) or can happen concurrently for all street types and require people to move their cars to off-street facilities (e.g. Montreal, QC).
 - Some cities use a combination of strategies (e.g. Minneapolis, MN).
- These strategies have tradeoffs, including how much of the street can be plowed and how much confusion or frustration is experienced by residents.
- As is the case for all parking management strategies, they are only as effective as the enforcement systems in place to ensure compliance.

Even and Odd Parking Restrictions (Syracuse, NY)

HOW DOES IT WORK?

- Syracuse uses odd and even parking restrictions: In Downtown Syracuse from November 1st to April 1st each year, parking is only allowed on one side of the street each night to allow space for snowplows.
- On many residential streets outside of downtown, odd/even parking restrictions are in effect all year and apply during the day as well as night.
- After snow events, police patrol high-priority areas to ticket and tow if necessary. The City maintains a full list of priority parking enforcement streets on website.
- Find out more: [Parking in Winter – City of Syracuse](#)



Even and Odd Parking Restrictions (Syracuse, NY)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Streets can be plowed from curb-to-curb within 48 hours
- Benefits
 - Establishes a regular rhythm for the entire season that does not rely on communicating updates on when/where to move vehicles
- Challenges
 - Regulations may be confusing, especially on back-to-back odd days
 - Enforcement requires enough personnel to apply policy evenly across the city
 - Requiring people to move every day even if they are not driving may generate frustration



One-Side Parking Restrictions (Kansas City, MO)

HOW DOES IT WORK?

- When snow depths reach two inches and a snow emergency is declared, all cars must be moved from snow emergency routes within two hours, and residents are asked to park off-street if possible.
 - If no off-street parking is available, parking is allowed on the north side of streets that run east to west and on the west side of streets that run north to south.
- Find out more: [Kansas City Winter Weather](#)



One-Side Parking Restrictions (Kansas City, MO)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - One-side parking regulations on neighborhood streets allows snowplows to plow a "drivable lane" without all vehicles needing to be moved
- Benefits
 - Does not require people to frequently move their cars
- Challenges
 - Where cars are parked on one side, snowplows cannot plow curb to curb



Communication Spotlight: Kansas City, MO

- Kansas City maintains a centralized source of information related to snow and ice maintenance, including:
 - The City's Snow Plan
 - Parking procedures during winter weather
 - A winter safety plan for residents
 - The link to myKCMO app, which allows users to report downed trees and slick spots and track snowplows
 - Information about warming shelters
 - Trash and recycling pickup impacted by sanitation workers being temporarily transferred to snowplows
- Find out more: [Winter Weather](#)

ZERO KC's

LOW BARRIER SHELTER COLD WEATHER PLAN

	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4
ACTIVATION	OPEN EVERY NIGHT DEC 1 - MARCH 1	32 Degrees and Below	25 Degrees and Below	9 Degrees and Below
SHELTER OPERATORS	Hope Faiths Unity Southeast Hope City Heartland True Light	Shelter KC (Men) City Union Mission (Men and Women)	KCK Shelter & Turning Point	

REFERRAL ONLY SITES

ACTIVATION HOTLINE
816-513-3699

Visit an "Access Site" first.
Northland: Call 913-535-6889
Navigation team will determine the best location for you to be for the night.
Please DO NOT go directly to a "Referral Only Site"

ACCESS SITES

Hope Faiths (Men)
705 Virginia Ave

Hope City (Women)
5101 E. 24th St.

Unity Southeast (All Gender)
3421 E Meyer Blvd

For more information go to:
KCMO.GOV/ZEROKC

Visit the Zero KC homepage:

WINTER WEATHER TRASH & RECYCLING PICK-UP CANCELLATION

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
JAN 6	JAN 7	JAN 8	JAN 9	JAN 10
NO TRASH COLLECTED DUE TO WEATHER	NO TRASH COLLECTED DUE TO WEATHER	NO TRASH COLLECTED DUE TO WEATHER	NO TRASH COLLECTED DUE TO WEATHER	FRIDAY TRASH COLLECTED

Bulky Pickup appointments are canceled the remainder of the week.
2 Additional bags without trash tags on Friday (01/10) & next Monday thru Thursday routes (01/13 - 01/16)

Download myKCMO the City Services app

Faster and easier connection to city services.

311 requests | Track your case | Upload photos
Report potholes | Connect with staff | Make payments

DOWNLOAD myKCMO TODAY!

Download on the App Store | GET IT ON Google Play

Winter SAFETY PLAN

Keep Pipes Safe

KEEP A THIN WATER FLOW FROM FAUCETS ALONG EXTERIOR WALLS AT SUB 32°

DISCONNECT EXTERNAL HOSES

IDENTIFY WATER SHUT-OFF VALVE IN CASE OF EMERGENCY

Water pipes are at risk of freezing below 32°F, however, pipes freeze more often below 20°F. Be winter ready.

The SNOW PLAN

Kansas City is Winter Ready

40K TONS OF SALT

ICE 8,000 TONS OF ICE BAN

36K GALLONS OF CALCIUM CHLORIDE

6,400 LANE MILES

300+ TRUCKS

24/7 OPERATION

103 ROUTES

KANSAS CITY

TRACK PLOWS AT KCMO.GOV/SNOW

Parking and Winter Weather (Minneapolis, MN)

HOW IT WORKS

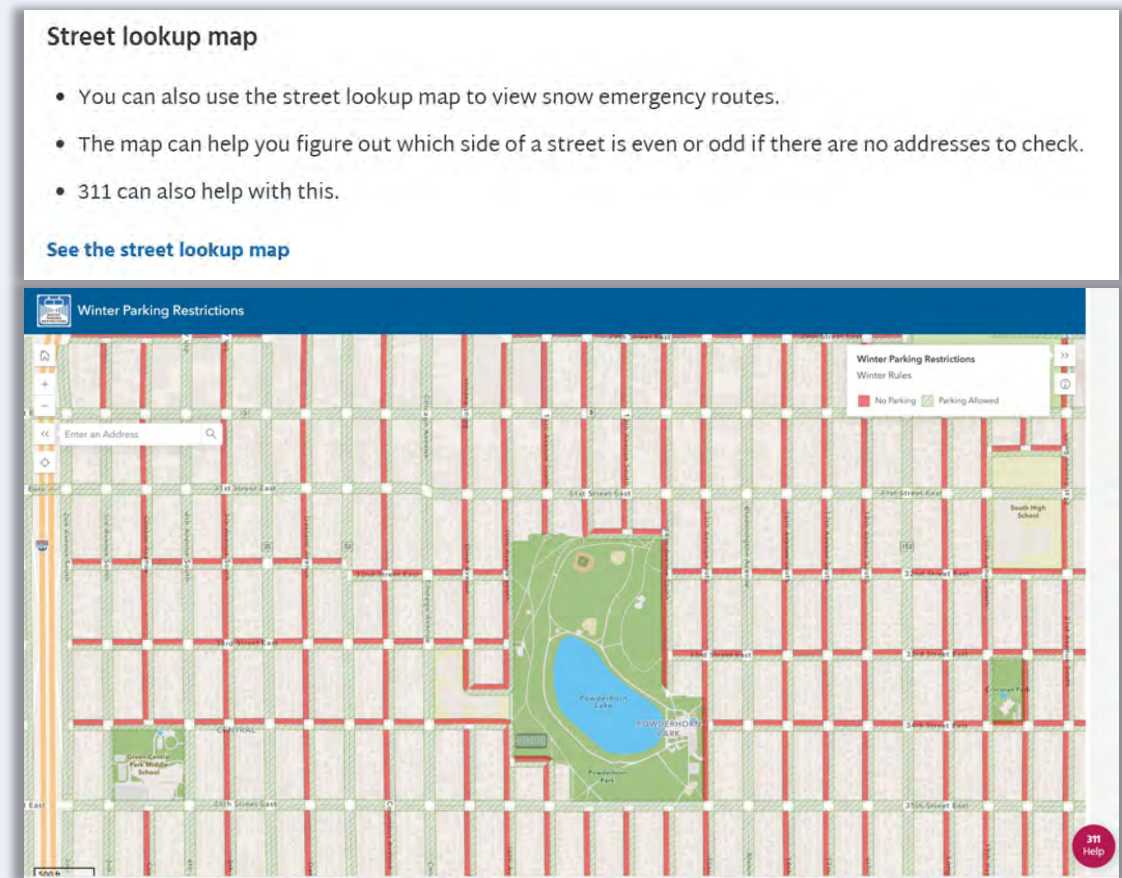
- Minneapolis uses a combination of one-side parking and even/odd parking.
- When winter parking restrictions are put in place, which happens when snows builds up too much to allow emergency vehicles to pass, parking is allowed on both sides of snow emergency routes and only on the odd side of streets that are **not** snow emergency routes
- When buildup increases and a snow emergency is declared, a 3-day plan goes into effect.
 - Day 1: Emergency snow routes are cleared. Cars can be parked on either side of streets that are not snow emergency routes.
 - Day 2: The even sides of streets that are not emergency snow routes are cleared. Cars can be parked on the odd side of streets that are not snow emergency routes and on both sides of snow emergency routes.
 - Day 3: The odd sides of streets that are not emergency snow routes are cleared. Cars can be parked on the even side of streets that are not snow emergency routes and on both sides of snow emergency routes.
- Find out more: [Winter Parking Restrictions – City of Minneapolis](#)



Parking and Winter Weather (Minneapolis, MN)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Streets are plowed curb-to-curb in 72 hours when snow emergencies are declared
- Benefits
 - Drivers don't have to move their vehicles constantly through the winter season or find off-street parking for their cars
 - Signage and an [interactive online map](#) clearly mark emergency snow routes, and online map differentiates between odd and even sides of streets
- Challenges
 - Irregular plowing when snow emergencies are not declared
 - Lax penalties for non-compliance can lead to unevenly plowed streets



Parking Bans (Edmonton, AB)

HOW IT WORKS

- Edmonton initiates parking bans when heavy snowfalls occur.
- Parking bans take place in two phases: one for major roads (phase 1), and one for residential and industrial areas (phase 2).
- During phase 2 parking bans, vehicles cannot park on residential or industrial streets until they are cleared.
- Find out more: [Winter Parking Bans – City of Edmonton](#)

Where To Park

There are several parking options depending on which ban is underway.

During a Major Roads Phase 1 Parking Ban, the City clears major roads, core business areas and bus routes such as busy roads like Jasper Avenue or 124 Street. A Residential and Industrial Roads Phase 2 Parking Ban is sometimes called after a Major Roads Parking Ban. These are the quieter roads, like the one in front of your house. It is dependent on many factors, such as the amount of snowfall.

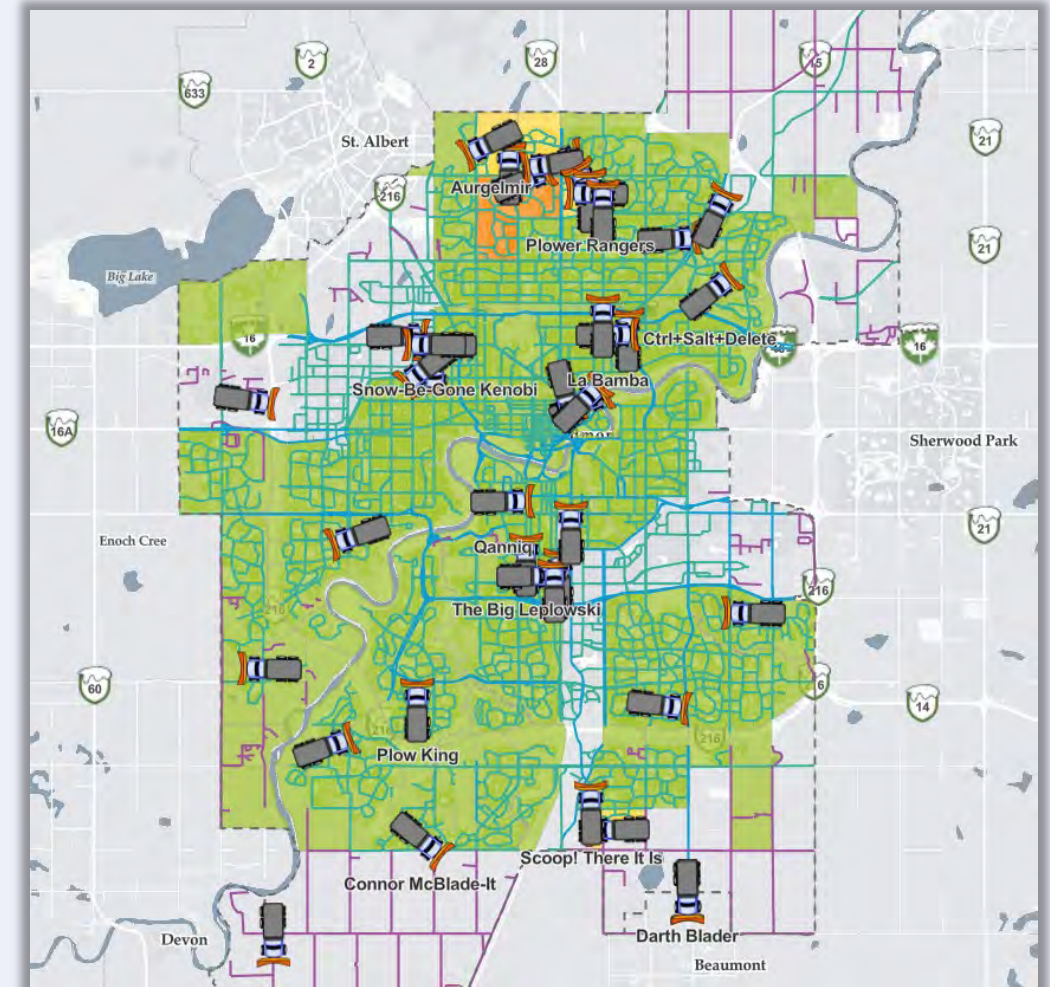
Parking Ban	You Can Park	Do Not Park
Major Roads including core business areas & Bus Routes (Phase 1)	- On residential roads that do not have 'Seasonal No Parking' signs - In parking garages and public parking lots	- On arterial and collector roads until these roads have been cleared - On bus routes and all roads with 'Seasonal No Parking' signs - Within the City's 13 Business Improvement Areas (7.52 MB)
Residential & Industrial Areas (Phase 2)	- On any road that has been cleared if parking is allowed there normally, including 'Seasonal No Parking' areas - In designated snow and ice alternative parking stalls and lots - With permission, on surplus parking in a neighbour's property, for example, a parking space	- On residential or industrial area roads until these roads have been cleared - In residential alleyways

Note: For each phase, parking will be allowed on roads once they are cleared. You do not have to wait for the City to end the ban before parking on a cleared road.

Parking Bans (Edmonton, AB)

HOW IT WORKS

- Outcomes
 - Streets can be plowed curb-to-curb during the parking ban (when car owners comply with ban)
- Benefits
 - Parking restrictions are only in place when needed
 - Does not require people to move their cars constantly
- Challenges
 - Compliance can be low when enforcement is lax. As of July 2025, Edmonton is exploring options for towing non-compliant vehicles.



Parking Bans (Montreal, QB)

HOW IT WORKS

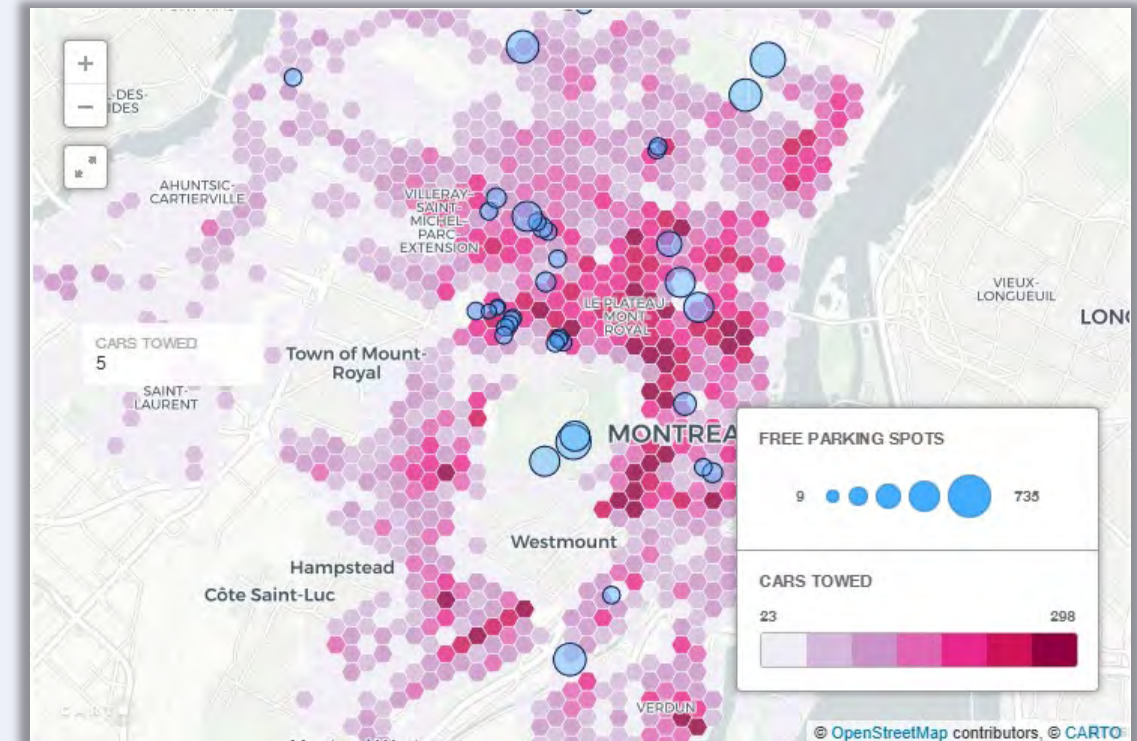
- Before a street is plowed, “no parking” signs go up, and the INFO-Niege app provides updates about planned plowing.
- During snow clearing operations, vehicle owners can park overnight for free in designated parking lots.
- Snowplows provide an audible warning when cars are illegally parked.
- Cars that are not moved are towed, often just a few blocks away, so that snowplows can access the street. Towed cars pay a \$200 fee.
- Owners of illegally parked vehicles must pay the towing fee and receive a parking ticket.
- Find out more: [Winter Parking – Ville de Montréal](#)



Parking Bans (Montreal, QB)

OUTCOMES, BENEFITS, AND CHALLENGES

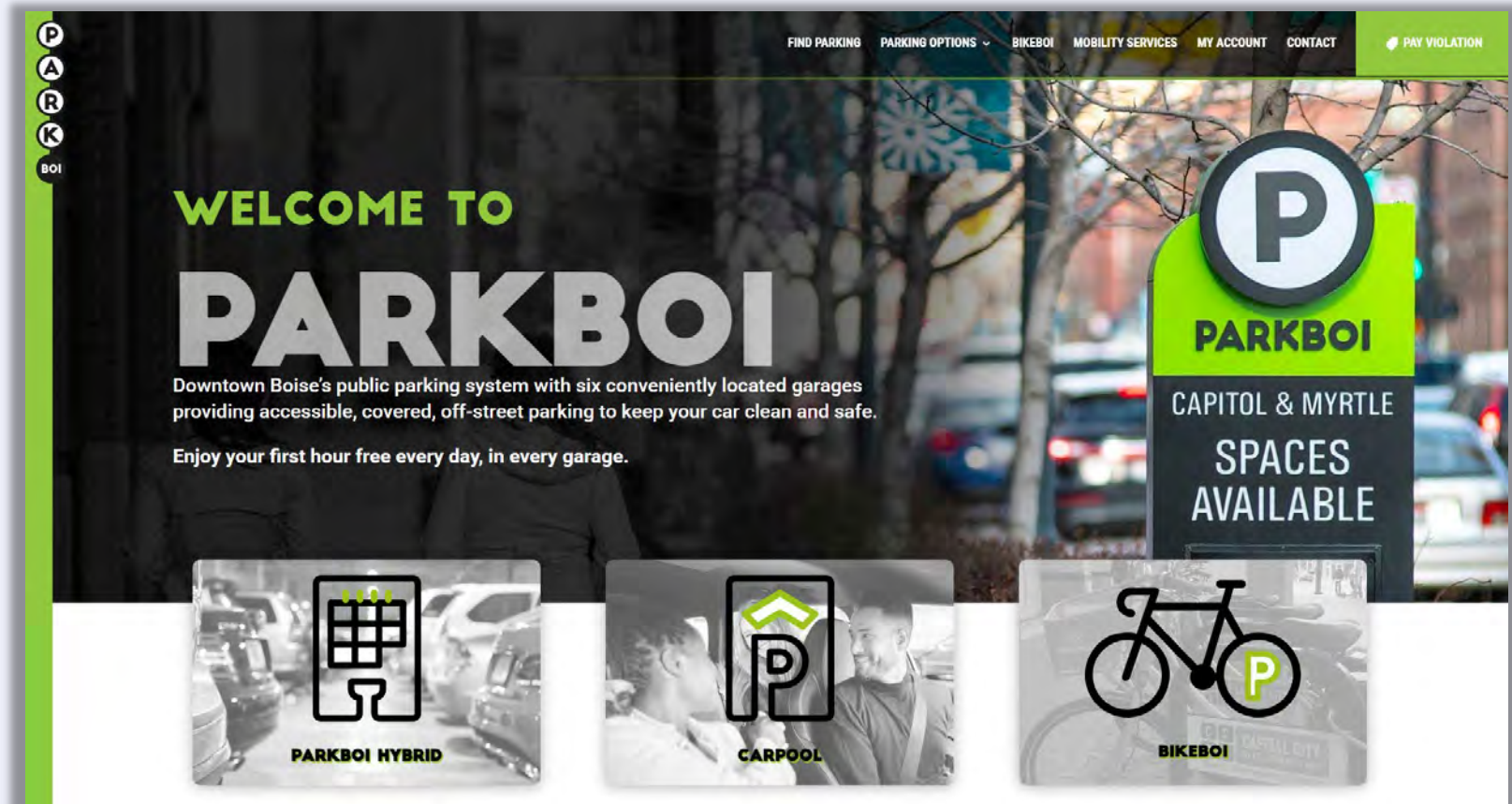
- Outcomes
 - Parking bans allow each street to be plowed curb-to-curb
- Benefits
 - Because non-compliant cars are towed out of the way, streets can be cleared even when car owners do not comply
- Challenges
 - More cars are towed in areas with fewer free parking spaces available (see map), which can lead to inequities



Communications

WHAT IS IT?

- Many parking systems have developed their own parking brand and suite of communication channels.
- Key elements include websites, social media, mobile apps, real-time signage, wayfinding, collateral and FAQs.
- These systems promote customer service and help users find, use, and pay for parking.



Communications (Omaha, NE)

HOW IT WORKS

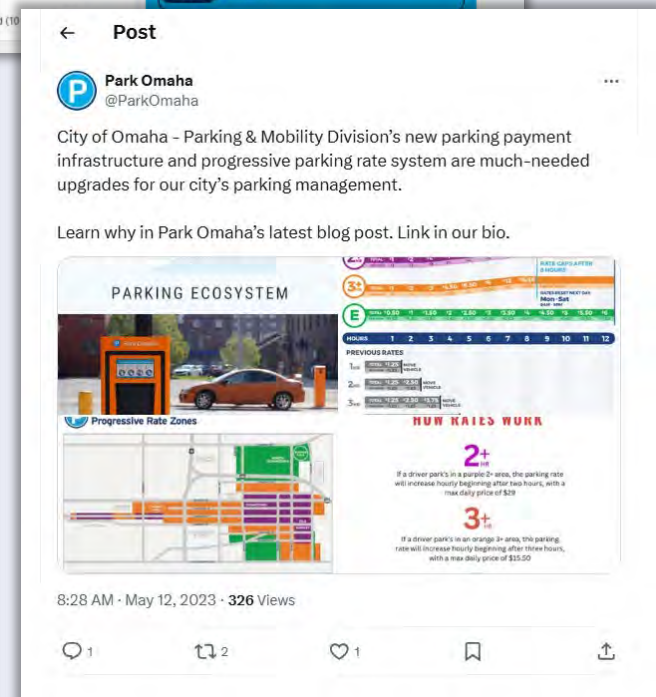
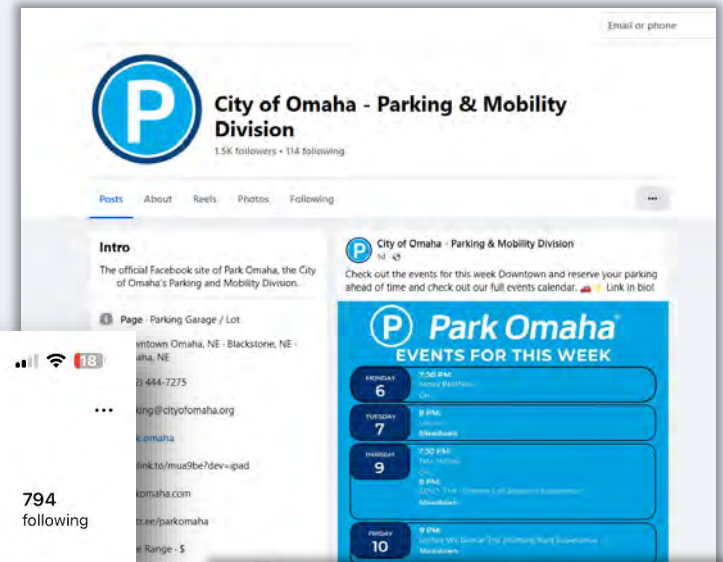
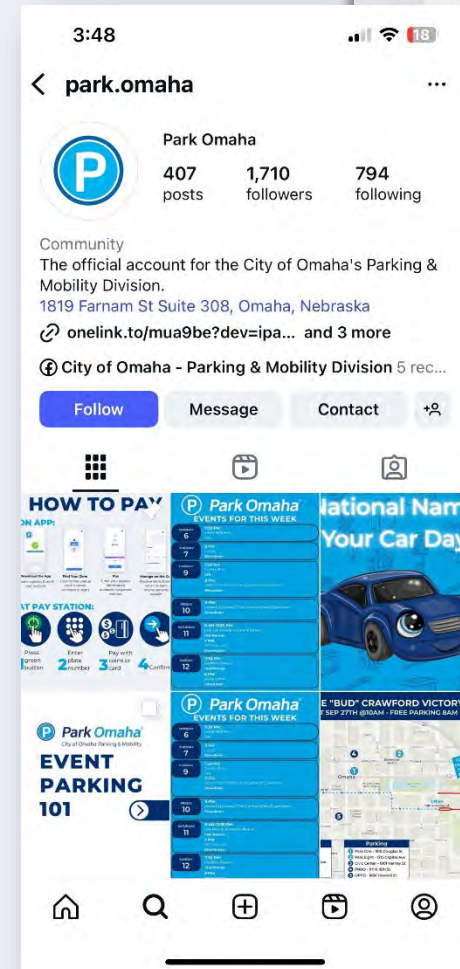
- Park Omaha's website provides a central location for finding information about everything related to parking, including on-street, off-street, and shared parking
- The website provides a host of information about the parking and the public ROW in one place:
 - An [interactive map](#) of off-street parking locations
 - Information about street parking zones
 - A portal for paying parking and traffic tickets
 - Applications for street permits
 - Lease applications for private uses of the ROW
 - Parking regulations during snow events
- Visit their website: [Park Omaha](#)



Communications (Omaha, NE)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Residents and visitors can go a single location to learn about parking options and all aspects of ROW management
 - Information is shared on social media and in blog posts
- Benefits
 - Coherent branding is recognizable in the field
 - Meters are color-coded according to their zone
- Challenges
 - Requires higher capital costs and ongoing investment to develop, implement, and maintain



Communications (Boise, ID)

HOW IT WORKS

- ParkBOI's website provides a single site for finding parking and learning about non-drive alone alternatives to get downtown.
- It also includes locations of EV charging, motorcycle parking, and accessible parking.
- ParkBOI uses automatic vehicle counters to provide real-time information about how many parking spaces are available.
- Find out more: [ParkBOI](#)



Communications (Boise, ID)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Easy-to-understand and easy-to-navigate parking system, from searching for parking online to finding available spaces in person
- Benefits
 - Automatic vehicle counters direct people to available parking, minimizing circling for parking
 - Supports downtown branding
- Challenges
 - Requires higher capital costs and ongoing investment to develop, implement, and maintain



Shared Parking

WHAT IS IT?

- Parking spaces can be shared by more than one business or institution, allowing parking facilities to be used more efficiently and reduce the need for more parking over time.
- A Park Once district encourages people to park in one place and then make other short trips by walking or biking.
- Developers can be encouraged or required to pay into a fund for building public, centralized parking facilities versus their own on-site parking.
- Parking design guidelines can help parking facilities be better integrated with a pedestrian environment by requiring design elements like safe, convenient, and comfortable walkways or wayfinding.



Shared Parking (Omaha, NE)

HOW IT WORKS

- Park Omaha launched the Park Omaha Partners program to “boost the number of public parking spaces and help visitors easily locate them in the popular downtown area.”
- User-friendly, online process for property owners to offer their unused spaces, at desired rates and schedule, to the Park Omaha network through a shared parking agreement.
- Partner facilities are given official wayfinding and use of Park Omaha payment app.
- Revenue sharing with a portion of the net revenue directly to the facility owners.
- Find out more: [Park Omaha Partners](#)
- View the [interactive map](#)



Shared Parking (Omaha, NE)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - More parking is available for public use without costly parking construction
- Benefits
 - Standardized wayfinding and payment system make finding and paying for parking easier
 - Businesses benefit financially by making their parking spaces available when not needed
- Challenges
 - Securing commitments from facility owners
 - Parking supply may fluctuate from year to year if contracts lapse or are not re-signed
 - Up front costs for private facility improvements

PARK OMAHA PARTNER

1805 Douglas Street

DIRECTIONS

Information

CONTACT

(402) 341-3545

MONTHLY AVAILABILITY

Call for Details

HOURS OF OPERATION

24/7

DAILY RATES

\$1/hr, 5 am - 11 pm

EVENT RATES

MONTHLY RATES

\$50 Uncovered, \$75 Covered

REGULAR STALLS

ACCESSIBLE STALLS

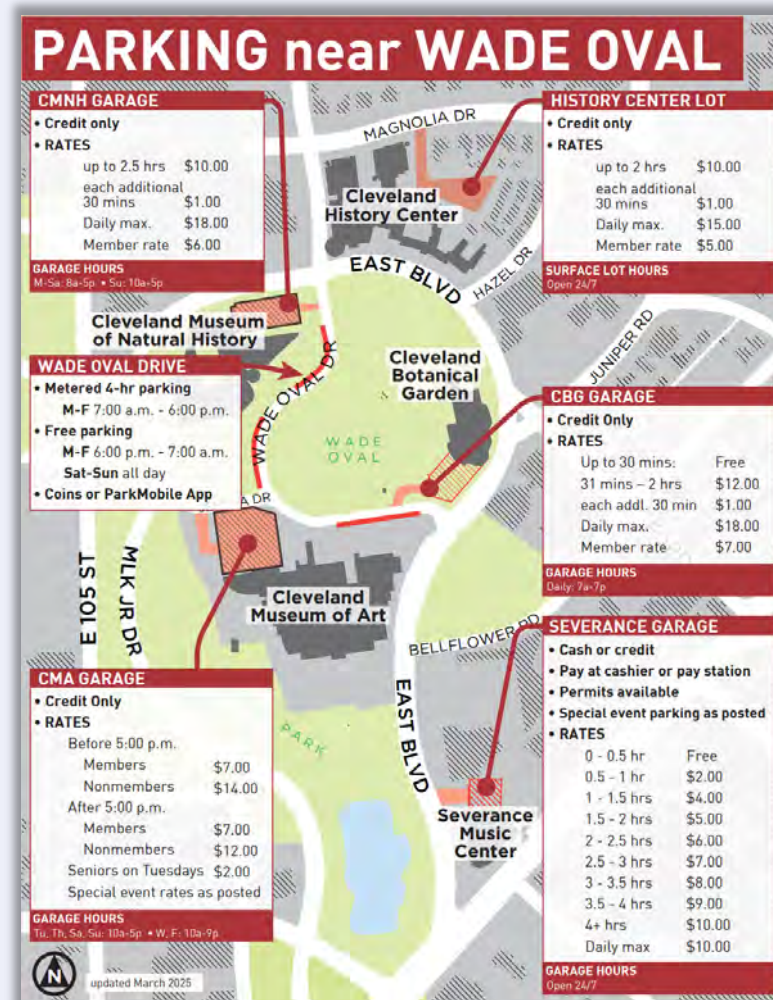
EV STALLS

TOTAL STALLS

Shared Parking (University Circle, Cleveland, OH)

HOW IT WORKS

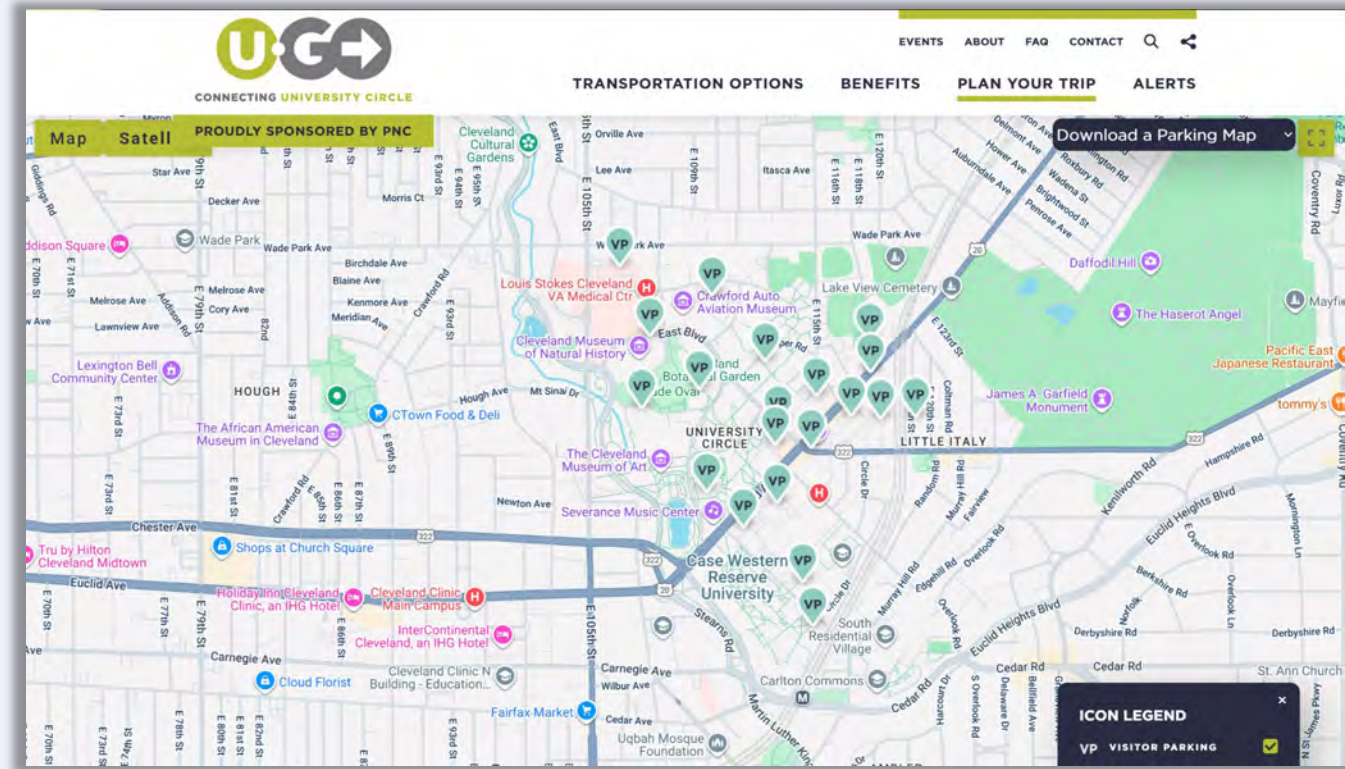
- University Circle is a transportation management area (TMA) managed by uGO, which is made up of private and public partners in the area.
- Shared garages are optimally situated for access to the primary visitor destinations in University Circle.
- ParkMobile provides a mobile payment option available at 20+ locations across University Circle.
- uGo also manages employee parking permits and other transportation options in the district
- Find out more: [Parking in University Circle](#)



Shared Parking (University Circle, Cleveland, OH)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Available parking is easy to identify and pay for
- Benefits
 - Hours and rates of Park Once garages are geared towards visitors who plan to visit multiple venues on a single trip
 - The TMA provides information on other transportation options in the area to encourage non-SOV trips (learn more here: [University Circle Transportation Options](#))
- Challenges
 - Balancing and ensuring availability for multiple user types



Parking Benefit Districts (PBDs)

WHAT IS IT?

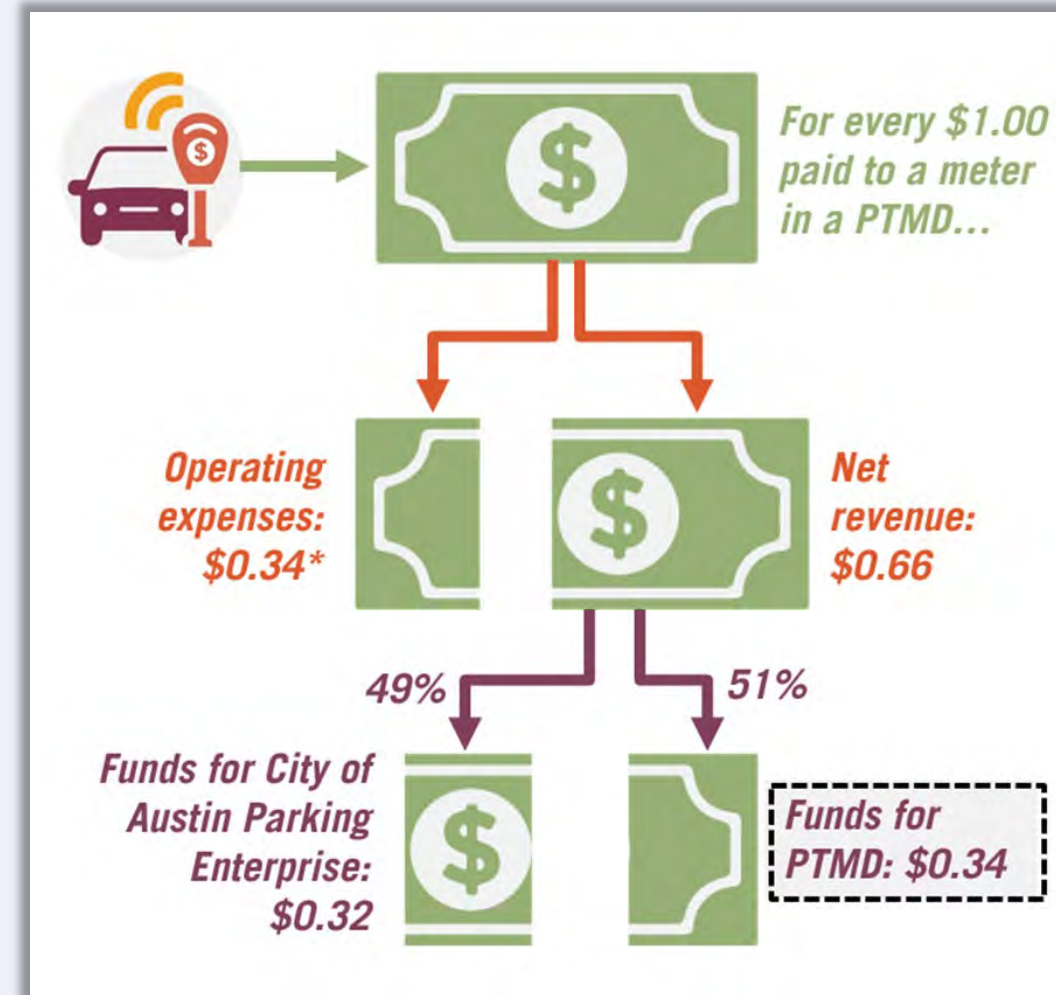
- Parking Benefit Districts (PBDs) are zones in which revenue from paid parking is reinvested in improvements in that zone. They are typically found in mixed-use areas with high demand for parking.
- Municipal codes and expenditure plans define how meter revenue can be used.
 - In Anchorage, meter revenue is limited to parking-related uses, like purchasing and maintaining meters and enforcing parking.
 - However, in some cities, parking revenue can be used for other mobility improvements, such as pedestrian and bike improvements and transit passes; wayfinding and signage; and community shuttles.



Parking Benefits District (Austin, TX)

HOW DOES IT WORK?

- An Austin Parking and Transportation Management District (PTMD) allows for reinvestment of meter revenue for local projects.
- Net meter revenue is split 49%/51% between City's Parking Enterprise and PTMD. Every \$1 in a meter results in ~\$0.34 for the PTMD.
- A local PTMD Advisory Committee guides district administration and revenue allocation.
- Funds go to parking ops, streetscape improvements, multimodal programs, and new parking supply.
- Find out more: [Parking and Transportation Management District – Austin, Texas](#)



Parking Benefit District (Austin, TX)

OUTCOMES, BENEFITS, CHALLENGES

- Outcomes
 - Increased parking turnover
 - A revenue stream for public investments
- Benefits
 - Requiring a certain percentage of revenue to be spent on alternate transportation modes can further drive down demand for parking
 - Funding for beautification and safety improvements can revitalize districts
- Challenges
 - Requires support from a broad range of stakeholders
 - Requires consensus on use of revenue
 - Net revenue can fluctuate from year to year

ORDINANCE NO. 20141211-216

AN ORDINANCE AMENDING TITLE 12 OF THE CITY CODE TO ADD CHAPTER 12-7 ESTABLISHING A PARKING AND TRANSPORTATION MANAGEMENT DISTRICT PROGRAM.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. Title 12 of the City Code is amended to add a new Chapter 12-7 to read as follows:

CHAPTER 12-7. PARKING AND TRANSPORTATION MANAGEMENT DISTRICTS.

§ 12-7-1 DEFINITIONS.

In this chapter:

- (1) **BUSINESS ORGANIZATION** means at least fifty percent of neighboring merchants, commercial property owners, or a retail association within a District.
- (2) **DISTRICT** means a parking and transportation management district.
- (3) **OFF-STREET PAID PUBLIC PARKING** means parking located in a City owned garage or surface lot for which payment is required to park.
- (4) All other terms used in this chapter have the same meaning as in other chapters of Title 12.

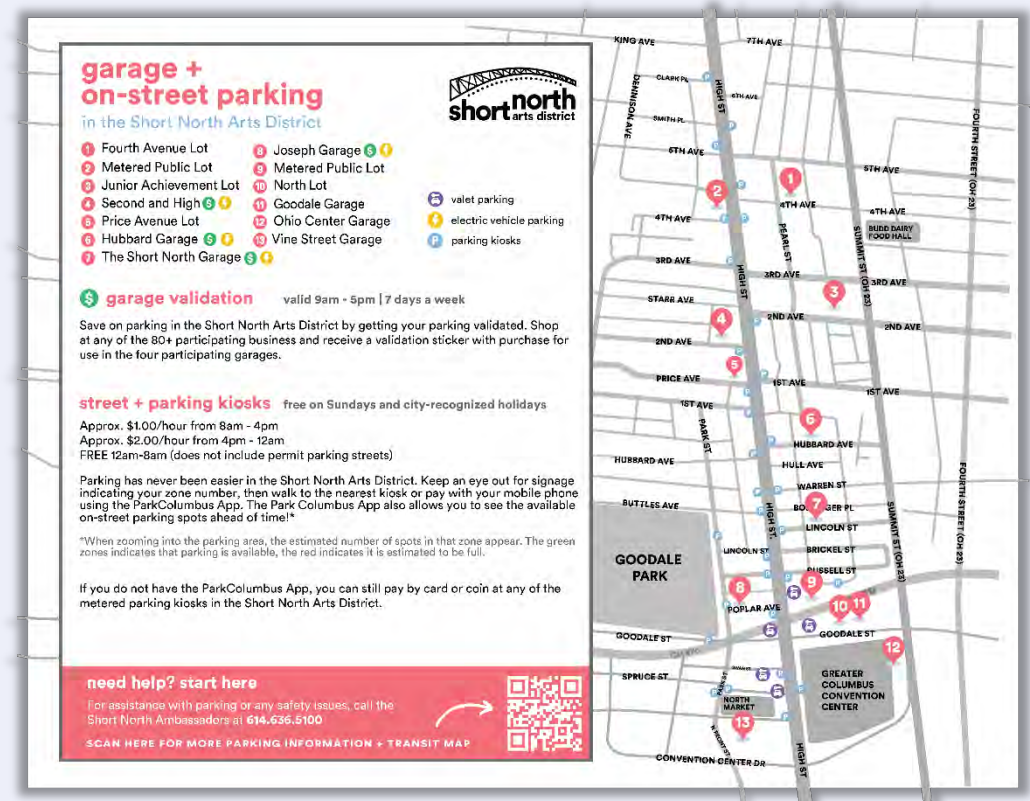
§ 12-7-2 PARKING AND TRANSPORTATION MANAGEMENT DISTRICT.

- (A) A District is an area defined by separate ordinance, consisting of a geographic area that may include a mix of retail, entertainment, commercial, medical, educational, civic and residential uses, in which Council finds that traffic flow on the public streets requires a higher level of management than commonly provided, and where Council finds parking meters will aide traffic flow goals. Council also finds a percentage of funds from paid on-street parking and off-street paid public parking within the District may be used to undertake improvement projects that assist in managing the flow or demand for travel to confer public benefits within the District.
- (B) Eligible projects and expenses may include improvements or on-going maintenance of District features that aid in the management of the flow of

Parking Benefit District (Columbus, OH)

HOW DOES IT WORK?

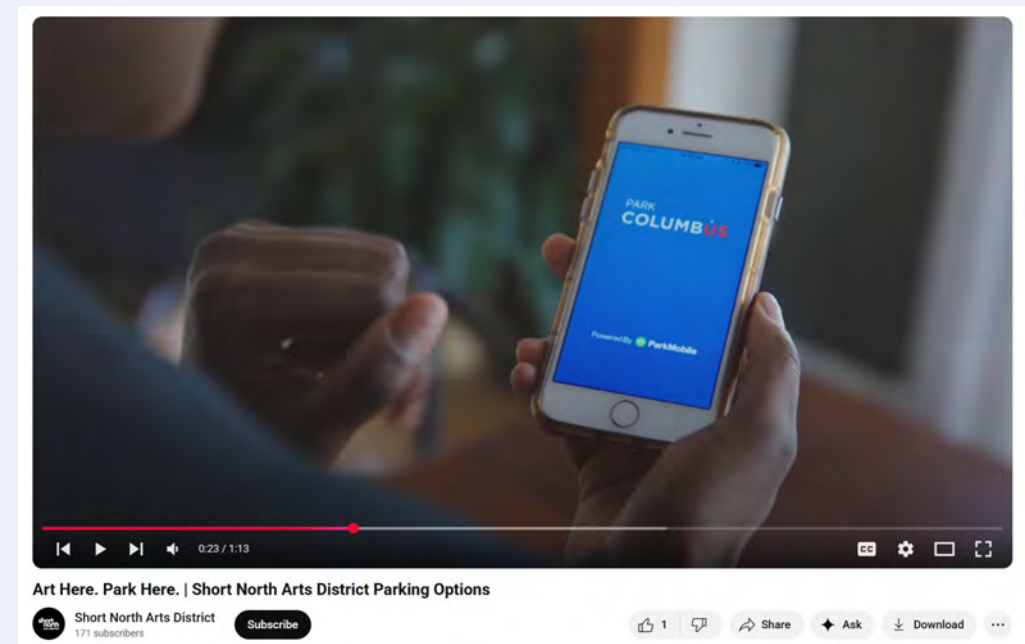
- Columbus implemented a PBD in the Short North Arts District after a new residential parking permit and parking meters led to limited parking for employees.
- 100% of net revenue generated from parking meters are disbursed to the PBD (does not include permit and citation revenue).
- Meter revenue is used to give employees discounted transit fares and car-, ride-, and bike-share memberships and to provide discounted off-street parking and parking validation for businesses.
- Occupancy data is used to adjust the pricing twice a year.
- Find out more: [Short North Arts District Parking + Transit](#)



Parking Benefit District (Columbus, OH)

OUTCOMES, BENEFITS, CHALLENGES

- Outcomes
 - Meters in the Short North generated \$2.64 million in gross revenue in their first full year of operations
 - Some of the revenue has been used for a communication campaign regarding the parking changes
- Benefits
 - The North Short's PBD structure has been replicated in Downtown Columbus, where the transit commute mode share has doubled from 5% to 10%
- Challenges
 - Requirements to conduct extensive community engagement before implementation can be time-consuming



Parking Governance

WHAT IS IT?

- There are many ways to structure, manage, and govern parking systems. Common models include:
 - A vertically-integrated **city department** with jurisdiction over all parking-related elements
 - A **parking enterprise**, which is a city department or division of a city department operated independently from the city's general fund with funding solely from parking revenue
 - A **parking authority/commission** model, which is led by a board of directors and dedicated staff
 - The authority can be a new entity created by city council, or it can be an existing entity—like a development authority or business district—that is assigned responsibility for parking
 - A **parking district** model, which uses parking revenue for transportation demand management, programming, and general economic development within the district's boundaries

Parking Governance

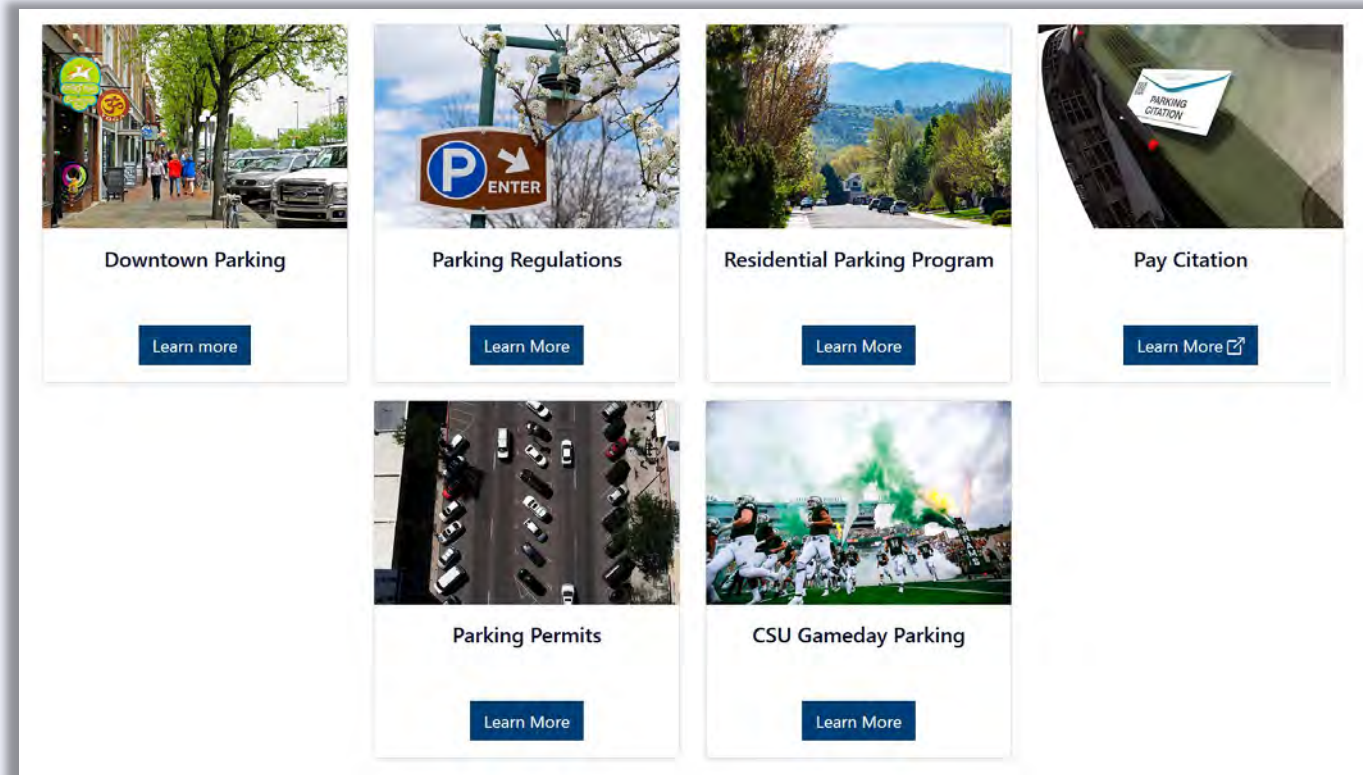
WHAT IS IT?

Model	Structure	Funding source	Advantages	Disadvantages
City department	All parking functions are the responsibility of a vertically-integrated city department	Parking-specific revenues and general fund	Highest level of city control over parking	Requires high level of city staff capacity May not directly incorporate stakeholder voices
Parking enterprise	All parking functions are the responsibility of a city department or division of a city department	Parking-specific revenues only	Highest level of city control over parking Entirely self-funded	Requires high level of city staff capacity May not directly incorporate stakeholder voices
Parking authority / commission	Led by board of directors and executive director made up of city stakeholders with day-to-day operations handled by a dedicated staff	Parking –specific revenue; May include development-related revenue if the commission also oversees development	Incorporates stakeholder voices Lower level of staff capacity required	Lower level of city control
Parking benefits district	Led by a district-based board of directors	Parking revenue, in-lieu fees, and impact fees within the district	Revenue can be used for other mobility improvements within a district	Only applies within a defined geographic area Requires city council action to establish

City Department (Fort Collins, CO)

HOW IT WORKS

- Fort Collins' Parking Services manages all parking-related functions: street parking, off-street parking, parking permits, the residential parking program, and parking enforcement.
- The department also handles bike parking and permits for special events using the public right-of-way and provides information on alternatives to driving and on enforcement measures related to football games.
- Find out more: [Parking Services – City of Fort Collins](#)



City Department (Fort Collins, CO)

OUTCOMES, BENEFITS, AND CHALLENGES

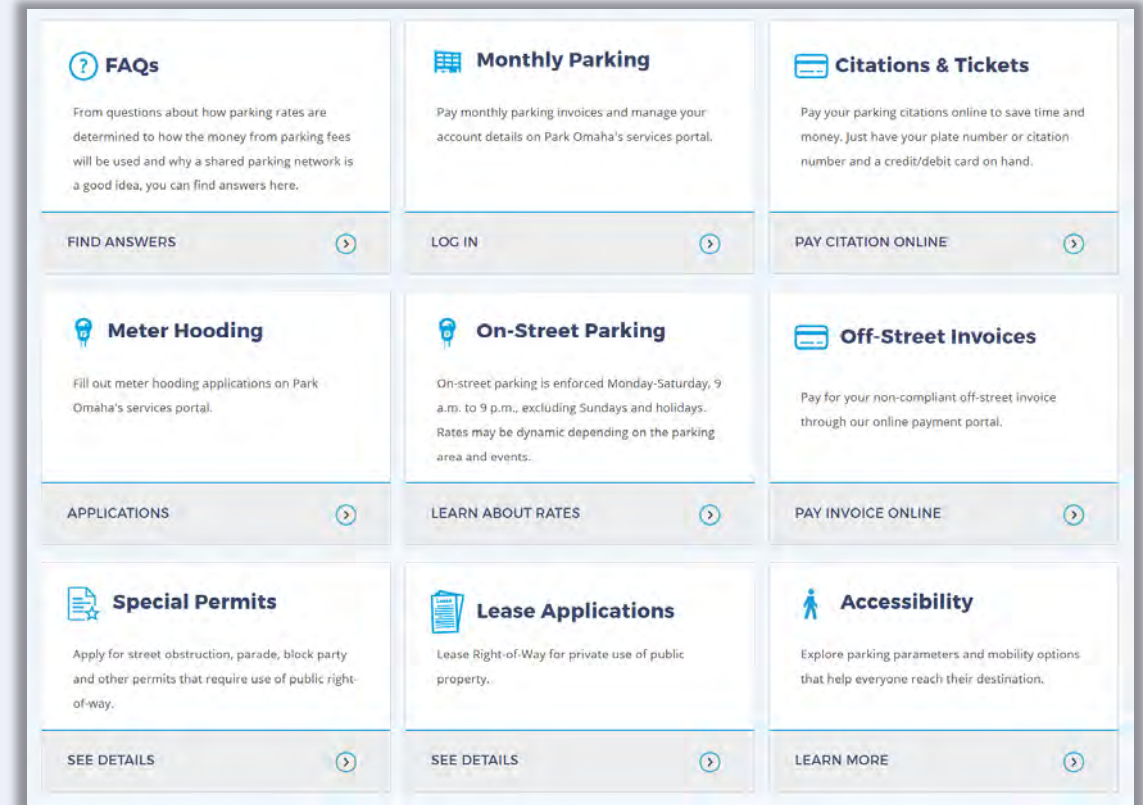
- Outcomes
 - Parking programs are contained within a single department, and decision-making power is vertically integrated
- Benefits
 - The city has complete control over the parking system
 - Parking revenue stays within the city
- Challenges
 - Depending on the city, there can be restrictions on what parking revenue can be used for
 - Requires collaboration with the Downtown Development Authority, which sometimes has competing interests



City Department (Omaha, NE)

HOW IT WORKS

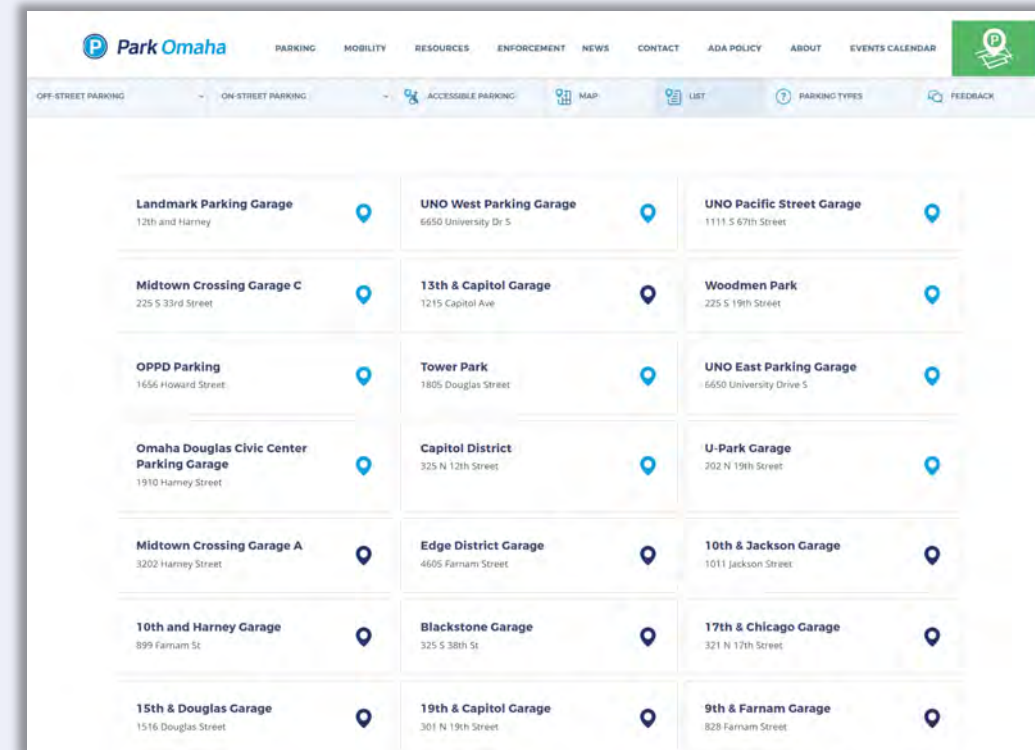
- Park Omaha is a division of Omaha's public works department that has jurisdiction over everything related to parking, public use of the right-of-way, and mobility in Omaha .
- Park Omaha recently underwent a major overhaul to its parking ecosystem and bring together the previously disparate spheres of on-street parking, off-street parking, and mobility options.
- To do so, they completed a financial analysis, wrote a charter to initiate the project, developed a project management plan, and released a request for proposals for a consultant.
- Find out more: [Parking & Mobility Magazine](#)



City Department (Omaha, NE)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - The new comprehensive system provides more complete data for staff to evaluate
- Benefits
 - The system is more efficient because all forms of parking are managed through one system
 - Because Park Omaha also manages mobility, it has levers for reducing demand as well as managing supply
- Challenges
 - The system overhaul was a major task that required staff capacity and up-front investments
 - Extensive communication and education is needed to inform the public of the changes



Parking Enterprise (Austin, TX)

HOW IT WORKS

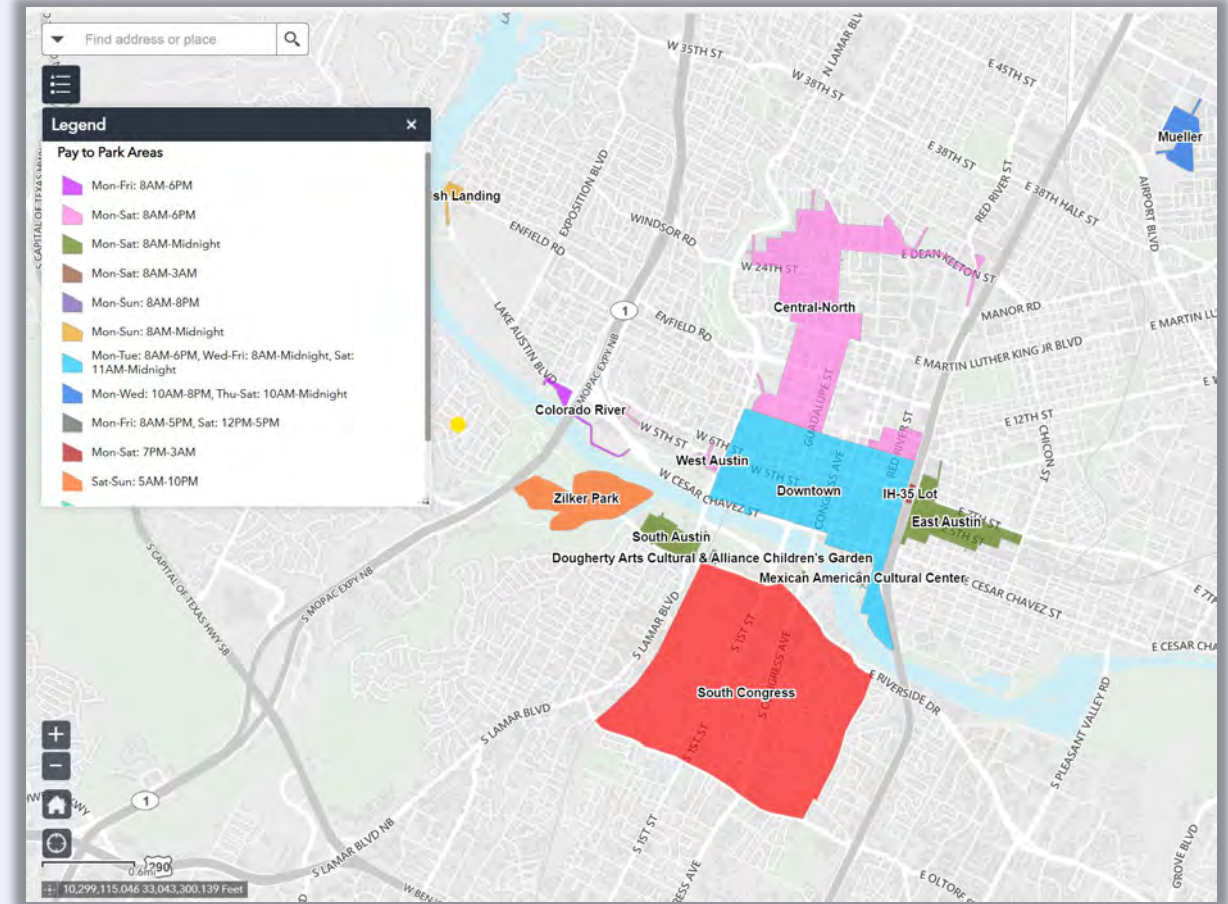
- The Parking Enterprise is a self-funded division of the Transportation and Public Works Department
- It is funded by parking revenue meter, permits, and citations, with some revenue shared with four PBDs
- Responsibilities include:
 - Paid parking system (meters and digital tools)
 - Enforcement (staff, towing, booting)
 - Wayfinding (on-street signage and branding)
 - Curb management (pickup/drop-off zones, shared mobility device management)
- Find out more: [Parking Enterprise – Austin, Texas](#)



Parking Enterprise (Austin, TX)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - The parking program is managed with a dedicated stream of income
- Benefits
 - Because the Parking Enterprise does not pull from general tax revenue, it has more autonomy regarding what parking revenue is used for
- Challenges
 - Parking revenue can fluctuate from year to year
 - Enterprise cannot plug budget gaps with general fund money



Parking Commission (Boise, ID)

HOW IT WORKS

- The Capital City Development Commission is the development agency for Boise, Idaho. It manages redevelopment within Boise's six tax increment finance (TIF) districts and owns and manages six parking garages, all of which are part of mixed-use developments.
- The CCDC has an eight-person board appointed by the mayor and confirmed by City Council and a 21-person staff, including a parking & mobility director and parking & facilities manager.
- Parking structures in the six TIF districts are funded in part through selling bonds and using TIF revenue.
- Find out more: [CCDC Boise](#)



Parking Commissions (Boise, ID)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Parking management is integrated to support the CCDC's goals of economic development, infrastructure, mobility, place-making, and special projects.
- Benefits
 - The CCDC works with developers to manage off-street parking.
 - The CCDC continually studies parking in Downtown Boise and works to expand alternative modes of transportation to reach it.
- Challenges
 - The commission structure relies on unpaid volunteers who serve five-year terms. Relying on unpaid labor can create equity concerns.
 - On-street parking is managed separately.



GPS-Equipped Snowplows (Kansas City, Missouri)

OUTCOMES, BENEFITS, AND CHALLENGES

- Outcomes
 - Optimized plowing routes
 - Real-time information for residents
- Benefits
 - By reducing route overlap, mileage decreased by 3% and idle time decreased by 12% in three years.
 - User-friendly technology makes it easier for new operators to learn how to operate snowplows.
- Challenges
 - Proprietary software like Rubicon can be expensive.