

Additional data regarding on-street parking utilization by street block would also be helpful, in context of the Municipality's Right-of-Way (ROW) Management Strategy project.

Lastly, although information about existing parking utilization rates can be used as a baseline to inform forecasts of how much parking utilization will occur in future development, such information reflects existing levels of transportation infrastructure improvements and public transportation services, availability of off-street parking, ROW maintenance and management, and prevailing public and private practice of providing parking free of charge in Spenard. These factors influence travel behavior and mode share. The information also reflects that on-street curb parking or other public parking is limited (or nonexistent) and there is little to no management, enforcement, and pricing of parking in public space. Existing parking "demand" (utilization rates) reflect that parking is free (unpriced), usually adequate in supply, and that parkers will continue to be subsidized indirectly by all other travelers, property owners, business establishments, and public policy.

If these factors are anticipated to change over time, then existing utilization rates may not translate 1:1 for longer-term predictions of future parking utilization rates. Follow-up work could include developing a forecast of the future parking utilization rate for residential and commercial uses, and assessing trends that seem most likely to affect parking utilization rates for that timeframe.

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