

Comparison of Parking and TDM Policies and Strategies by City

STRATEGIES	Madison, WI	Buffalo, NY	Grand Rapids, MI	Hartford, CT	Milwaukee, WI	Minneapolis, MN	Oakland, CA
DEVELOPMENT							
Zoning – Parking Minimums	Yes, with exceptions/waivers	No, eliminated 2016	Yes, with exceptions/waivers Currently undergoing comprehensive review of policies.	No, as of 2017. Some exceptions & guidelines.	Yes, with exceptions/waivers Most developers build more than minimum required.	Exceptions/waivers Plan to eliminate in the future	Yes, with exceptions/waivers.
Zoning – Parking Maximums	Yes		Yes. > 20% over maximum requires approval & a fee per space >20%.	Yes	Yes, by ordinance.	Yes. In Minneapolis 2040, plan to re-evaluate to better align with city goals.	Yes, dependent on zoning and other factors.
Payment in Lieu of Parking	No	No	Yes	No	No	No	Yes
TDM Requirements for (some) new developments	Yes	Yes	Yes	No	No	Yes	Yes
Adopted policy on TDM requirements and enforcement	Zoning code, not comprehensive, not enforceable.	Yes , Point based “credits” for specific strategies. Reporting requirements, but no enforcement - noted for non-compliance.	TDM Strategy Guideline Report Zoning code indicates it may be required – not comprehensive. Compliance/enforcement not specified in code.	No	No	Zoning code-not comprehensive. Compliance enforced via security agreement. Failure to demonstrate achieving goals of TDM results in forfeiture of security.	Yes , Annual reporting requirements and “enforcement as provided in conditions of approval”. No requirement that goals actually be achieved, just that plan is followed.
Transportation Management Association	No	Yes, Go Buffalo Niagara	No, recommended in TDM strategy report	Yes, The Ride Share Company	No	Yes, Downtown Minneapolis Transportation Management Organization	One of 9 San Francisco Bay Area Counties, it belongs to the Metropolitan Transportation Commission. https://mtc.ca.gov/
ON-STREET PARKING							
Variable Pricing (on-street)	No	No	Considering – currently undergoing comprehensive study of parking management strategies	No	No	No	Yes, pilot project, similar to Sacramento, CA’s.
Flex Loading Zones or fees required	No		Considering – currently undergoing comprehensive study of parking management strategies	Yes, 10” LZ for Uber Eats, Grub Hub, etc.. Requires fee, placard.		Businesses request LZ in metered area for set time frame. One busy night-life area, LZ before 10 a.m. at metered.	Chinatown Loading & Parking Pilot proposed to combine scheduled metered loading & parking zone.
Daytime Residential Parking Permits	Yes	Yes – in pilot phase	Yes	Yes	Yes	Residential & Business.	Res., Biz, & Car Share
Night Parking Restrictions	No	No	No	Yes, prohibited 2am-5am by ordinance. Short-term permits for exceptions (construction, out-of-state visitors).	Yes	Yes	
Visitor Permits On-Street	No	No	Yes	Yes	Yes	Yes	Yes
Other On-Street Permit Programs	No	No	Caregiver (RPP), Monthly Commuter (RPP) although none sold to date.	No	Yes, night shift worker for night	On-street Dis zones	Res. DIS Parking Zone
CITY-OWNED OFF-STREET							
Park & Ride Lots	Minimal –NTP only one with regular service & multiple routes.	16 Metro Bus free lots 5- 10 miles & 1 is 15 miles. Metro Rail 2 lots. UB 5 lots w/shuttle.	Yes, frequent bus service operated by RTA. Free downtown circulator. BRT –area somewhat limited.	Yes. State system with 46 locations within a 20 – 25 mile radius serving Hartford.	Six in city. Total of 13 in county.	Yes –Extensive regional system, 104 free park & ride lots and 40 carpool lots.	Yes. Combination of 11 public and private lots. One lot for Caltrans, AC and Bart.
City-Owned Parking Leased to Developers to reduce developer parking requirements	Yes (several long-term agreements)	Yes	Yes, 10 agreements	Monthly permits only.	Yes	Monthly permits.	Not renewing leases to eliminate “deals”. Focused on market-based pricing.