

## **APPENDIX E**

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# **Recommendations for Parking Data Collection**

# Expanding Parking Studies in North Texas

Like any transportation and planning research, a comprehensive transit-oriented parking study such as this one should continue a precedent for more context-sensitive and relevant data collection. This will continue to inform decision-makers about actual demand for parking in these kinds of areas. However, in future studies – whether undertaken by NCTCOG, a municipality, a non-profit, or a private organization - additional steps should be taken to ensure that parking data collection and analysis continue to be useful to all parties. They include:

- **Access to Properties:** If the study is not conducted by the property owner, setting aside ample time and resources to recruit properties and obtain approvals for data collection in advance of starting data collection processes. This is especially important in studies where properties are not in contiguous locations or share the same owner. Recruiting a well-rounded set of locations to study may require general engagement with owners and developers at professional association meetings for the commercial real estate industry. The public sector approaching individual property managers on-site may not yield as much access as talking to a group of owners and developers who are more vested in the long-term outcomes.
- **Target the Market:** Focus on a specific property type or develop a typology of sites in advance of property selection. This helps shape the desired focus of understanding what land uses will be studied and help ensure a sizable sample is taken from those specified land uses.
- **Part of a Plan:** Interviewing municipalities, properties, and neighbors about impressions and feedback related to the parking facilities and their impacts on traffic and urban design. Frame data collection and engagement to serve multiple outcomes around redevelopment or future development of a neighborhood.

- **Timing is Key:** Coordinating data collection dates across all sites if applicable. Document any potential seasonal impacts to typical parking demand. If resources are available, conducting the studies multiple times a year may increase reliability of the data.

It is also recommended that all groups conducting parking studies share results and findings in coordination with other interested parties to maximize regional and national knowledge of contemporary vehicle parking demand data.

Additionally, to increase the regional application of parking studies, a common set of data metrics to be collected are suggested:

Metric	Description
<b>Peak Utilization</b>	Highest percent of occupied parking observed
<b>Observation Rate</b>	Number of data observations made. High frequency such as hourly is desirable
<b>Demand</b>	Occupancy count and time for each observation
<b>Parking Supply</b>	Base count of total spaces available
<b>Parking Studied</b>	Actual number of observed spaces. Some spaces such as ADA or reserved may be excluded
<b>Code requirement</b>	Amount required by city code at time of development
<b>Site Size</b>	Square footage leasable space of all buildings, or units and bedrooms if residential-serving studied parking
<b>Site Occupancy</b>	Occupancy of leasable space or residential units
<b>Site Use</b>	Should include enough info to determine type of residential or North American Industry Classification System (NAICS) if commercial. Ideally square foot per use would be identified (e.g. retail vs. office)

The list of metrics above is not exhaustive of all data and should be accompanied by identifying metadata such as date of collection, site name, site address, and contact info for relevant data collection or planning entities.