



PARKING REFORM NETWORK

Park Less / Live More

Virginia Municipal League

Daniel Herriges
Parking Reform Network
10/13/2025

What is the Parking Reform Network?

The Parking Reform Network educates the public about the impact of parking policy. In partnership with allied organizations, we accelerate the adoption of critical parking reforms through research, coalition-building, and direct advocacy.



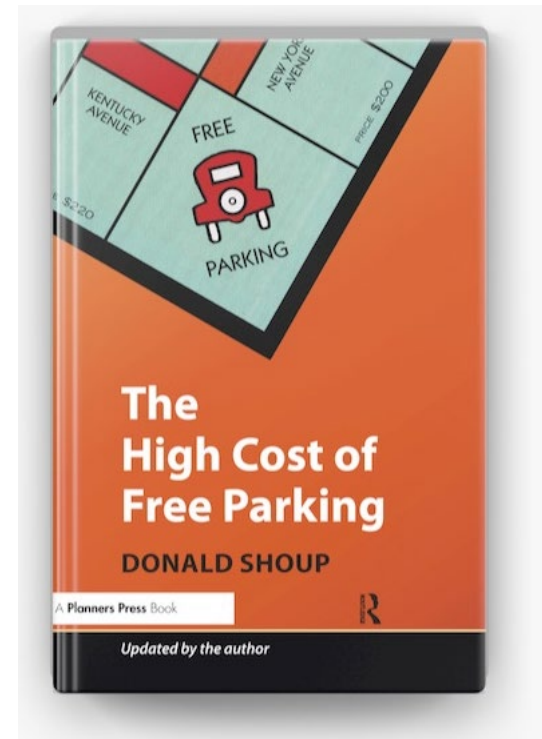
Why Parking Reform?





Donald Shoup

1938-2025





Parking Mandates

★ planning advisory service

AMERICAN SOCIETY OF PLANNING OFFICIALS

1313 EAST 60th STREET — CHICAGO 37, ILLINOIS

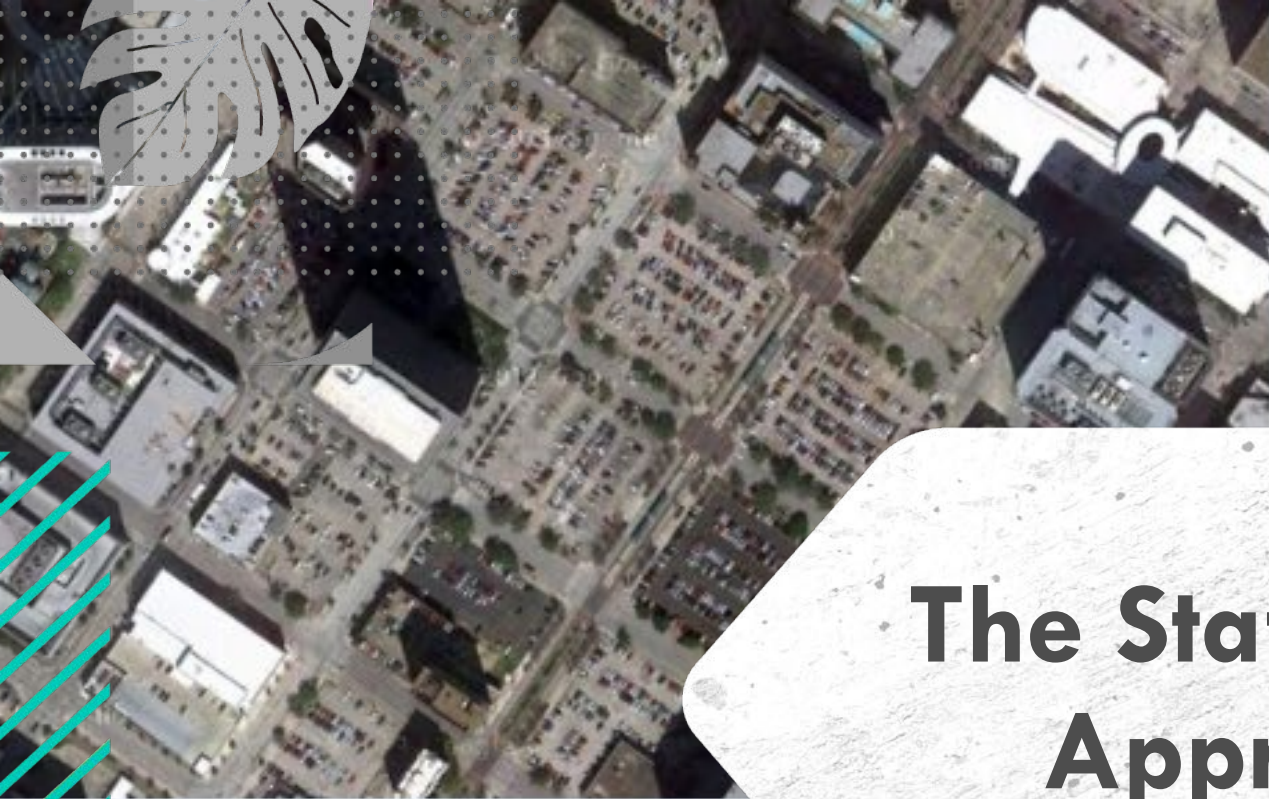
Information Report No. 59

February 1954

. . . It is doubtful if any two planners or architects could agree on the number of square feet of parking space required for a shopping center or individual store. There is a question in my mind if there ever will be a correct answer.

My rule of thumb for providing parking space for stores and shopping centers is to guess a number of stalls and invariably I provide either too many or not enough. One of my clients who has made a study of parking believes that space should be provided for all the cars that go to a plaza or shopping center during the rush hour on the day before Christmas. Figure that one out . . .





The Status Quo Approach



1. Guess



2. Err on the Side of Oversup

How much does a parking space cost?



\$5,000+



\$40,000+



\$80,000+

\$1,000 construction

=

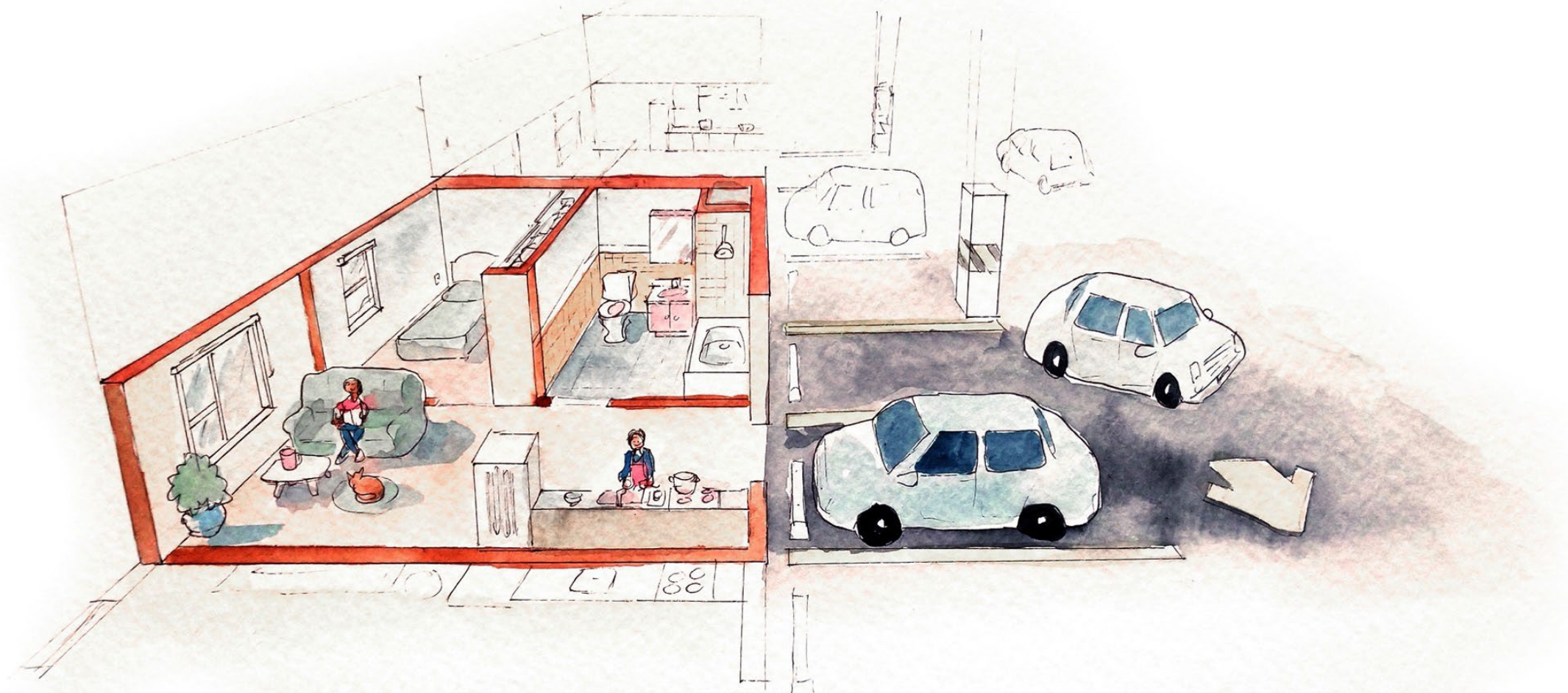
\$10 rent

Vehicles available to renter households in Virginia

- No Vehicle – 13%
- One Vehicle – 48%
- Two Vehicles – 28%
- Three+ Vehicles – 11%



Living Space vs. Parking Space

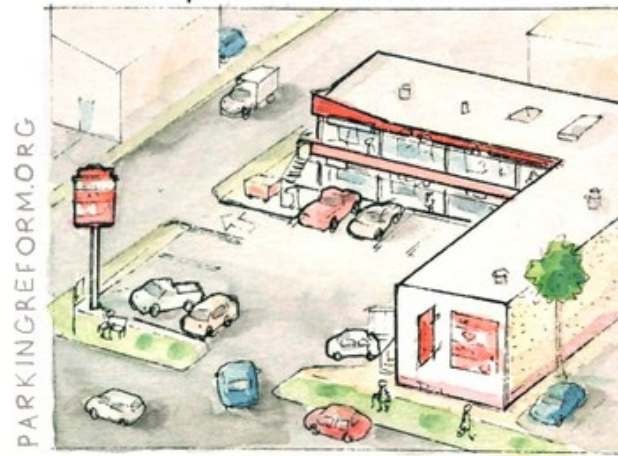




No Parking Required



1 Space per 500 Square Feet

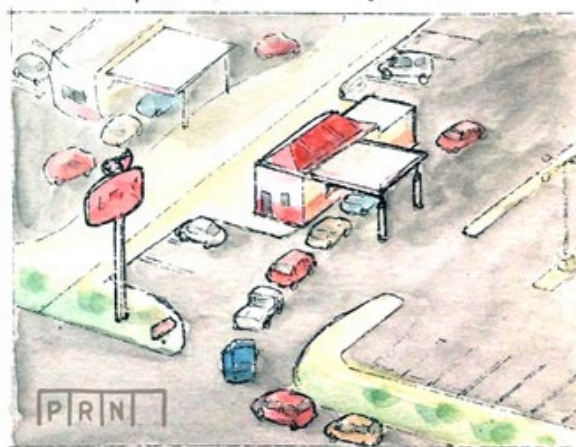


PARKINGREFORM.ORG

1 Space per 250 square feet



1 Space per 100 square feet



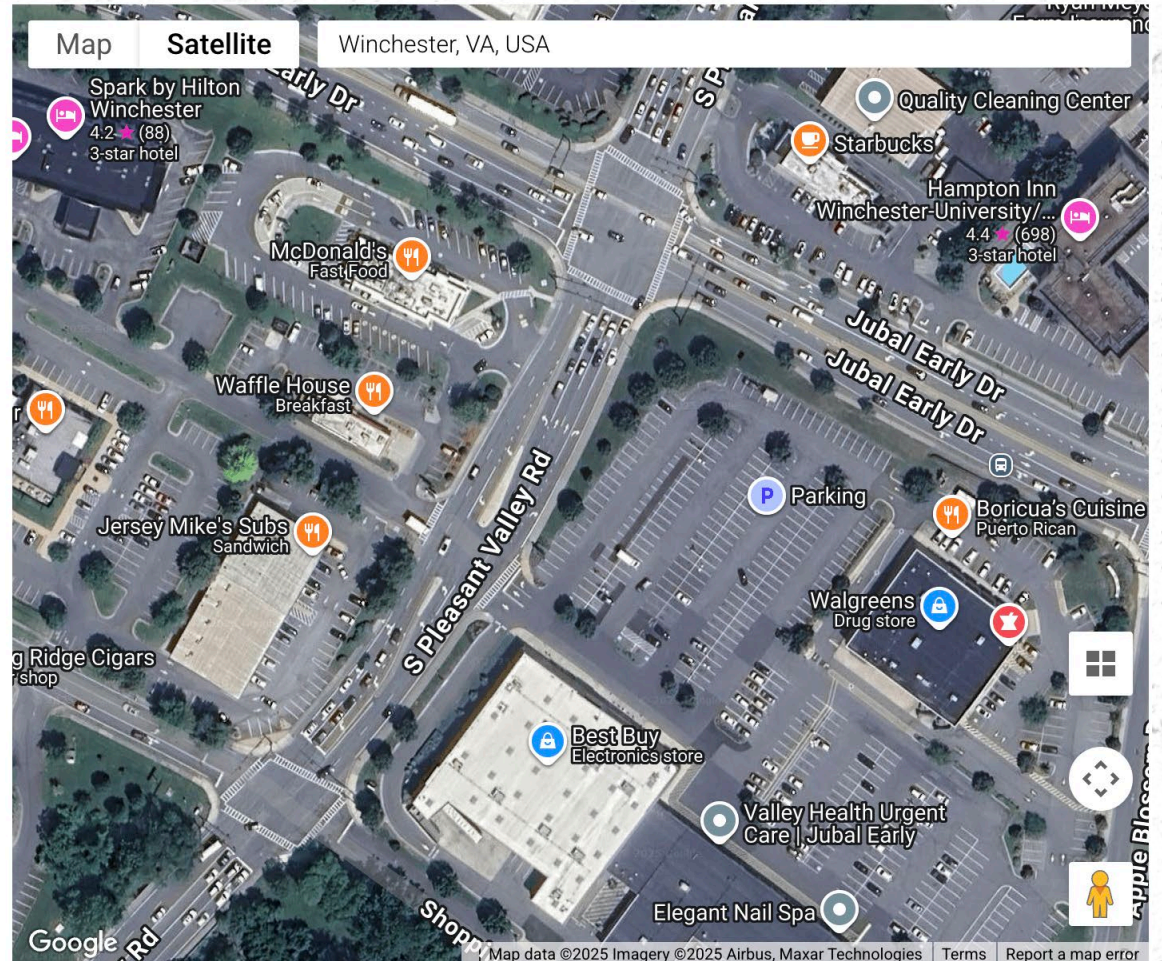
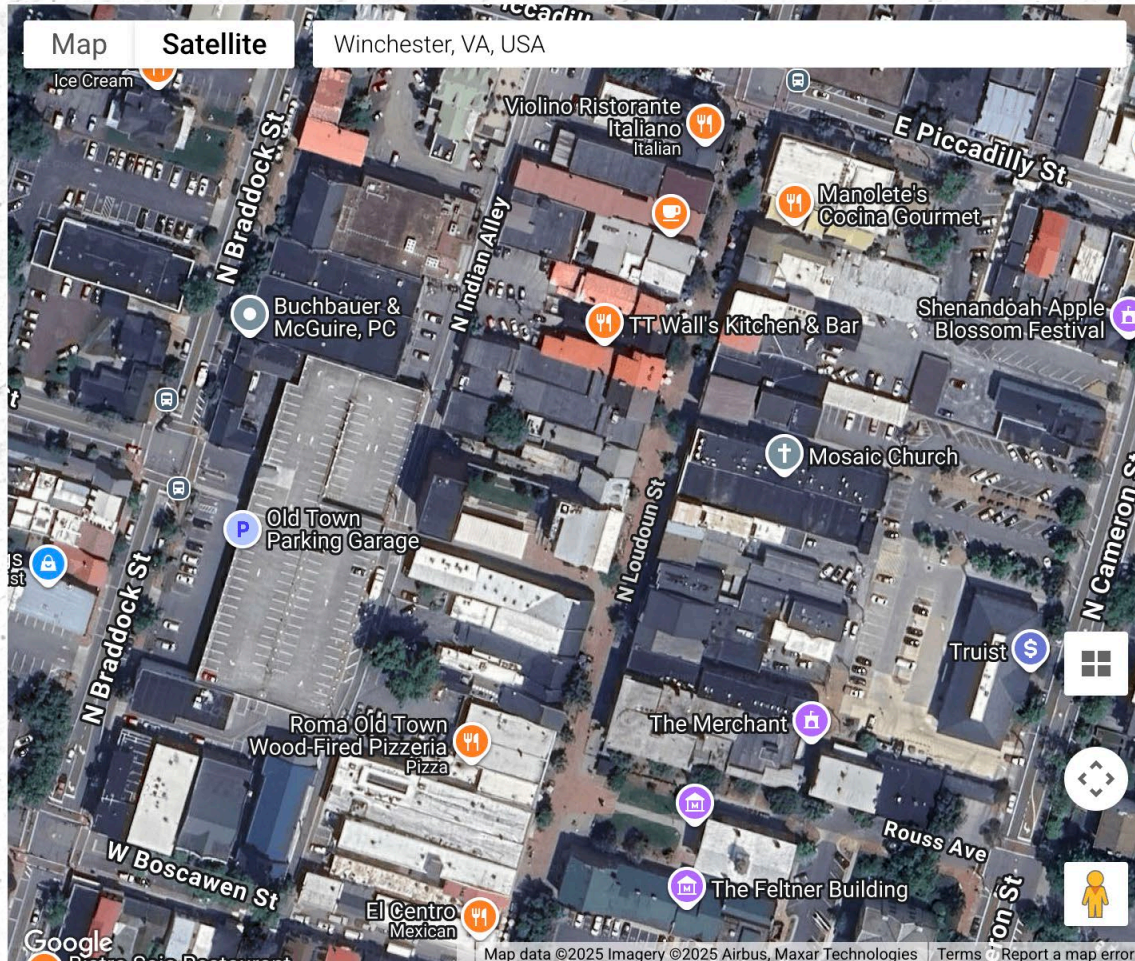
PRN

Alma



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Human Scale vs. Automobile Scale



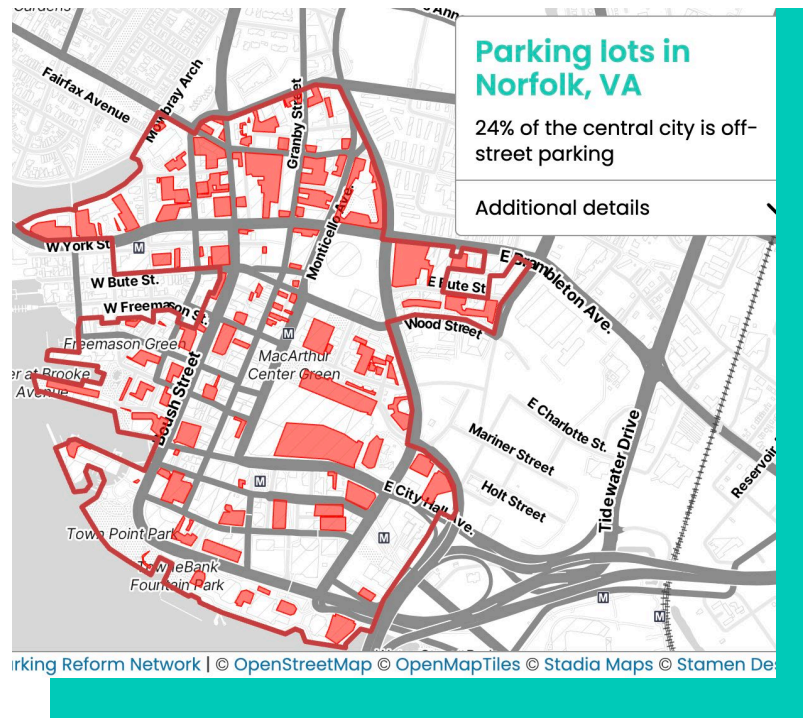
Parking Perpetuates the Need for Itself

Just this one imaginary person's possible travel needs could require four separate trips in a car on the same highway and five left turns across multiple travel lanes and sidewalks

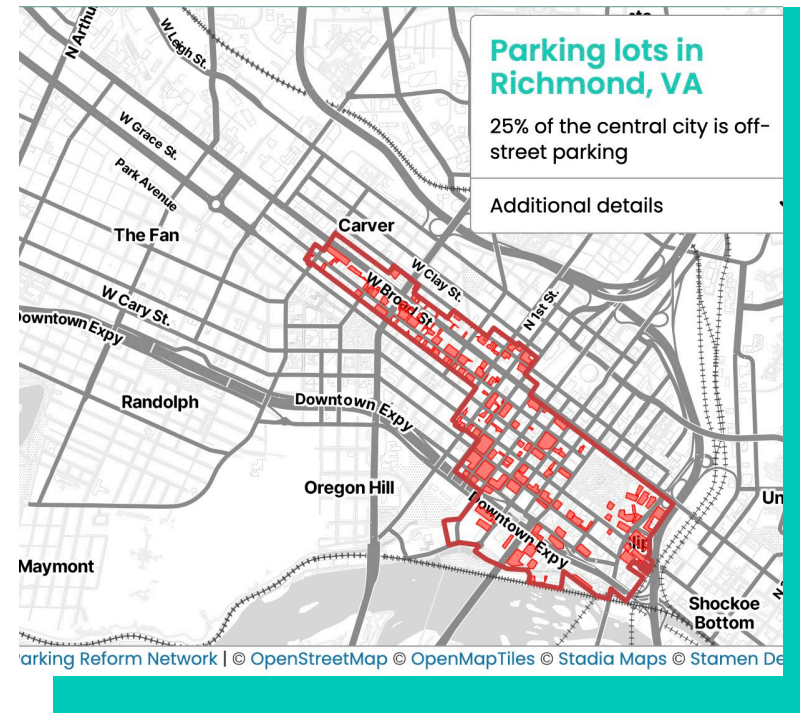


Image credit: Smart Growth America

So much parking...



Norfolk – 24%



Richmond – 25%





Undermining Goals

Common Goals

- Reduce traffic congestion
- Increase transit/bike mode share
- Increase housing availability
- Reduce GHG emissions
- Clean air & water
- Economic vitality

Parking Impact

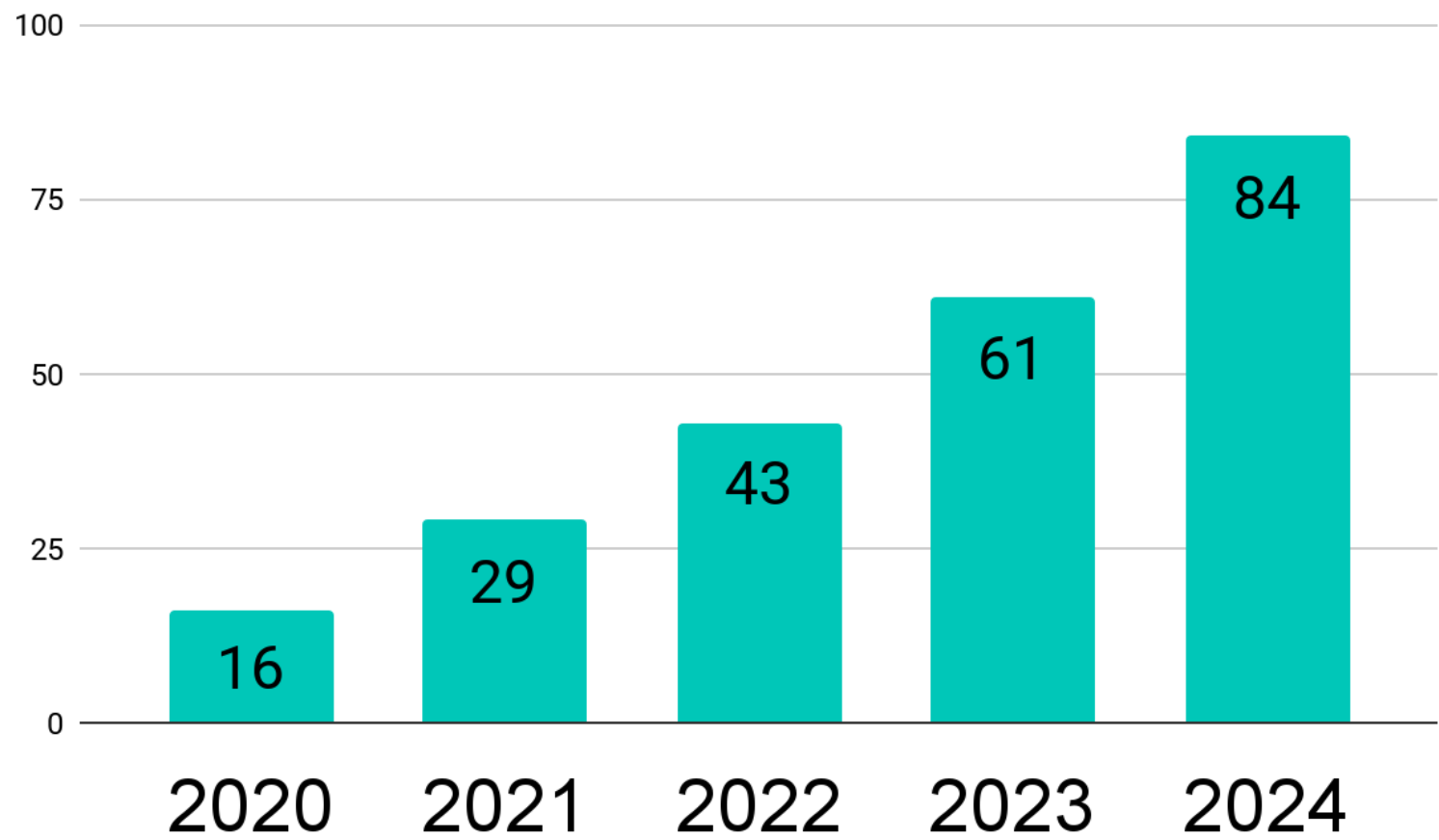
- Existing parking supply already supports too much traffic
- Building for cars diverts money from other modes
- More parking means less housing
- Transportation is a major GHG contributor
- Runoff and urban heat island
- Barriers to entry & poor tax performance



Local Reforms



US Cities With No Off-Street Parking Mandates

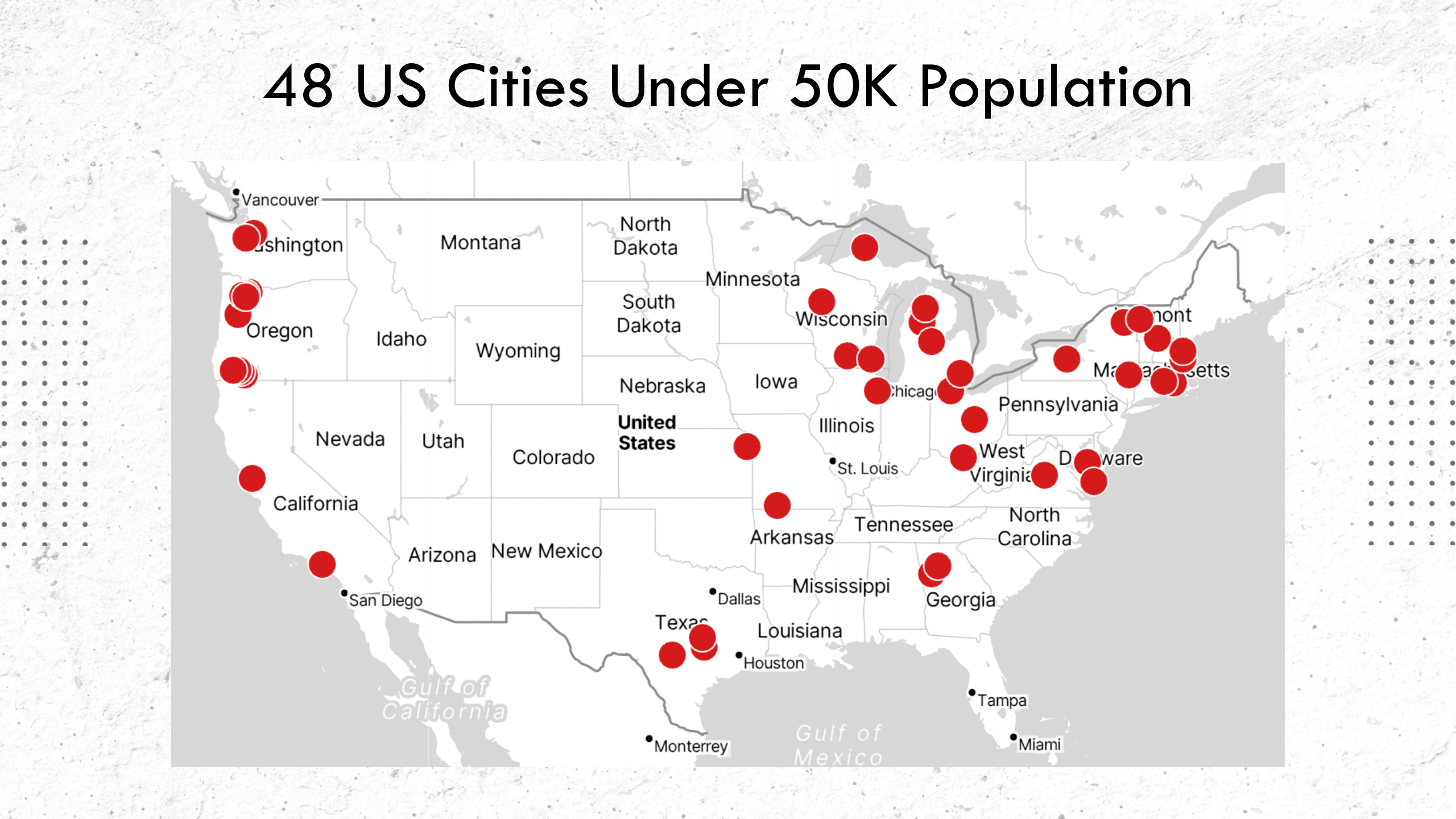


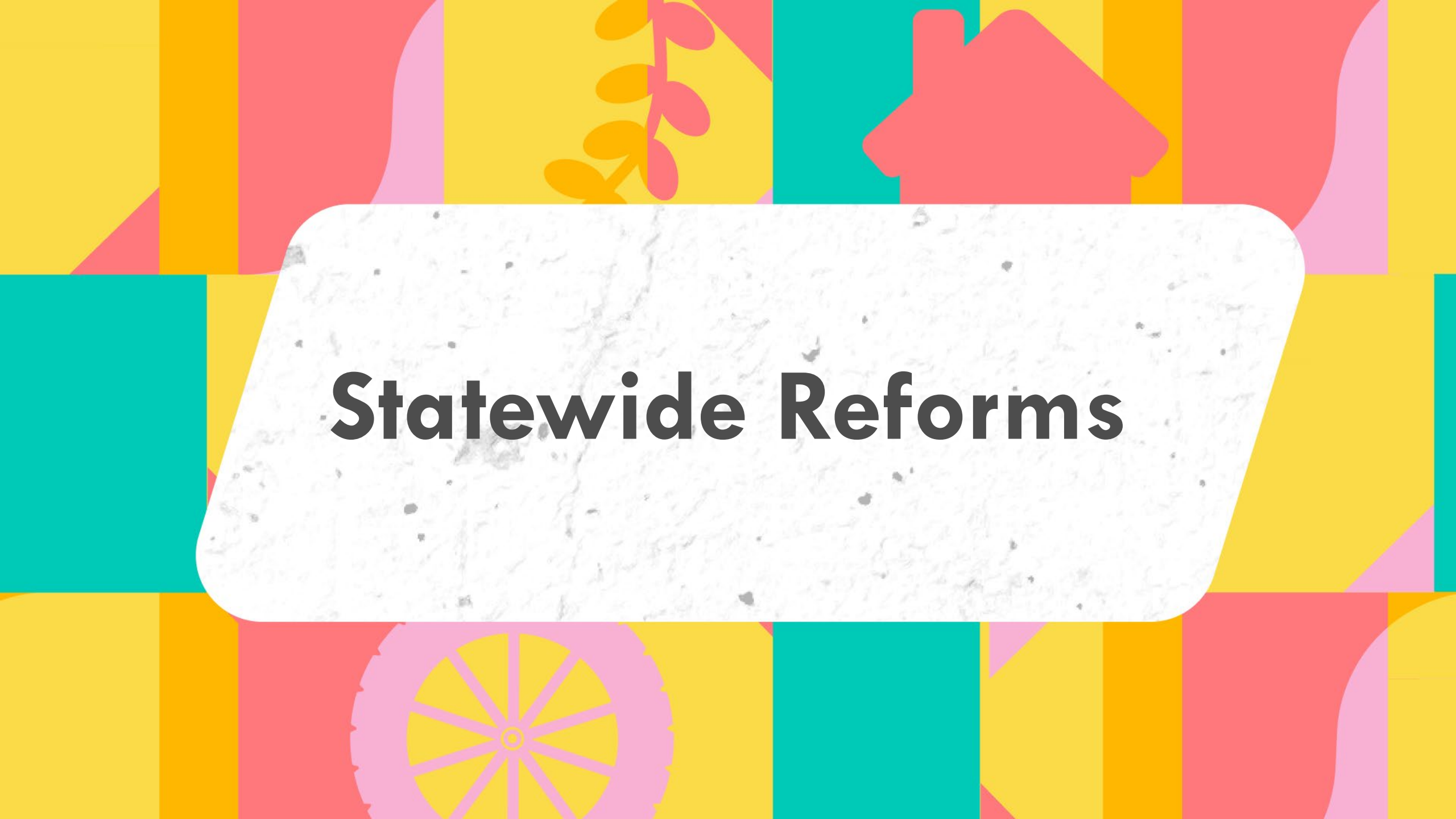
97 US Cities



48 US Cities Under 50K Population

A map of the United States showing the locations of 48 cities with populations under 50,000. The cities are marked with red dots. The map includes state names and major cities like Vancouver, San Diego, Dallas, Houston, Tampa, and Miami. The map is titled "48 US Cities Under 50K Population".





Statewide Reforms



Notable Bills

- CA AB2097 – No parking mandates near high-frequency transit
- CO HB1304 – No parking mandates near high-frequency transit
- CT HB5002 – No residential parking mandates. (**Vetoed**)
- WA SB5184 – Caps residential mandates at 0.5, excludes small businesses + homes & certain uses (daycare, etc.) in cities >30K.
- MT HB492 – No mandates in homes <1,200sq/ft, residential mandates capped at 1 per unit. Applies in MSAs.
- NC H369 – Would ban parking mandates statewide, primarily based on water quality concerns. (**Passed House**)



Eclectic Coalitions

- Pro-Housing Advocates
- Affordable Housing Nonprofits
- Small-Scale Local Builders and Entrepreneurs
- Environmental Advocates
- Walk / Bike / Transit Organizations
- Seniors' Advocates
- Disability Advocates
- Organized Labor
- Racial Justice Advocates

GOVERNMENTS SHOULD
MIND THEIR OWN
BUSINESS WHEN IT
COMES TO PARKING



You Can Still...

- Restrict parking on public streets as needed
- Set time limits
- Require permits
- Charge for on-street parking
- Regulate design features of parking
- Require ADA accessibility
- Require accommodations for loading, drop-off, etc.



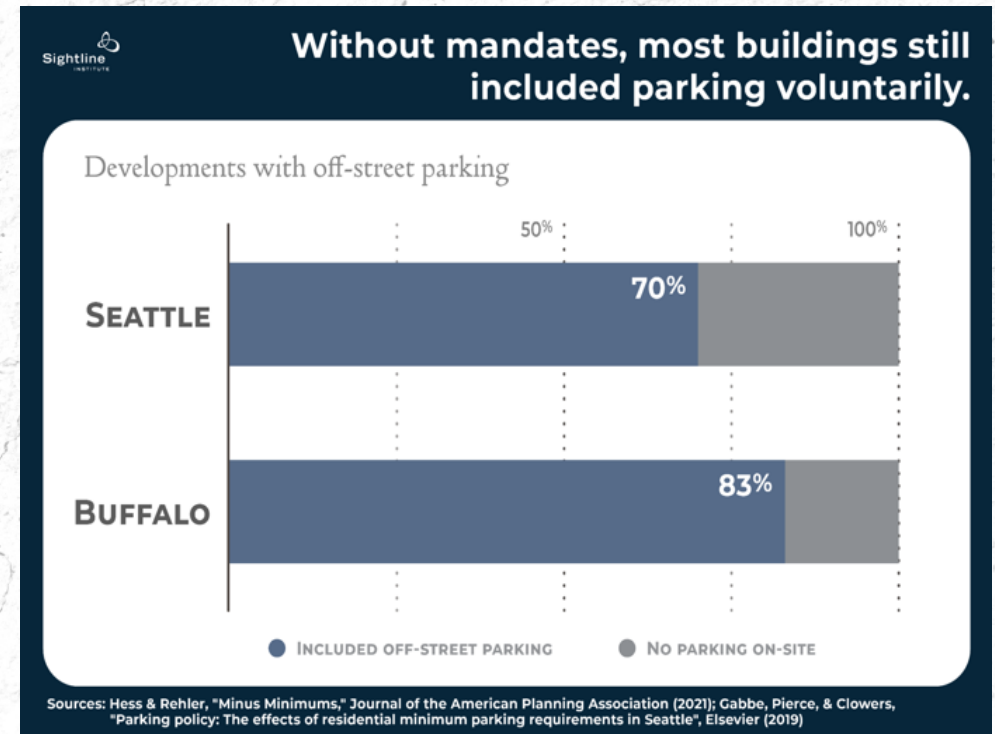
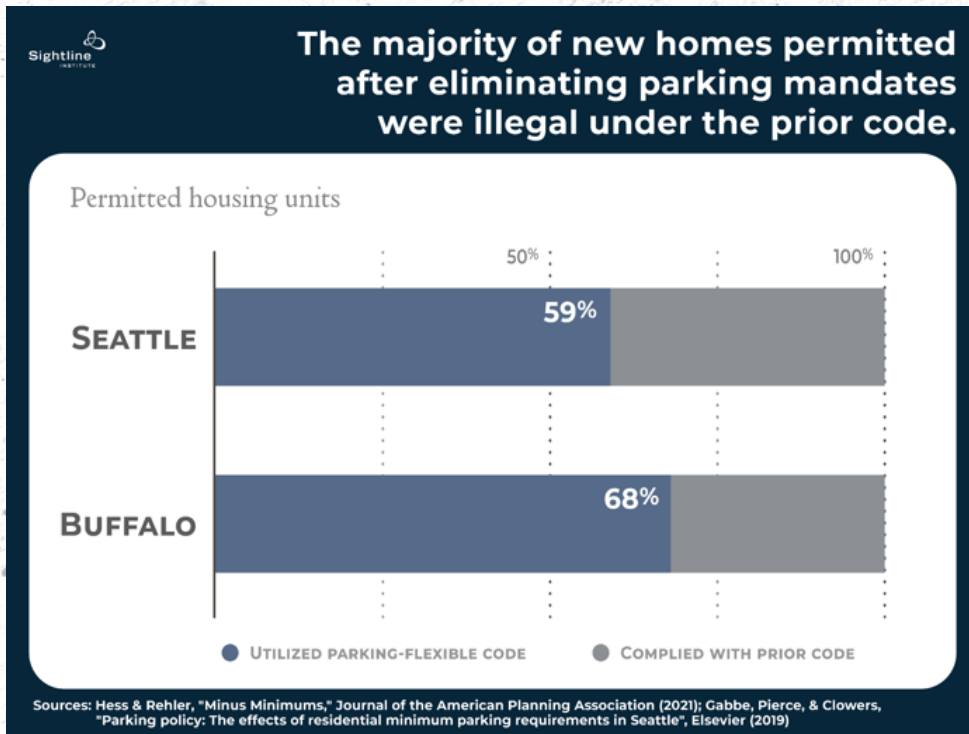
What happens?

It's the same city.



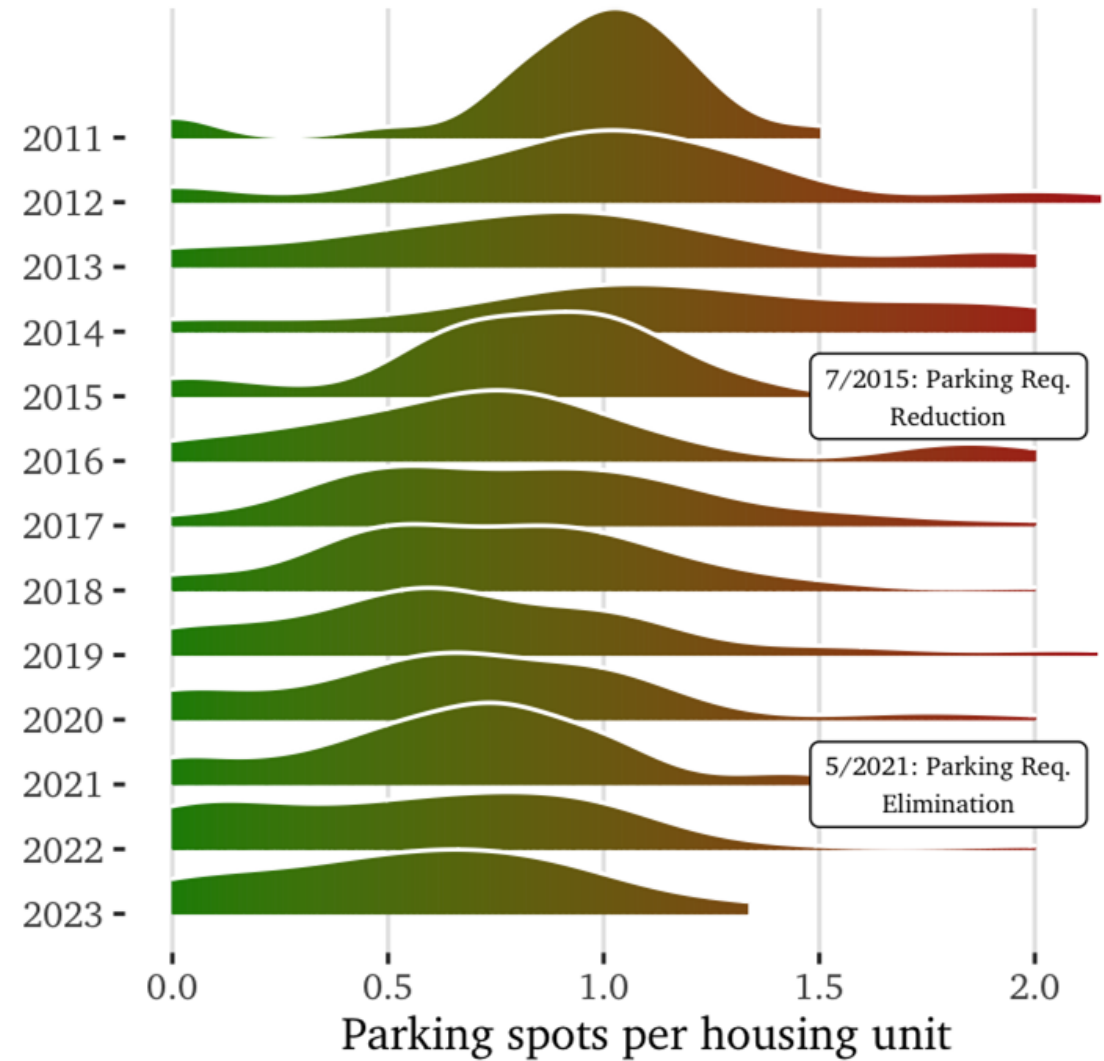
WE'RE PROTESTING THE LACK OF
PARKING IN THIS DEVELOPMENT.

A bit more of what we want...
A bit less of what we don't...



Gradual Change as the Market Adjusts

Minneapolis is building less parking Annual density distributions of parking/unit ratios



Graph by Zak Yudhishtu
Data from Minneapolis Planning Commission
Collected by Alex Schieferdecker, updated July 2023

Providing access and abundance



Transit

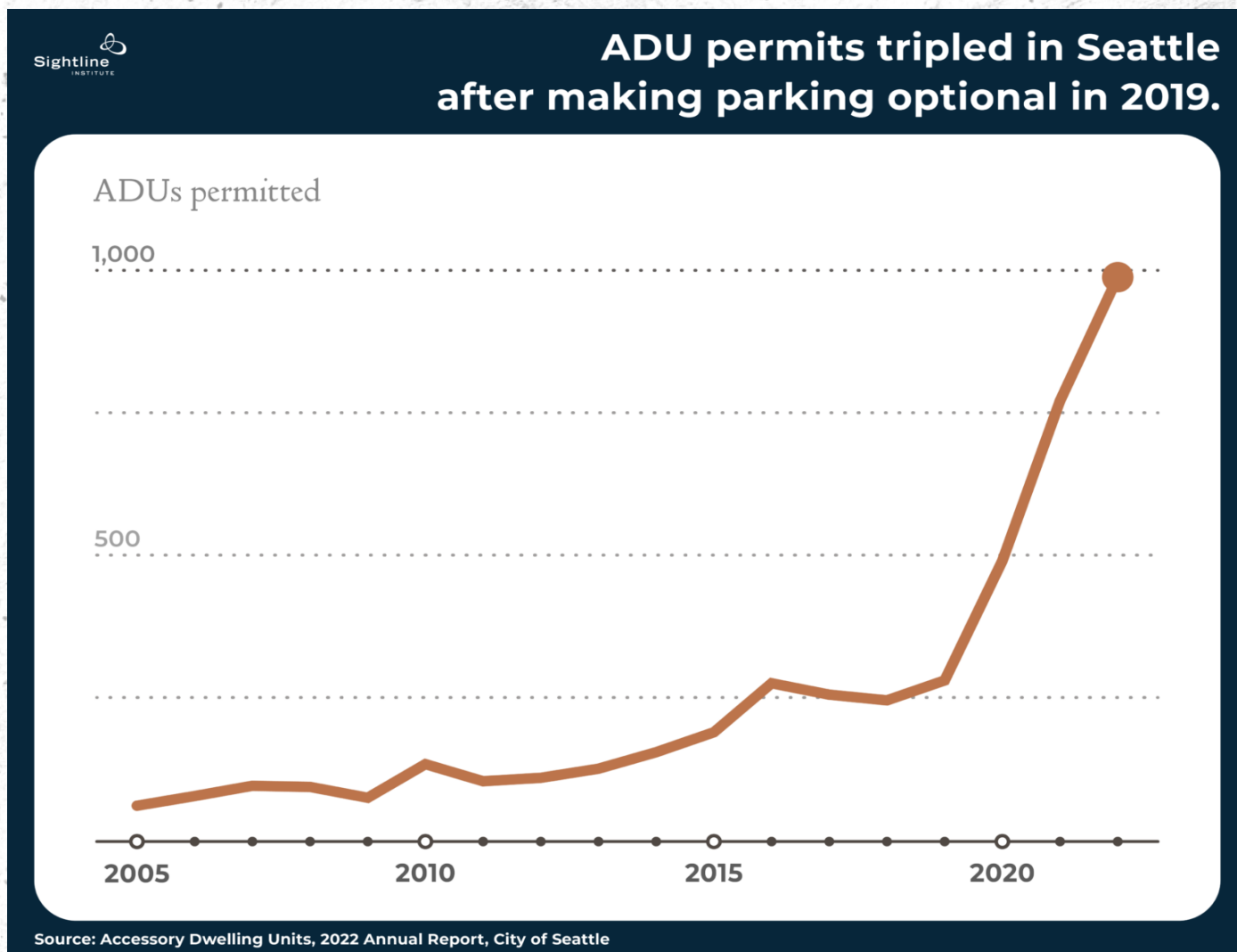


Center & Corridor
Infill



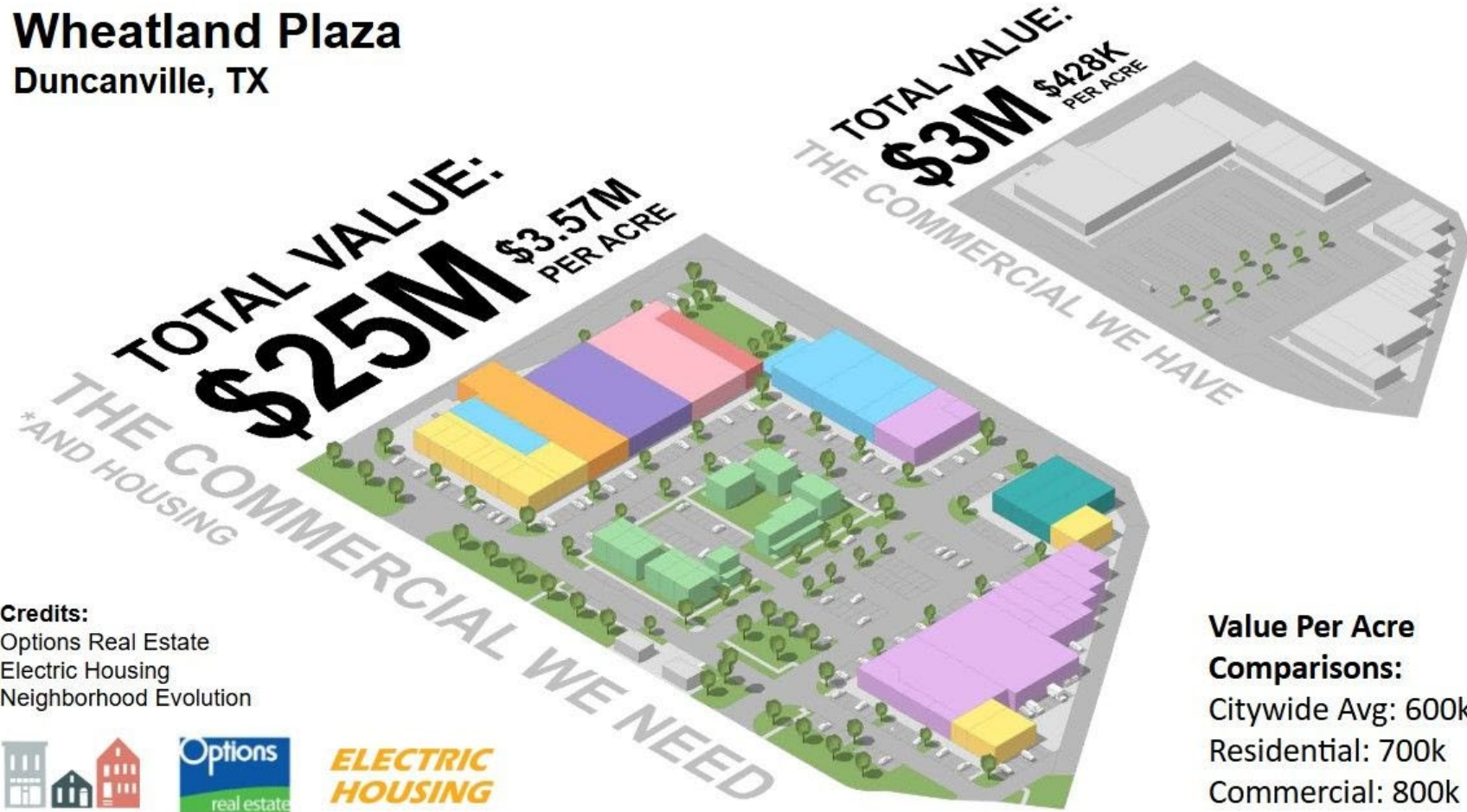
Suburban Infill
and Retrofit

The key to the “missing middle”



Big lots equal big opportunities

Wheatland Plaza Duncanville, TX





THANK YOU

STAY IN TOUCH WITH PARKING REFORM NETWORK



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