



PARKING REFORM NETWORK

Greetings,

I'm encouraged by Minnesota's move to lift stringent car parking requirements. The Parking Reform Network, equipped with resources and expert insights, stands ready to assist advocates, practitioners, and policymakers in navigating this important policy reform. Feel free to reach out for any further information or guidance.

The Minnesota People Over Parking Act:

- **DOES** allow entrepreneurs, builders, customers, and tenants to decide for themselves how much car parking they require at their homes, businesses, and destinations.
- **DOES NOT** prohibit new parking spaces or mandate removal of existing parking.

Excessive parking mandates are expensive and take up a lot of space:

- Building costs vary: Surface spaces can cost thousands, structured stalls easily run \$30,000-\$60,000, and underground parking can double the cost.
- Somebody must pay for it. A \$30,000 parking space requires \$300/month in rents.
- An average space occupies 350sq/ft –parking space is often larger than living space.

Excessive parking mandates have negative impacts:

- Surface parking contributes significantly to urban heating and flooding.
- Parking lot runoff pollutes waterways, and its treatment incurs high costs.
- Bright lighting in parking lots is a key source of light pollution.
- More parking invites more traffic: more noise, more crashes, and more congestion.

These requirements are outdated and arbitrary:

- How much parking does a bowler need? Carver, MN requires 2 spaces per lane. Anoka, MN requires 7 per alley. Why? No one knows.
- Ratios were set decades ago -- before the internet -- they're rarely updated.

There is such a thing as too much parking:

- 67% of Minnesota renter households have access one or fewer cars, but nearly all cities mandate 1.5 or more parking spaces per apartment. 19% of Minnesota renters don't own a car.
- Google Maps analysis demonstrates that many parking lots are seldom fully utilized.

Cities have time and options to adapt:

- Change is gradual: Even in cities without parking mandates, new developments usually include parking.
- Effective management strategies like performance pricing and loading zones can mitigate spillover and generate revenue for business or neighborhood improvement districts.
- Approximately one-third of Minnesota cities with populations over 5,000 already exempt parking mandates in their downtown cores, demonstrating adaptability.

Parking reform, though often underestimated, is a simple and economical solution to a range of urban issues. We welcome any additional questions or requests for clarification.

Sincerely,

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