



Colorado Parking Management Best Practices Report June 30, 2026



Local requirements

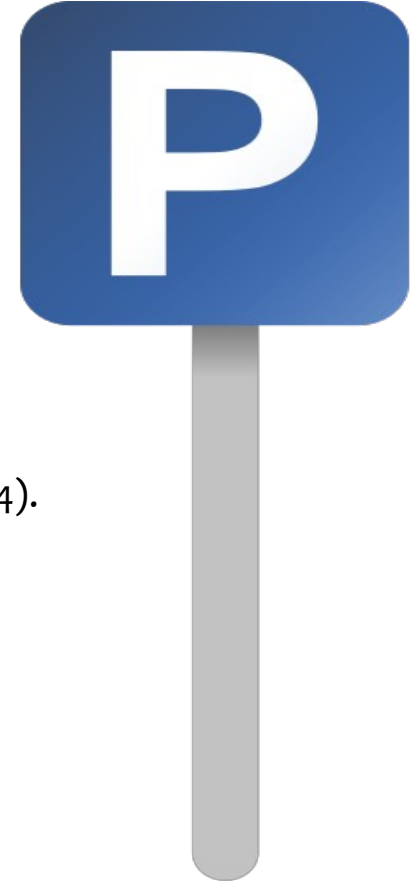
- By 6/30/25, subject local governments must not enact/enforce local laws requiring minimum parking for multifamily residential and certain types of adaptive reuse
- Applies in areas in MPOs that are at least partially within Applicable Transit Service areas (across 49 jurisdictions)

Required support

- DOLA publishes best practices and technical assistance materials (by 12/31/24).

Reporting

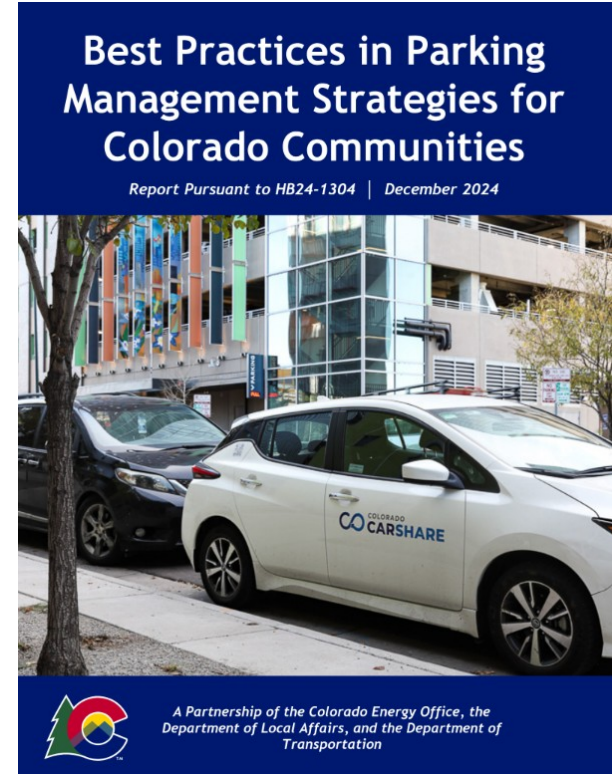
- Local gov't annual reporting (if using one space per unit exemption).



Parking Management Best Practices Study Overview



- **Parking management best practices report (required by HB24-1304) [published](#) - each strategy includes:**
 - Implementation guidance
 - Examples/case studies
 - Challenges and considerations
 - A collection of resources
- **Report developed with input from national and local parking experts, local government planners, and other key stakeholders.**



Parking Management Best Practices Study Strategies



Off-street parking management strategies

- Sharing Parking
- Unbundling & Pricing Residential Parking
- Unbundling & Pricing Commercial Parking
- Setting Maximum Parking Limits
- Promoting Transportation Demand Management

Key learning:
Both types
are critical to
successful
parking
management



On-street parking management strategies

- Managing Commercial Curbside Parking
- Initiating Neighborhood Parking Permit Programs
- Establishing Mobility Benefit Districts



What is shared parking?

Connecting available supply and unmet demand between complementary land uses, like an apartment building with overnight parking demand and an office building with daytime parking demand.



Source: [Nelson Nygaard](#)³⁹

To support shared parking, local governments can:

- Allow shared parking with administrative review or by-right rather than requiring zoning variances or other approval processes
- Incorporate incentives for sharing parking into their codes
- Draft template shared parking agreements
- Empower TMOs or another partner to broker shared-parking agreements
- Offer funding to help low-resourced property owners share parking.

Off-street strategies: Unbundling parking



What is unbundling parking?

Residential: Separating the cost of using residential space from parking and/or charging an additional fee to park, thus asking users to pay for only what parking they need.

Commercial: Decoupling the cost of commercial tenancy from parking and/or charging to park while offering tax-advantaged mobility benefits for employers and employees (a.k.a. “parking cash out”)

Parking cash out concept





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Commercial: Decoupling the cost of commercial tenancy from parking and/or charging to park while offering tax-advantaged mobility benefits for employers and employees (a.k.a. “parking cash out”)

To support unbundling, local governments can:

- Encouraging or requiring developers to unbundle during permitting if not also over the course of regular compliance reporting
- Encouraging unbundling through a TDM ordinance or other similar approach
- Encourage or require employers to offer parking cash-out
- Partner with TMOs and BIDs to educate property owners and employers about the benefits of unbundling.



What are parking maximums?

Limiting off-street parking supply based on roadway capacity or community goals and introducing a suite of transportation options to support development with less driving



Source: [City of Boston, MA](#)¹⁰²

To support parking maximums, local governments can:

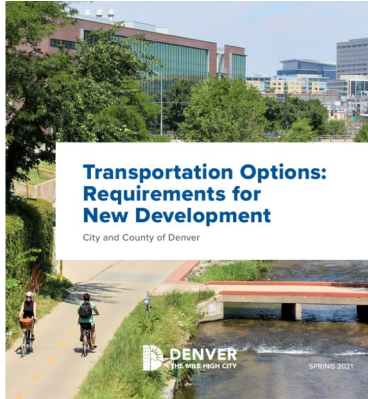
- Replace minimum parking requirements with area-wide requirements in close proximity to high-capacity multimodal mobility hubs, like train stations;
- Set maximum limits as a percentage of the old minimum limits or in consideration of roadway capacity, development yield, trip generation, and multimodal mobility options
- Negotiate with or incentivize developers wishing to exceed the maximum limit to invest in community benefits, like TDM measures or affordable housing.

Off-street strategies: Transportation demand mgmt



What is transportation demand management (TDM)?

Using policies, programs, and incentives to shift mobility from using private vehicles to walking, biking, taking transit, and using shared vehicles.



PARKING STRATEGY

Right-size the parking supply to avoid building excess parking spaces and incentivizing driving over alternatives



TDM STRATEGIES

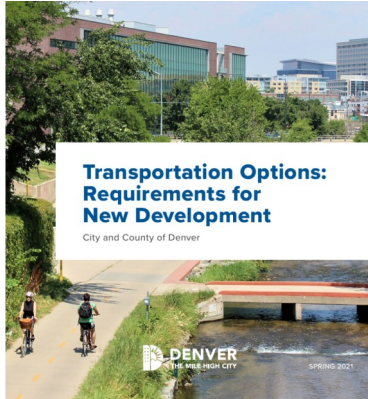
Manage demand for parking by providing high-quality alternatives to driving, such as walking, biking, and transit





What is transportation demand management (TDM)?

Using policies, programs, and incentives to shift mobility from using private vehicles to walking, biking, taking transit, and using shared vehicles.



To support TDM, local governments can:

- Encourage or require developers to invest in TDM as a condition of local permitting
- Publish a suite of TDM tools, their typical costs, and their efficacy for mode shift
- Educate residents, employees, and other stakeholders about how to access TDM services
- Partner with state and regional agencies to coordinate and fund TDM policies and programs.

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What is curbside parking management?

Using time limits or pricing to maintain parking vacancy and access to commercial districts while encouraging parking turnover or generating revenue.



To support curbside parking management, local governments can:

- Set time limits to require turnover and hourly prices to encourage turnover (targeting 85% occupancy)
- Install kiosks and contract with app providers to offer varied payment methods
- Fund enforcement with parking revenue and related bond proceeds
- Provide or support longer-term off-street parking areas
- Educate drivers and other stakeholders of parking and other mobility options.



What are neighborhood parking permit programs?

Giving residents near commercial districts or other destinations preferential access for long-term parking while allowing visitors to park for shorter and selective durations.



To support neighborhood parking permit programs, local governments can:

- Establish a process for residents to request permits in a defined neighborhood
- Evaluate parking-demand generators with constrained off-street parking supply
- Issue monthly/annual permits by request
- Price permits to reflect admin costs, supply/demand of curbside space, and equity
- Publish permit resources online, including an interactive map and rules.



What are mobility benefit districts?

Leveraging revenue from priced commercial curbside parking and neighborhood parking permits to invest in equitable and multimodal mobility options.



Source: [ACCESS Magazine](#)¹⁹⁷

To support mobility benefit districts, local governments can:

- Establish a process for community stakeholders to request a new district
- Draft preliminary district boundaries
- Create a workgroup or parking committee
- Document existing conditions and strategies, including current parking demand
- Recommend parking management strategies, including revenue sharing
- Establish a district and monitor performance

Key takeaways



- **Knowledge is power.** Evaluating parking supply and demand can help right-size parking management strategies. You can't manage what you don't measure.
- **Holistic parking management is necessary.** Local governments and their partners should coordinate off- and on-street parking management strategies, including multimodal options.
- **Consumer choice is paramount.** Legacy parking management assumes travelers will drive to destinations; contemporary management strategies acknowledge travelers' diverse needs and provides a variety of mobility options.



Thank you!



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