



## BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jamey Tesler, MassDOT Secretary and CEO and MPO Chair  
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### WORK PLAN

## PARKING POLICY AND TRIP GENERATION

APPROVAL DATE— APRIL 28, 2022

### Project Identification

**Project Number** 13310

**Client**

Boston Region Metropolitan Planning Organization (MPO)

**Project Supervisors**

*Principal:* TBD

*Manager:* Benjamin Sadkowski

**Funding Source**

MPO §5303 Planning Contract #13310

### Schedule and Budget

**Schedule:** 5 months after work commences

**Budget:** \$20,000

Schedule and budget details are shown in Exhibits 1 and 2, respectively.

### Background

An important component of managing the traffic impacts of development is understanding the influence that municipal parking-requirement policies have upon trip generation—the study of predicting to what extent and how people travel to and from developments and other locations. Subsequently, through proper analysis and policy design, municipalities implementing effective parking-related policies may effectively meet larger goals in the Boston region to reduce overall vehicle-miles traveled (VMT) and traffic congestion in their respective geographic areas.

Central Transportation Planning Staff (CTPS) has conducted efforts in order to better understand best practices for developing trip generation rates for urban areas that better account for non-auto trips through the FFY 2020 Unified Planning Work Program

(UPWP) study *Innovations in Estimating Trip Generation Rates*<sup>1</sup> and the FFY 2021 UPWP study *Trip Generation Rate Research*.<sup>2</sup> Through these studies, CTPS has been able to build upon initial efforts compiled in the Institute of Transportation Engineers rate estimate guidelines by exploring alternative methods for conducting trip generation analysis. While the aforementioned studies yielded myriad of insights, one finding of note was that trip generation analysis cannot exist in a vacuum and, as such, planners should consider policy-based frameworks for implementing more effective outcomes in local municipalities.

In order to advance upon this research further, this study will build upon prior studies and explore the relationship between the amount of available parking at development sites and automotive ownership and usage, including in geographic areas with adequate public transit connectivity. In this study, staff will explore the current, extensive body of literature in order to identify the degree to which parking-related policies may impact rates of vehicle ownership, travel mode preferences, and ultimately roadway design and funding decisions. Additionally, staff will access existing datasets on various geographic scales, such as the American Community Survey and the Metropolitan Area Planning Council's (MAPC) Perfect Fit Parking study, in order to compare and ground national parking trends and practices in the Boston region. Finally, staff will document their research efforts, which will be summarized and presented in the form of a white paper and a set of graphical fact sheets that may be distributed to municipal planning staff in order to inform planning boards and municipalities of the importance of implementing effective parking policies to meet regional goals for reducing VMT and traffic congestion.

## Objectives

The primary objectives of this study are as follows:

1. Identify innovative approaches to using parking policy to reduce auto ownership and use to better inform the enactment of new parking policy mechanisms that may improve overall trip-generation rates by reducing automotive trips in both new and existing developments.
2. Inform ongoing trip-generation and parking policy-related work in the region.

## Work Description

This study will be completed according to the following tasks:

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<sup>1</sup> <https://www.ctps.org/data/pdf/studies/other/Innovations-in-Estimating-Trip-Generation-Rates.pdf>

<sup>2</sup> A draft of the report will be forthcoming.

**Task 1 Coordination Efforts**

CTPS will attend both new and previously scheduled coordination meetings with other agencies in the Boston region engaged in similar work, including MAPC and the Massachusetts Department of Transportation.

**Task 2 Literature and Data Review**

Staff will review the existing data sets and literature to identify innovative approaches to using parking-related policy measures to reduce auto ownership, VMT, and traffic congestion. When promising innovative approaches are found, staff will identify and reach out to relevant parties to obtain more detailed information on specific policy implementation methods, metrics, and other strategies.

***Products of Task 2***

Summary of literature review, relevant data sets, and research notes

**Task 3 Project Documentation**

CTPS will document its work efforts in a white paper and graphical fact sheets, ready for dissemination to both the public and other planning professionals and agencies.

***Products of Task 3***

White paper and graphical fact sheets documenting the results of the literature review, data, and parking-policy research efforts.

**Exhibit 1**  
**ESTIMATED SCHEDULE**  
**Parking Policy and Trip Generation**

Task	Month				
	1	2	3	4	5
1. Coordination Efforts					
2. Literature and Data Review					
3. Project Documentation				AB	

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Products/Milestones

A: White Paper

B: Graphical Fact Sheets

**Exhibit 2**  
**ESTIMATED COST**  
**Parking Policy and Trip Generation**

<b>Direct Salary and Overhead</b>	<b>\$20,000</b>
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Task	Person-Weeks				Direct Salary	Overhead (109.09%)	Total Cost
	M-1	P-4	P-2	Total			
1. Coordination Efforts	0.1	0.0	0.5	0.7	\$890	\$971	\$1,861
2. Literature and Data Review	0.1	0.0	4.0	4.2	\$5,164	\$5,633	\$10,798
3. Project Documentation	0.3	1.1	1.2	2.6	\$3,511	\$3,830	\$7,341
Total	0.6	1.1	5.7	7.4	\$9,565	\$10,435	\$20,000

<b>Other Direct Costs</b>	<b>\$0</b>
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<b>TOTAL COST</b>	<b>\$20,000</b>
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**Funding**  
MPO §5303 Planning Contract #13310

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