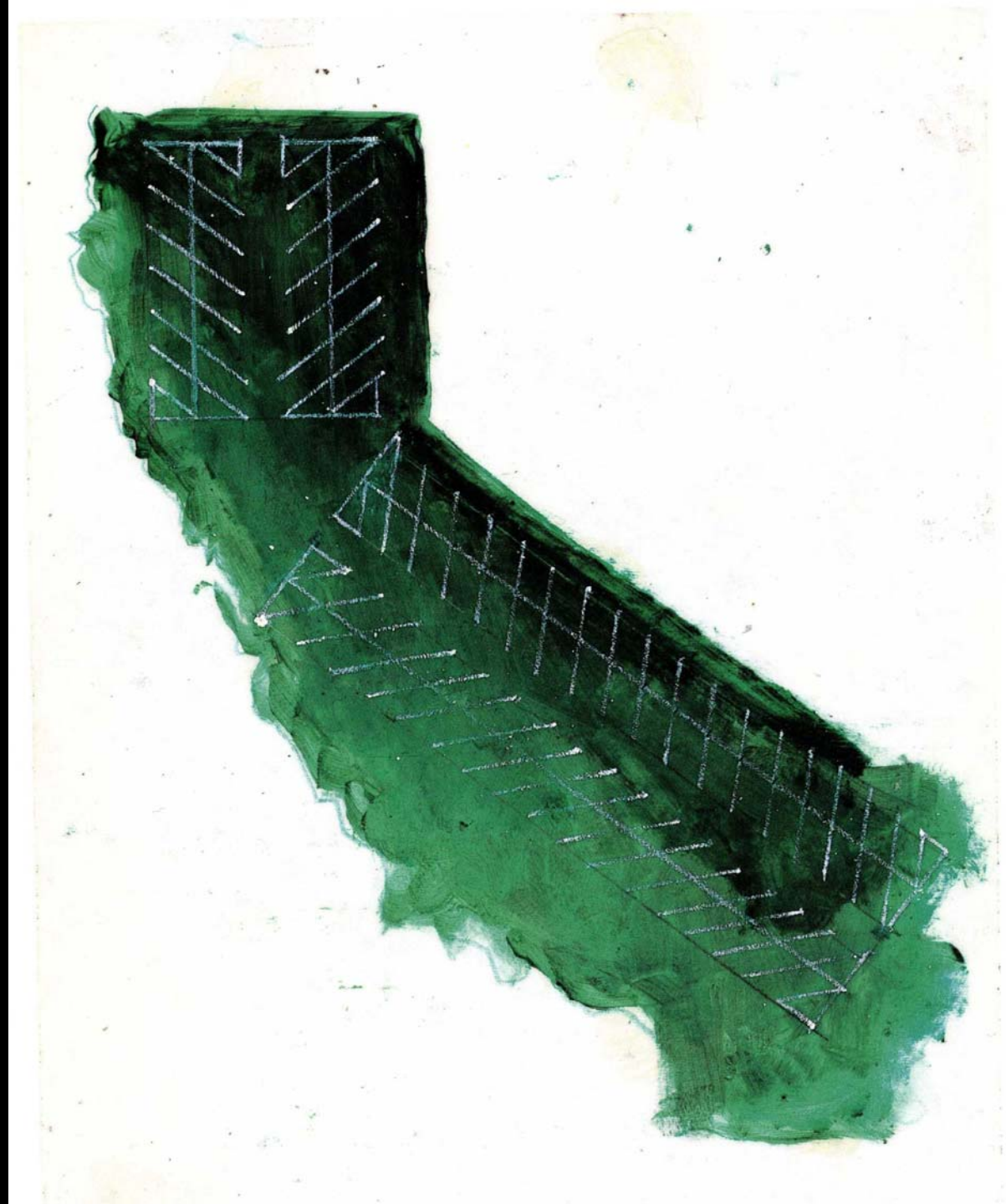




The High Cost of Free Parking

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Good Mourning California







Parking Standards

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APA

American Planning Association

PAS

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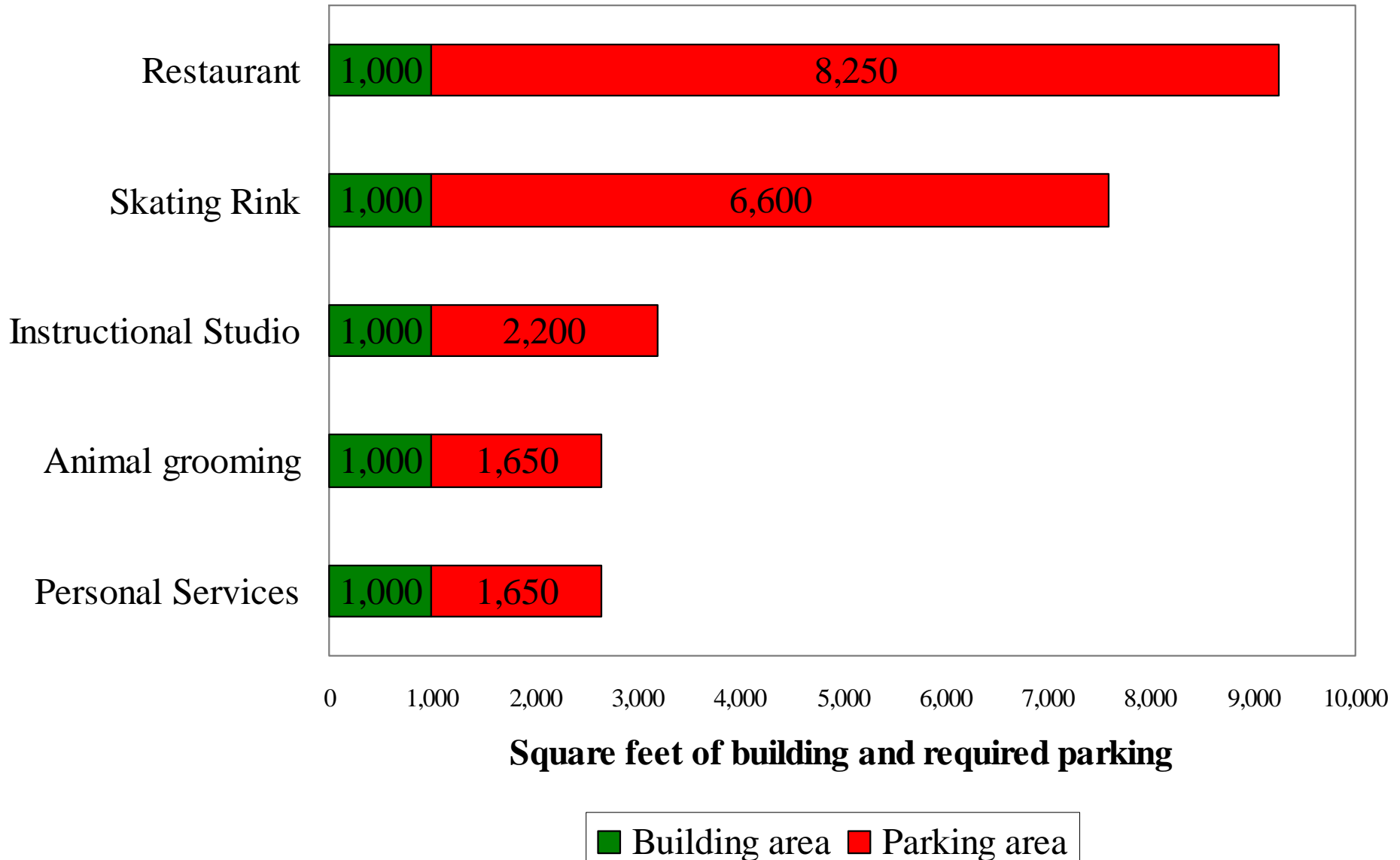
A parking requirement sampler

Barber shop	2 spaces per barber
Beauty shop	3 spaces per beautician
Nunnery	1 space per 10 nuns
Rectory	3 spaces per 4 clergymen
Sex novelty shop	3 spaces per 1,000 square feet
Gas station	1.5 spaces per fuel nozzle
Swimming pool	1 space per 2,500 gallons
Mausoleum	10 spaces per maximum number of interments in a one-hour period

Two Mistakes in Parking Policy

1. Keep curb parking free or cheap
2. Require lots of off-street parking

San José's minimum parking requirements



A Great Planning Disaster

- Skew travel choices
- Distort urban form
- Degrade urban design
- Raise housing costs
- Impede reuse of older buildings
- Limit homeownership
- Damage the urban economy
- Harm the environment

Three Reforms in Parking Policy

1. Charge the right price for curb parking.

The lowest price that will leave one or two vacant spaces on each block—performance-based pricing

2. Return the meter revenue to the neighborhoods that generate it.

Revenue return will make performance-based prices for curb parking politically popular.

3. Reduce or remove off-street parking requirements. Do not require additional parking when a building's use changes.

Freedom from parking requirements will allow higher density and new uses for old buildings.



Redwood City parking ordinance

To accomplish the goal of managing the supply of parking and to make it reasonably available when and where needed, a target occupancy rate of eighty-five percent (85%) is hereby established.

The Parking Manager shall survey the average occupancy for each parking area in the Downtown Meter Zone that has parking meters. Based on the survey results, the Parking Manager shall adjust the rates up or down in twenty-five cent (\$0.25) intervals to seek to achieve the target occupancy rate.

Revenues generated from on-street and off-street parking within the Downtown Meter Zone boundaries shall be accounted for separately from other City funds and may be used only . . . within or for the benefit of the Downtown Core Meter Zone.

Ventura parking ordinance

A program of managing on-street and off-street parking to achieve a 15% vacancy rate.

Using metered parking to achieve a vacancy rate of 15% eliminates the need for time restrictions on those metered parking spaces.

All moneys collected from parking meters in this city shall be placed in a special fund, which fund shall be devoted exclusively to purposes within the geographic boundaries of the parking district from which the revenue is collected.

Performance-based prices

Performance-based prices adjust over time to maintain a few vacant spaces.

The goal is to keep about 85 percent of the parking spaces occupied all the time.

About one curb space is vacant on each side of each block so that everyone can see that convenient parking is available everywhere.

Examples of pricing options

As the use of demand-responsive pricing for both on- and off-street parking is the primary tool for reducing congestion, the pricing models the SFMTA intends to test and evaluate merit special illustration. The following tables use hypothetical values to illustrate these pricing structures.

Vary price by time of day

Time when parked	Price per hour
8am-10am	\$3.50
10am-4pm	\$2.00
4pm-7pm	\$3.00
7pm-9pm	\$1.00

Vary price by length of stay

Hour of parking	Price for that hour
1 st	\$1.00
2 nd	\$1.50
3 rd	\$2.00
4 th (and successive hours)	\$2.50









Effects of building job-adjacent housing on former parking lots

Increase housing supply

Reduce time spent commuting

Reduce spending on cars and fuel

Reduce traffic congestion and air pollution

Maybe even slow down climate change

If you want to:

Reduce unnecessary vehicle travel

Reduce traffic congestion

Reduce air pollution

Reduce energy waste

Reduce greenhouse gas emissions

Improve neighborhood public services

Increase the supply of housing

And do all this quickly

GET THE PRICE OF CURB PARKING RIGHT

SPEND THE REVENUE FOR LOCAL PUBLIC SERVICES

REMOVE OFF-STREET PARKING REQUIREMENTS

Some background for thinking about parking policies

American motor vehicles consume one-eighth of the world's total oil production.

We import 60% of this oil.

We pay for these imports with borrowed money.

U.S. has 18 percent more vehicles than licensed drivers.

American drivers park free at the end of 99% of their vehicle trips.

Anything that is unsustainable will eventually stop.





“All of us, if we are reasonably comfortable, healthy and safe, owe immense debts to the past. There is no way, of course, to repay the past. We can only repay those debts by making gifts to the future.”

Jane Jacobs

As our case is new, so must we think anew,
and act anew.

Abraham Lincoln



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