

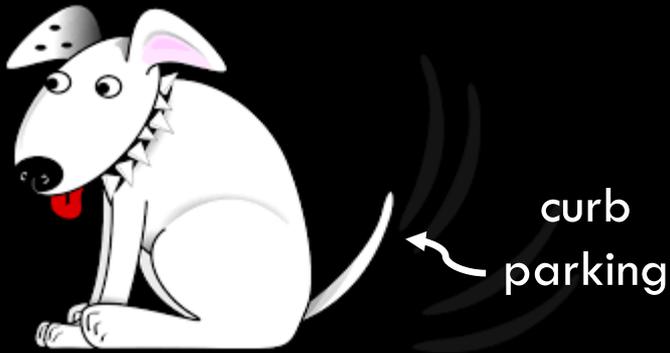
# Managing Curb Parking

A key to increasing bicycling and walking, improving housing affordability, and reducing congestion and pollution

Presented by  
Patrick Siegman  
Planning Innovations Forum  
Metropolitan Transportation Commission  
October 26, 2017



**In American city planning, curb parking is the tail that wags the dog.**



**The unexamined first priority of many planners and politicians is maintaining curb parking availability.**



**California city planners  
have achieved the  
unimportant: ample free  
curb parking...**



**ample  
free curb  
parking**

**by sacrificing the  
important: beautiful  
neighborhoods, affordable  
housing, clean air, safe  
places to walk and bike.**





hart & Final

DOLLAR TREE

NO PARKING  
EXCEPT  
CUSTOMER  
LOADING  
UNLOADING  
ONLY  
NO STOPPING

White van with colorful graphics and text, including "Newly Painted" and "The Best in the Business".

Many zoning codes require this...



Why?

And forbid this, or make it financially infeasible.





Definition: *Minimum parking requirements* are government regulations that specify the *minimum* number of parking spaces that must be provided for every land use.

They ensure that cities have *more parking spaces* than individuals would voluntarily supply.

Dana Point, CA, requires 4 spaces per 1000 square feet of built space for “multi-tenant general retail”

1.3 sq. ft. of asphalt per sq. ft. of building space

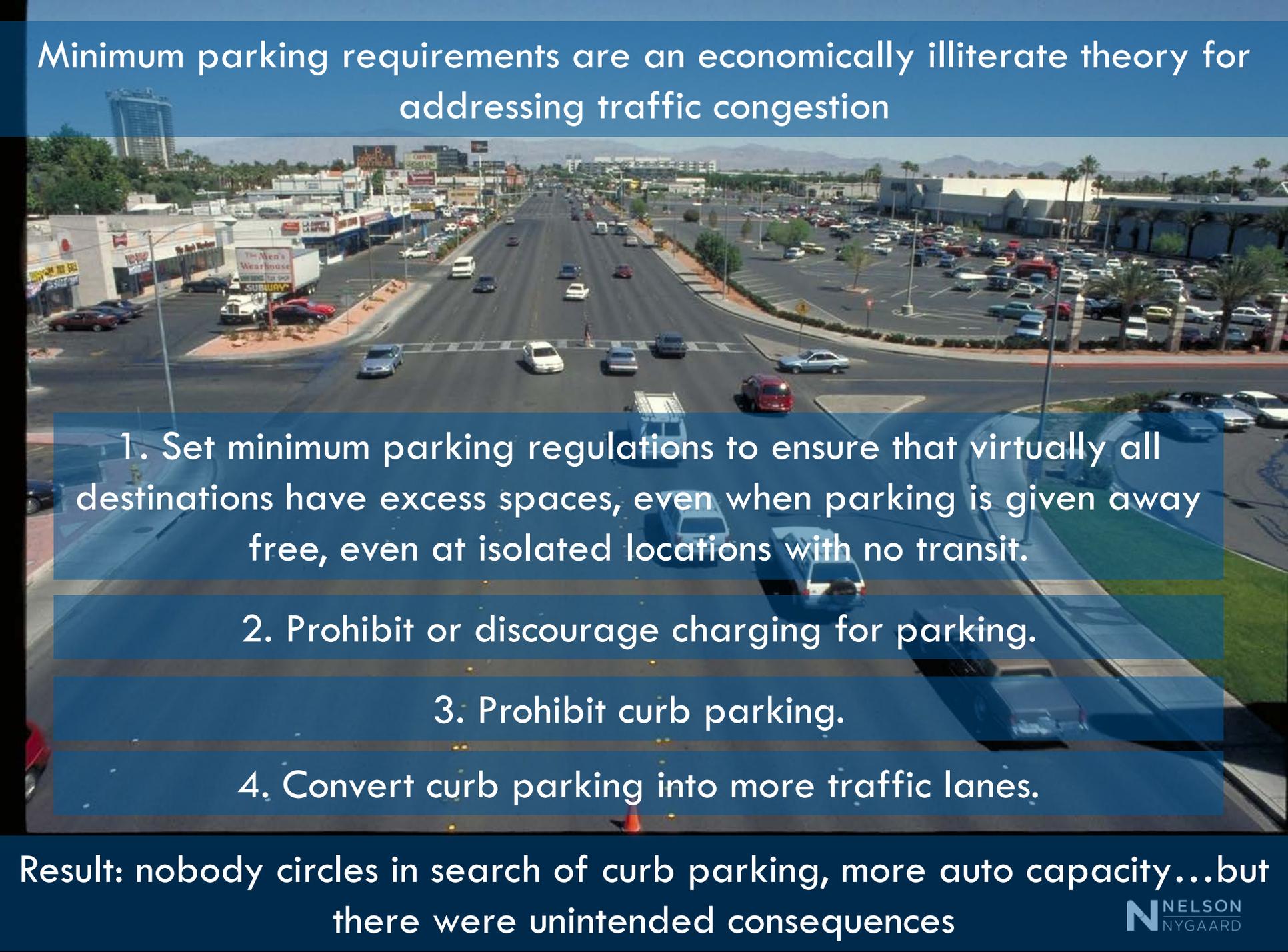
# What is the *purpose* of minimum parking requirements?



## According to the zoning codes:

- *Palo Alto: “to alleviate traffic congestion”*
- *Milpitas: “to relieve congestion on streets”*
- *Napa: “to reduce street congestion”*
- *San Diego: “to reduce traffic congestion & improve air quality”*
- *Generally, to prevent spillover parking problems*

# Minimum parking requirements are an economically illiterate theory for addressing traffic congestion

- 
- An aerial photograph of a multi-lane city street. The street is filled with cars and a truck. On the left side, there are commercial buildings, including one with a sign for 'The Men's Wearhouse' and another for 'SUBURBY'. On the right side, there is a large parking lot filled with cars. The background shows a city skyline with a tall building and mountains in the distance.
1. Set minimum parking regulations to ensure that virtually all destinations have excess spaces, even when parking is given away free, even at isolated locations with no transit.
  2. Prohibit or discourage charging for parking.
  3. Prohibit curb parking.
  4. Convert curb parking into more traffic lanes.

Result: nobody circles in search of curb parking, more auto capacity...but there were unintended consequences

# Does this look walkable & bikable to you? (Milpitas, CA)

Bicycle lanes & sidewalks

Wiggly walkways

Bicycle route & sidewalks

Bicycle parking required

Bicycle lanes & sidewalks

Bicycle parking required

Bicycle parking required

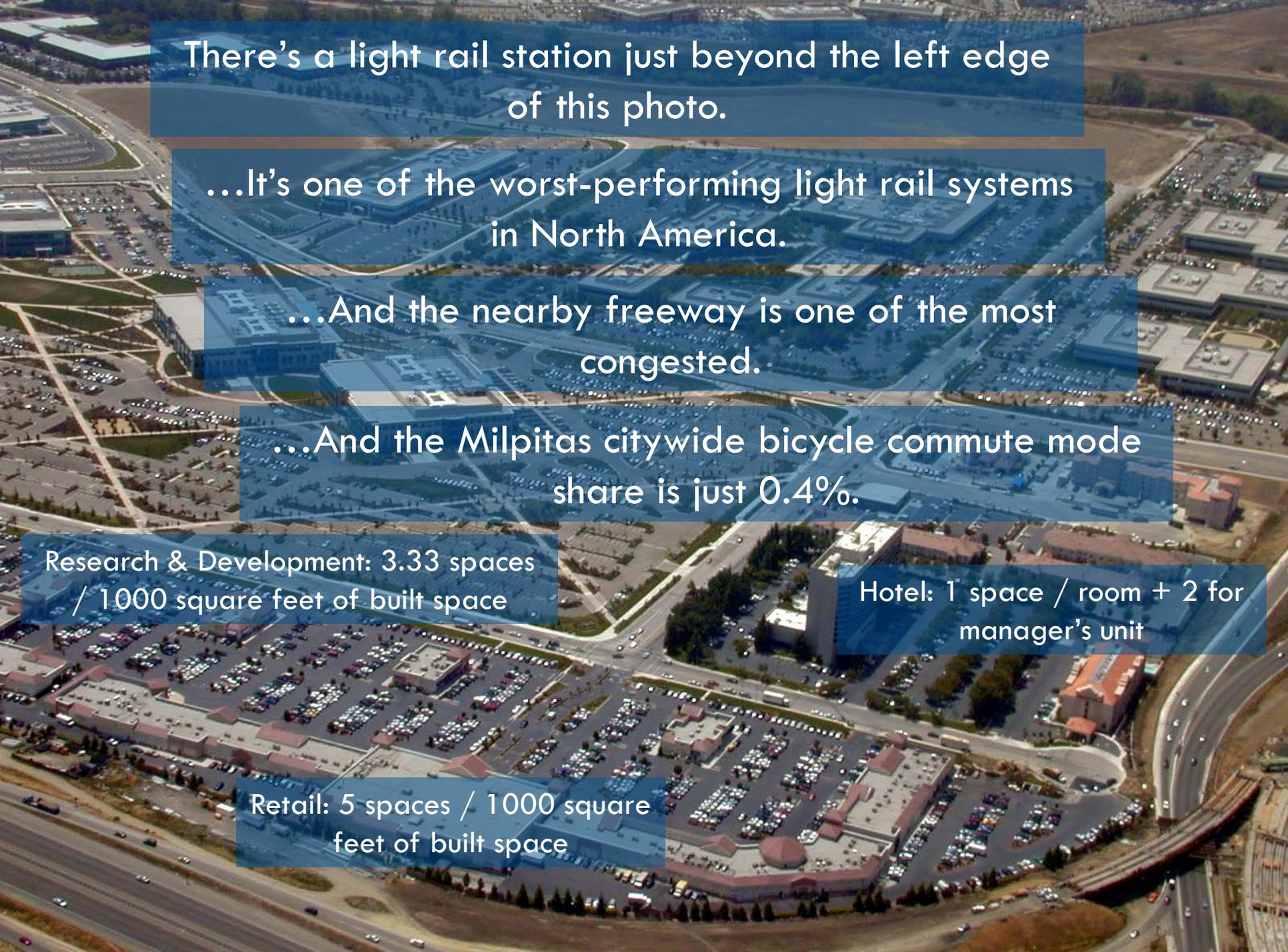
# Typical Minimum Parking Requirements (Milpitas, CA)

Research & Development: 3.33 spaces  
/ 1000 square feet of built space

High-speed arterial

Hotel: 1 space / room + 2 for  
manager's unit

Retail: 5 spaces / 1000 square  
feet of built space



There's a light rail station just beyond the left edge of this photo.

...It's one of the worst-performing light rail systems in North America.

...And the nearby freeway is one of the most congested.

...And the Milpitas citywide bicycle commute mode share is just 0.4%.

Research & Development: 3.33 spaces / 1000 square feet of built space

Hotel: 1 space / room + 2 for manager's unit

Retail: 5 spaces / 1000 square feet of built space

# Three Reforms

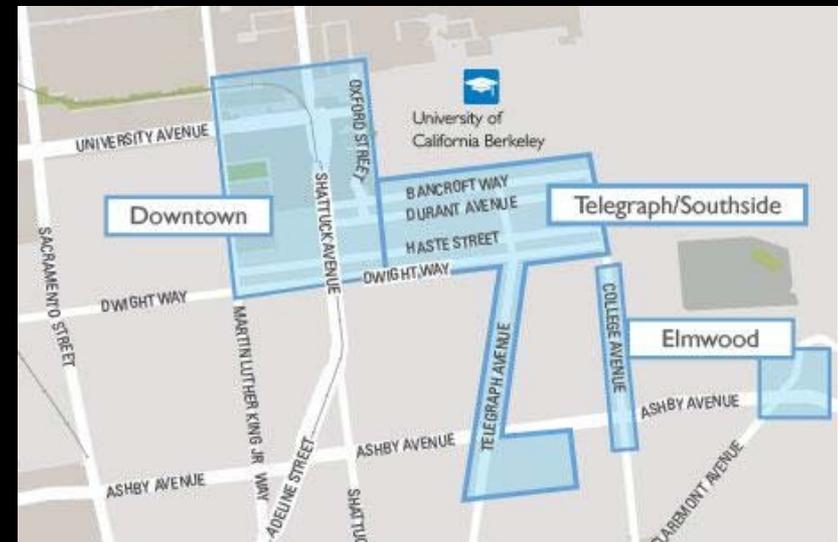
---

- 1. Charge the right prices for curbside parking**
- 2. Return the parking revenue to the blocks where it is generated, to pay for public services**
- 3. Remove minimum parking requirements**

# goBerkeley parking reforms



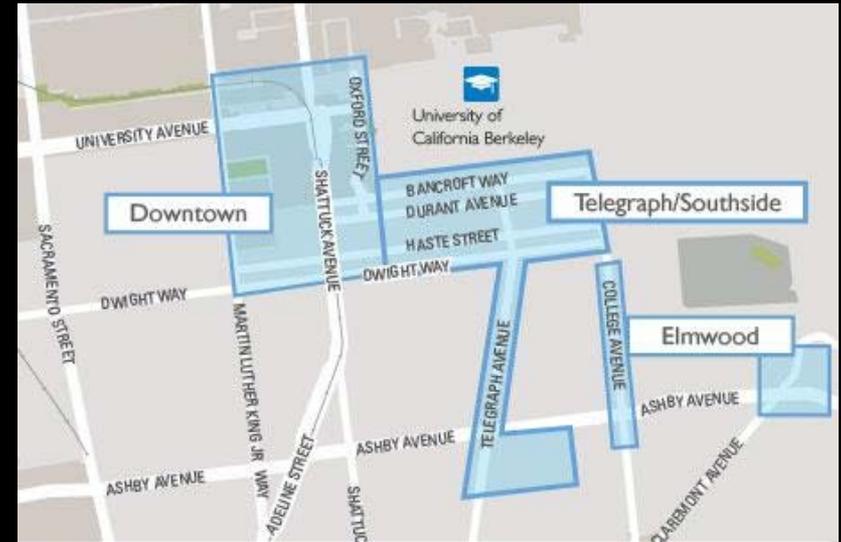
1. Charge the lowest price needed to achieve 65-85% occupancy on each block
  - Currently \$2 - \$3.50 per hour
2. Revenues fund public services for the blocks where the revenue is collected
  - Security, cleaning, help for the homeless, parking



# goBerkeley Results



- Most drivers surveyed say “finding parking is easy.”
- More drivers use formerly underused garages
- Less circling for underpriced curb parking
  - 693,000 fewer vehicle miles of travel/year
  - = 238 trips SF to NYC

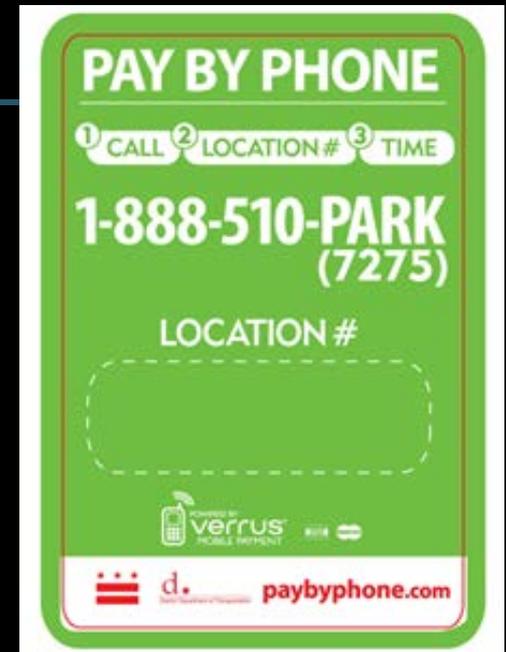


# Residential Parking Benefit Districts

1. Charge **non-residents** the right prices for curbside parking.
2. Return the revenue to the neighborhood to pay for public services
3. Let **existing residents** park free or cheaply
  - Limit # of resident permits issued to # of available spaces
4. Remove minimum parking requirements

Example: Laguna Beach, CA

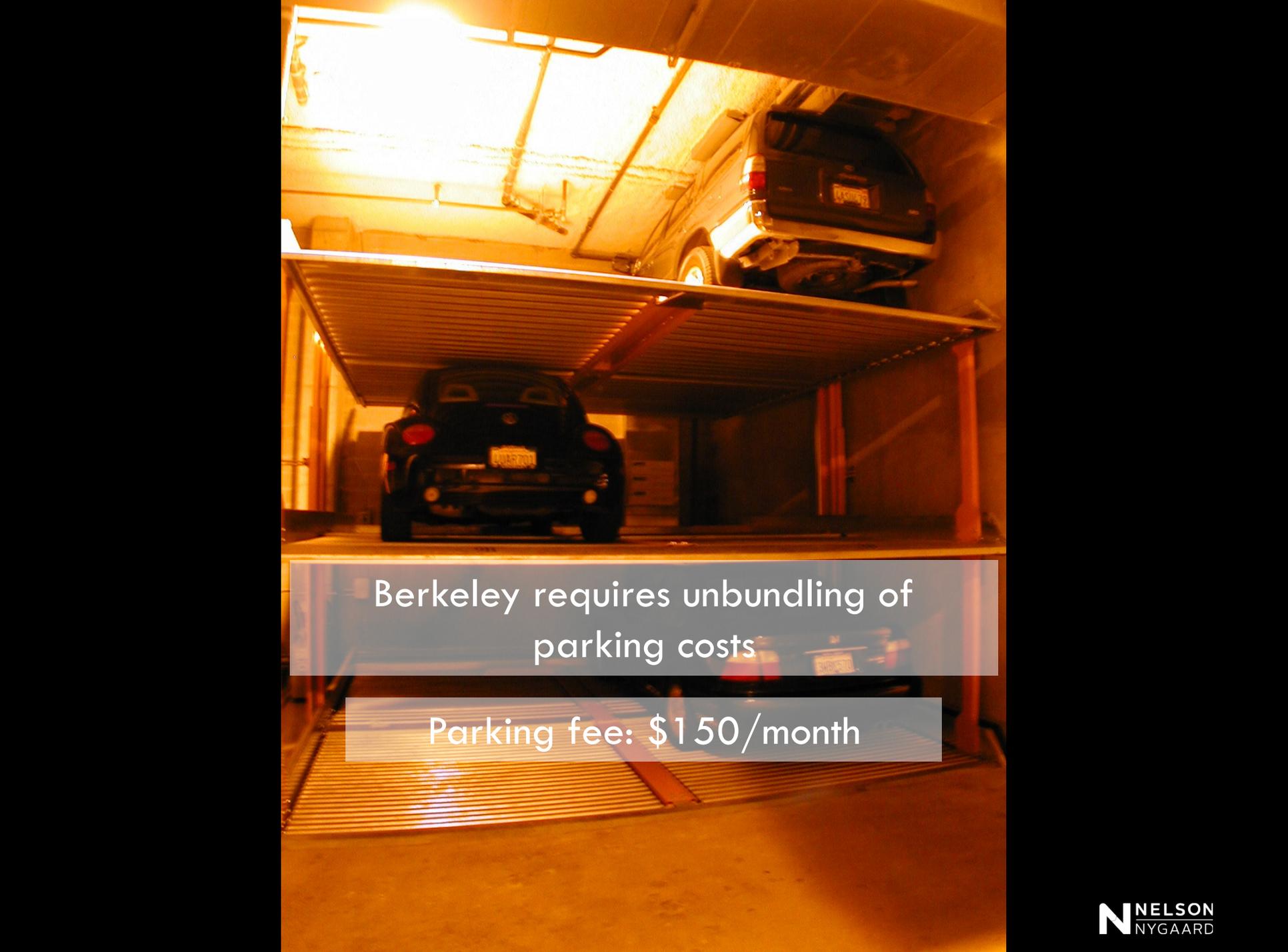
- Non-residents pay \$1-\$3/hour
- Residents pay \$40 per year



# Managing curb parking allows removal of minimum parking requirements

Example: The Gaia Building, Berkeley, CA





Berkeley requires unbundling of  
parking costs

Parking fee: \$150/month



citycarshare

The Freedom of  
*Driving* WITHOUT  
The Hassles of *Ownership*



UPPER	P-1
MIDDLE	P-2
LOWER	P-3



2A



1A

# Managing curb parking → Unbundling parking costs

Cost of parking “unbundled” from other goods & services

Hourly & daily fees

Monthly fees

Parking condominiums

Rents must be lower when separate parking fee is charged, to remain competitive in the marketplace

Cost of parking is revealed to the user

People save money by using less parking

Less parking demand, less congestion, less pollution

# The Gaia Building – Parking Demand

---



- 91 apartments, theater, café & office space
  - 42 parking spaces supplied
- Result: 237 adult residents with just 20 cars

# Parking: High & Low Traffic Strategies

	Conventional Minimum Requirements	Abolish Minimum Requirements	Set Maximum Requirements
<b>Typical Approach</b>	<ol style="list-style-type: none"> <li>1. Requirement &gt; Average Demand</li> <li>2. Hide all parking costs</li> </ol>	<ol style="list-style-type: none"> <li>1. Charge the right prices for curb parking</li> <li>2. Return the parking revenue to the blocks where it is generated</li> <li>3. Remove minimum parking requirements</li> </ol>	<ol style="list-style-type: none"> <li>1. Charge the right prices for curb parking</li> <li>2. Limit off-street parking to road capacity</li> <li>3. Require the unbundling of parking costs</li> </ol>

**Bicycling & walking**

Low ←————→ High

**Housing costs**

High ←————→ Low

**Traffic**

High ←————→ Low

**Pollution**

High ←————→ Low



**Patrick Siegman**  
116 New Montgomery Street  
San Francisco CA 94105  
(415) 284-1544  
@PatrickSiegman  
psiegman@nelsonnygaard.com