

# Parking Policies for Walkable Cities

*Managing curb parking to support removing minimum parking regulations*

**Patrick Siegman**

**Siegman & Associates**

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# Parking policies for walkable cities

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



T1



T2



T3



T4

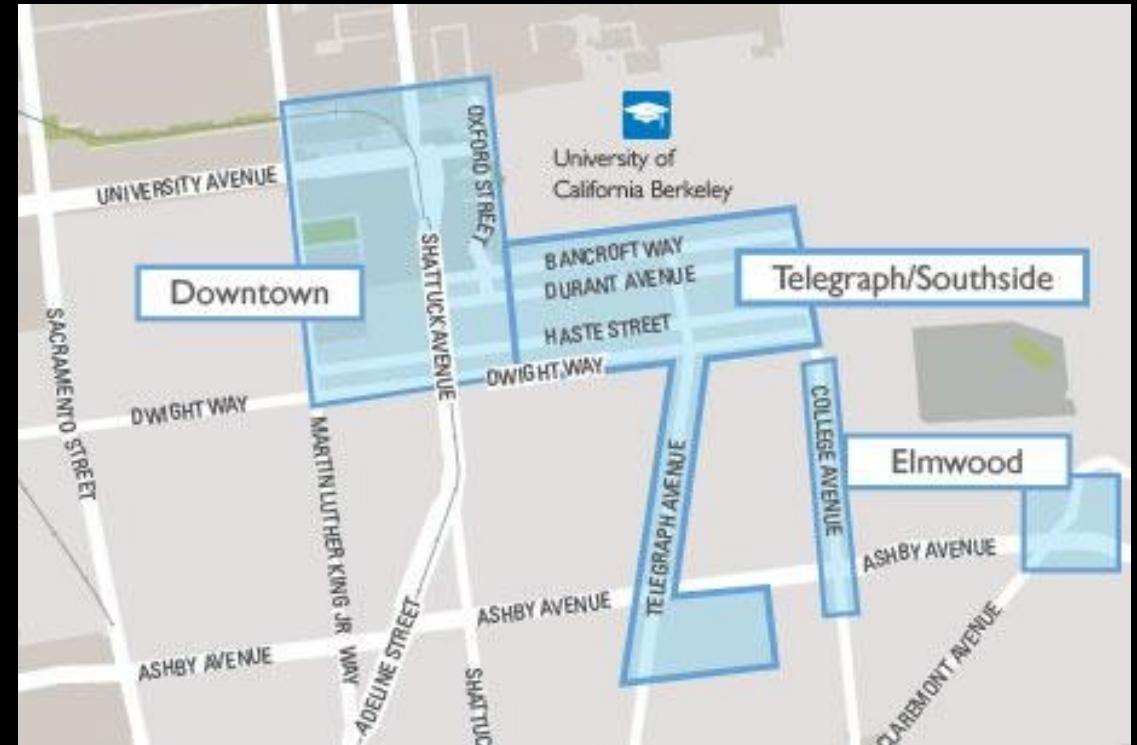


T5

# goBerkeley parking reforms



1. Charge the right prices for curb parking.
  - Berkeley charges the lowest price needed to achieve 65-85% occupancy on each block
  - Currently \$1.75 - \$3.75 per hour



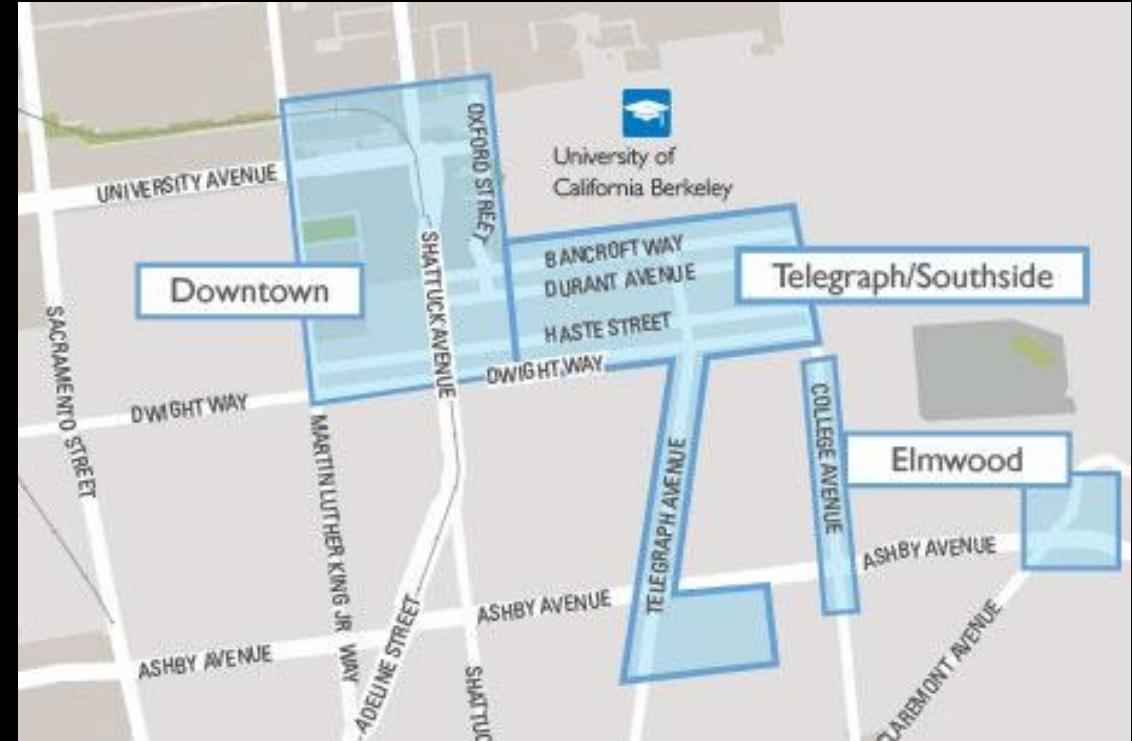
[https://www.cityofberkeley.info/Public\\_Works/Transportation/Parking\\_Meters.aspx](https://www.cityofberkeley.info/Public_Works/Transportation/Parking_Meters.aspx) Accessed October 1, 2017.

[https://www.cityofberkeley.info/uploadedFiles/Public\\_Works/Level\\_3\\_Transportation/goBerkeley\\_Jan2017\\_Flyer\\_REV.pdf](https://www.cityofberkeley.info/uploadedFiles/Public_Works/Level_3_Transportation/goBerkeley_Jan2017_Flyer_REV.pdf). Accessed October 1, 2017

# goBerkeley parking reforms

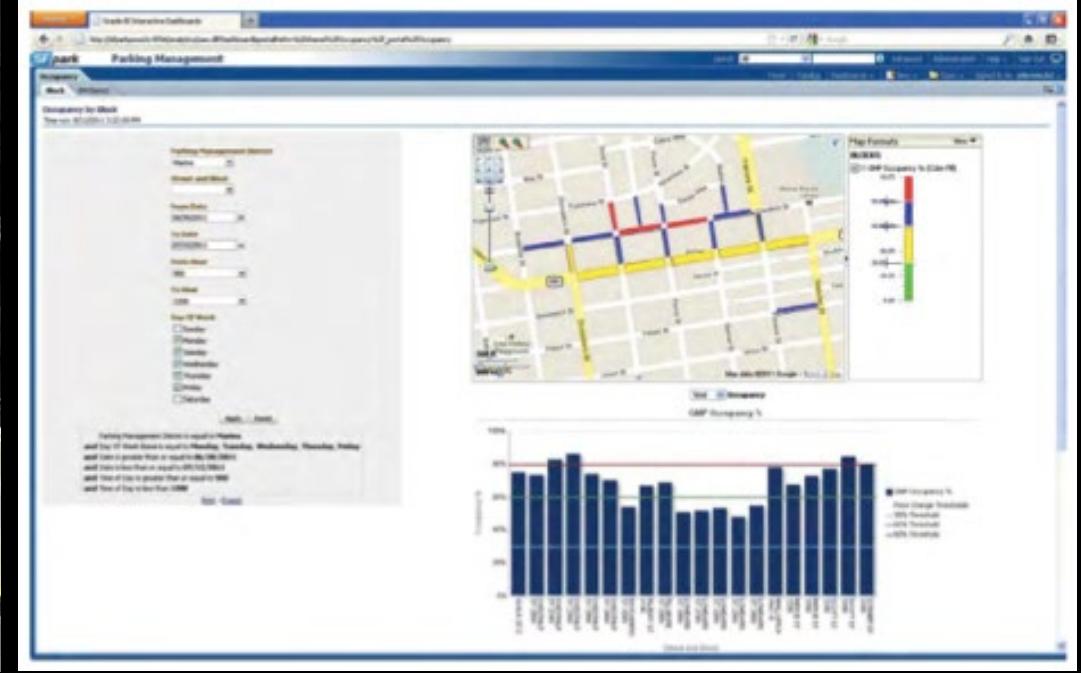


2. Return the parking revenue to the blocks where it is generated, to pay for public services
  - goBerkeley meter revenues help fund public services for the blocks where the revenue is collected
  - Security, cleaning, help for the homeless, parking





# License Plate Recognition makes curb management easier & cheaper



## Enforcement

- License plates serve as “virtual parking permits”
- “digital chalking” to enforce time limits

## Measuring occupancy

- Routine enforcement automatically generates occupancy data

Source: <https://www.dailycal.org/2019/07/22/city-of-berkeley-implements-online-parking-management-system/>

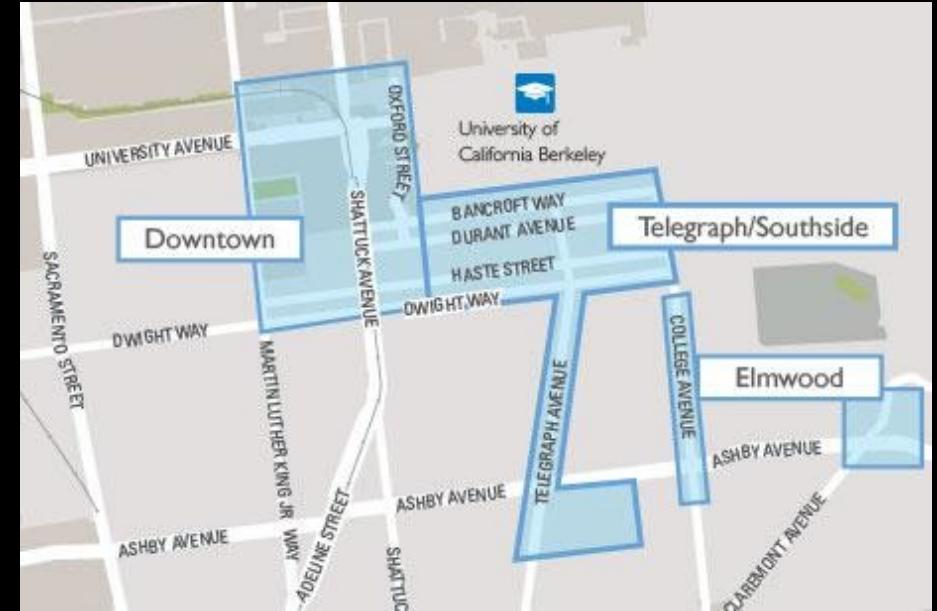
<https://www.berkeleyside.com/2016/06/22/automated-license-plate-readers-will-help-parking-availability-but-some-express-concern-about-privacy-issues>



# 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 San Francisco to New York

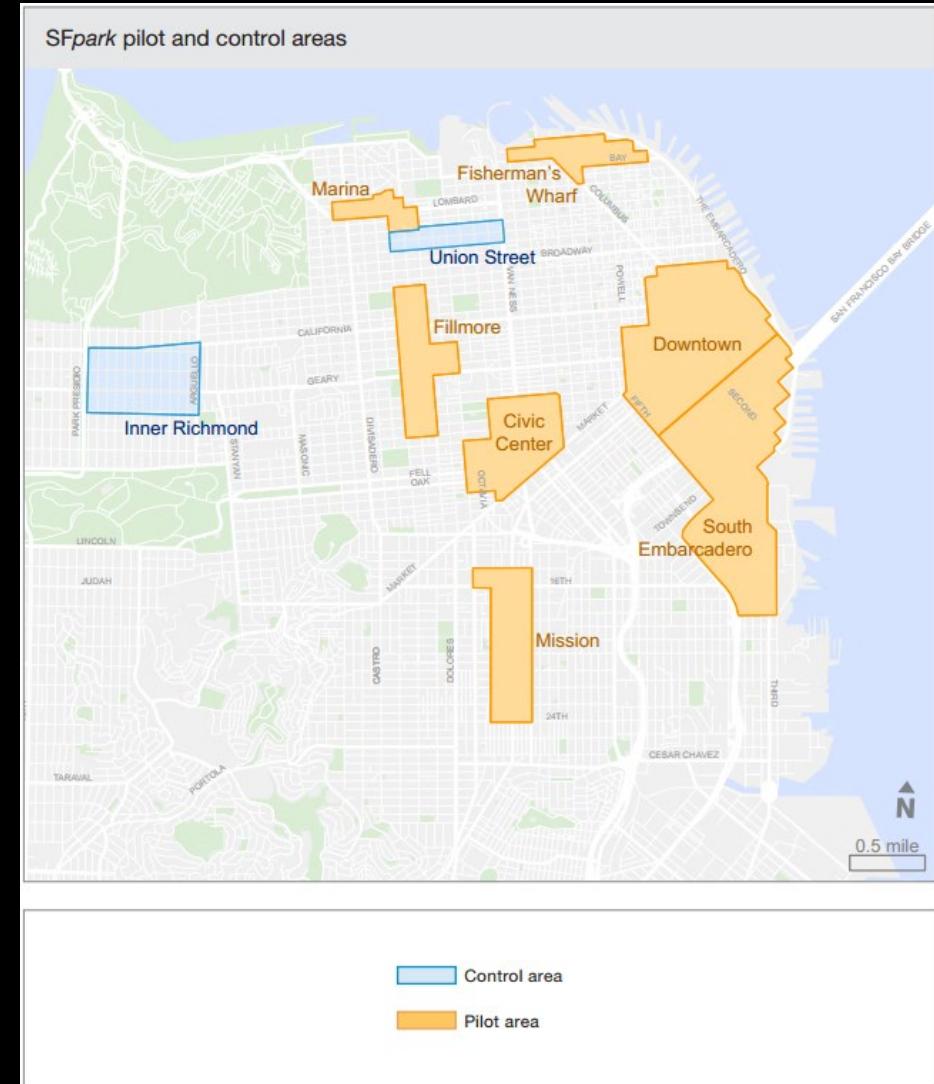




# Sfspark charges the right prices for curb parking



- Policy: Charge the *lowest* prices needed to achieve 60%-80% occupancy on each block
- Demand-based pricing at all 28,000 metered curb spaces & 14 City-operated garages
- Maximum on-street price \$8/hour, minimum \$0.25/hour
- Prices change by block & by time of day
- Time limits: 4 hrs or no limit



Sources: [http://sfpark.org/docs\\_pilotevaluation](http://sfpark.org/docs_pilotevaluation)

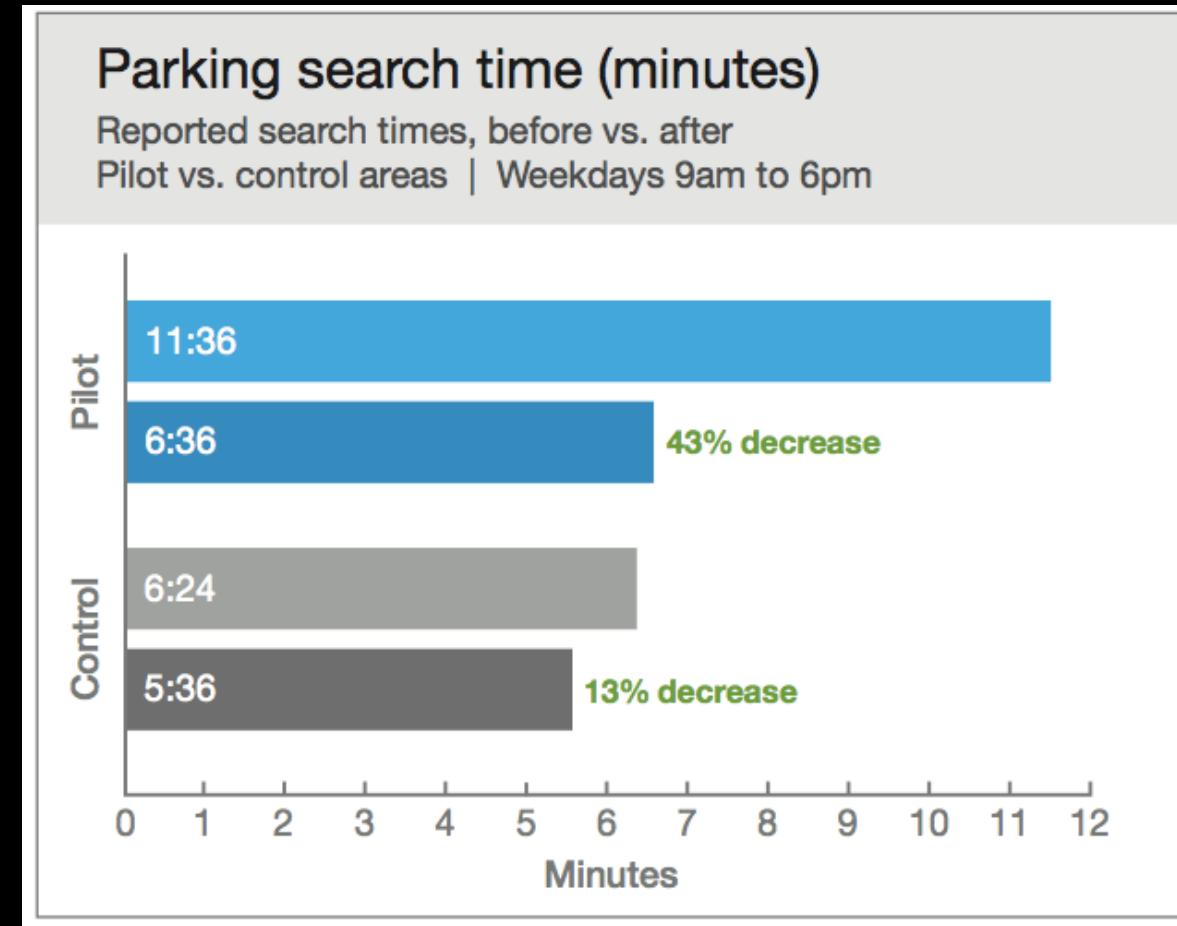
<https://www.govtech.com/fs/automation/San-Francisco-Rolls-Out-Dynamic-Parking-Rate-Model.html>

# Pricing at parking meters and lots

- Demand responsive to find lowest possible prices
- Gradual and periodic changes: \$0.25 up or down every 4-6 weeks
- Time of day pricing (vary by block + weekday/end)



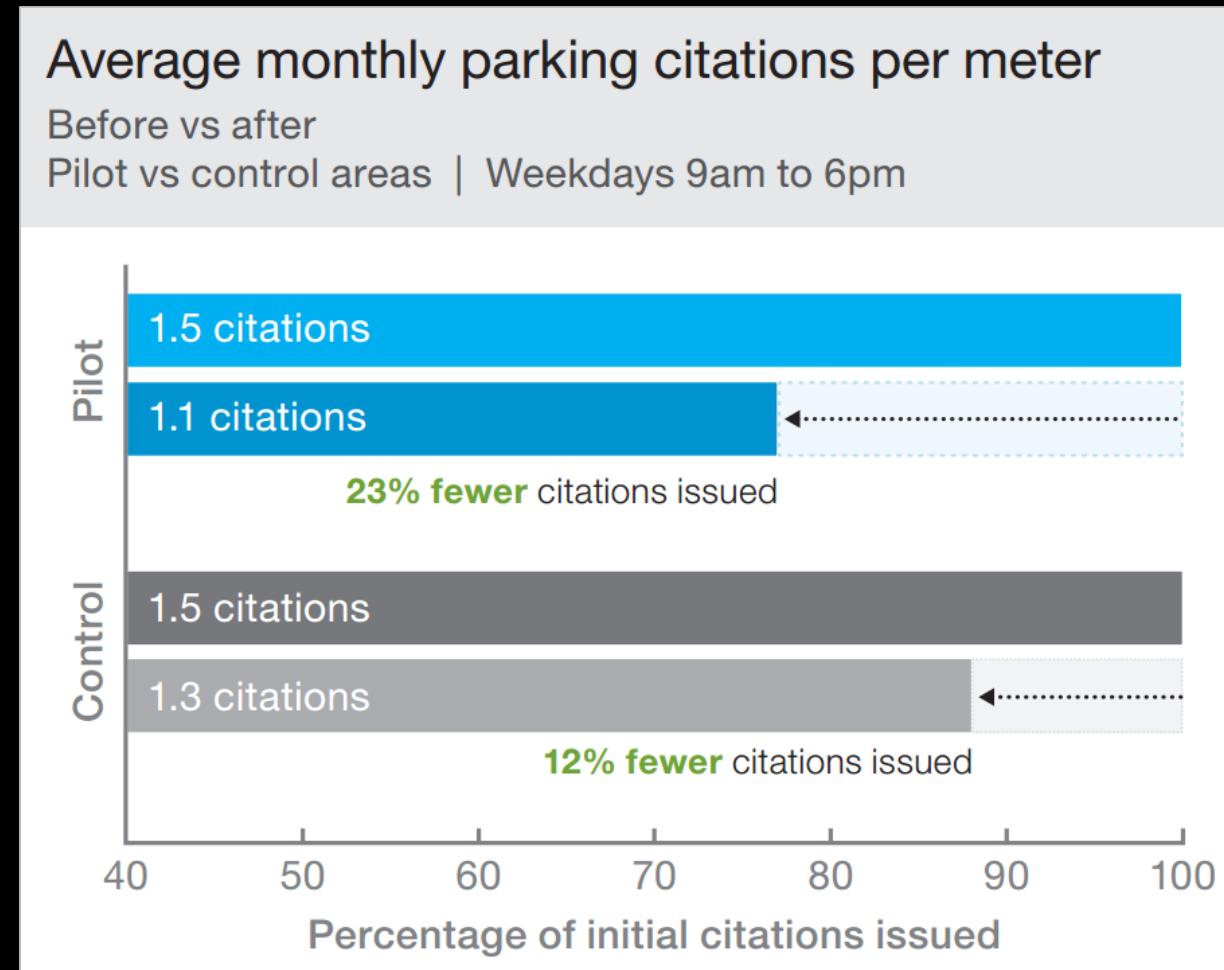
# San Francisco Sfspark Results



# Easier



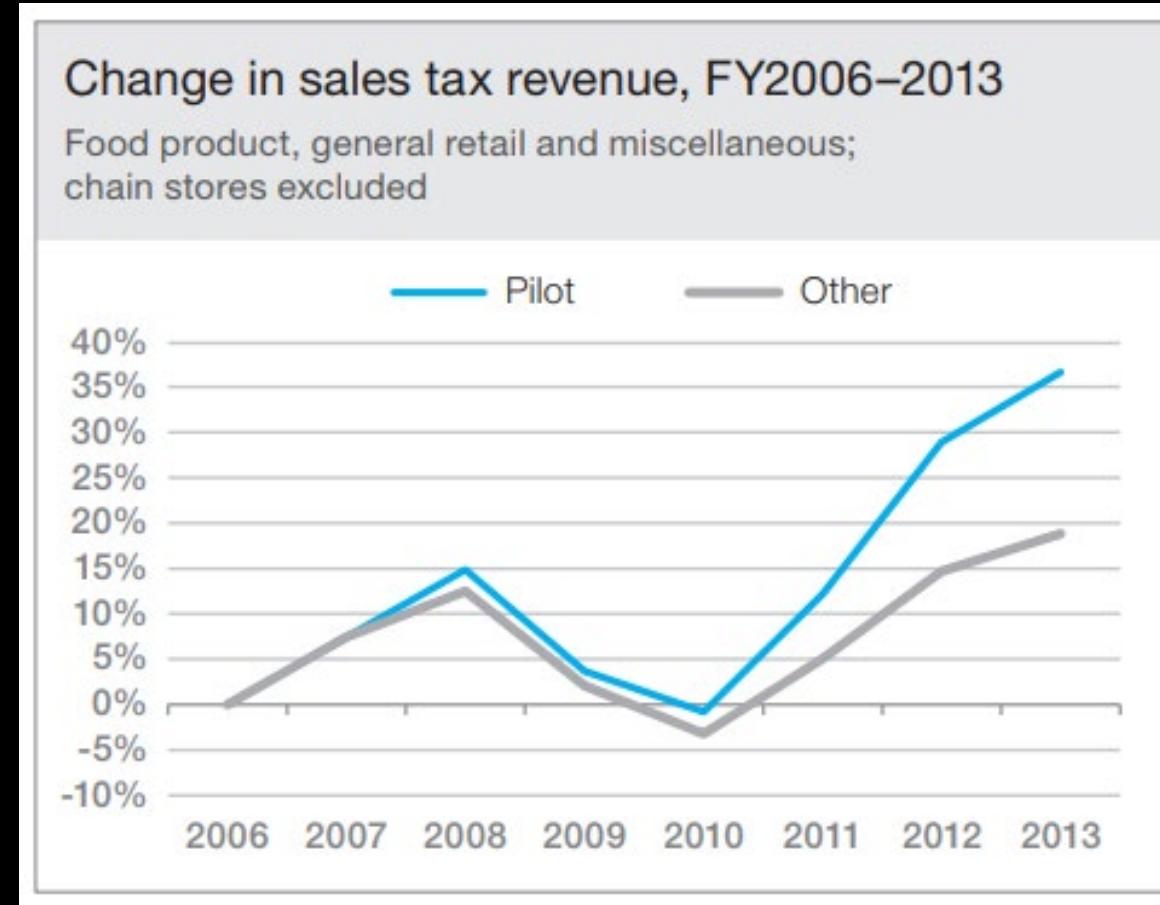
# San Francisco Sfspark Results



## Fewer Tickets



# San Francisco SFpark Results



## More Sales

Sales tax revenues rose over 35% in SFpark pilot areas versus less than 20% in the control areas

# Managing curb parking in residential areas



Fourplex

Photo: Moule & Polyzoides

## Want to allow Missing Middle Housing? Learn to manage curb parking well.



Issue no more than one curb permit per curb parking space

Example: Tucson issues no more than 1 permit for every 1 curb space on a property's frontage

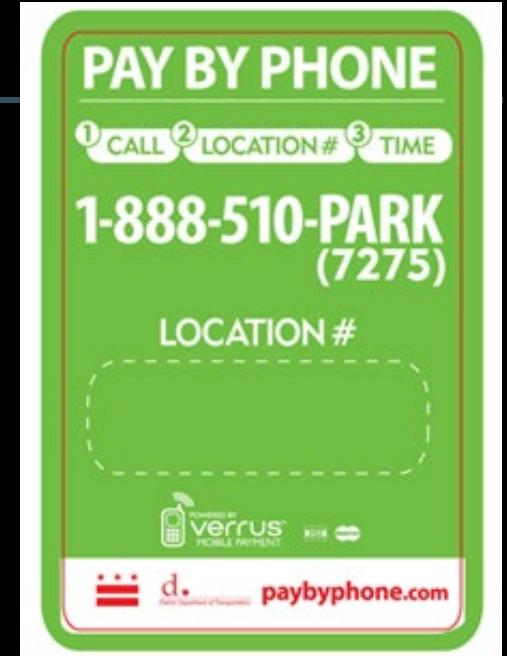


# Residential Parking Benefit Districts

1. Charge **non-residents & future residents** the right prices for curb parking
2. Return the revenue to the neighborhood to pay for public services
3. Let **existing** residents park free/cheaply
  - Limit # of curb permits issued to less than the # of curb spaces
4. Remove minimum parking regulations

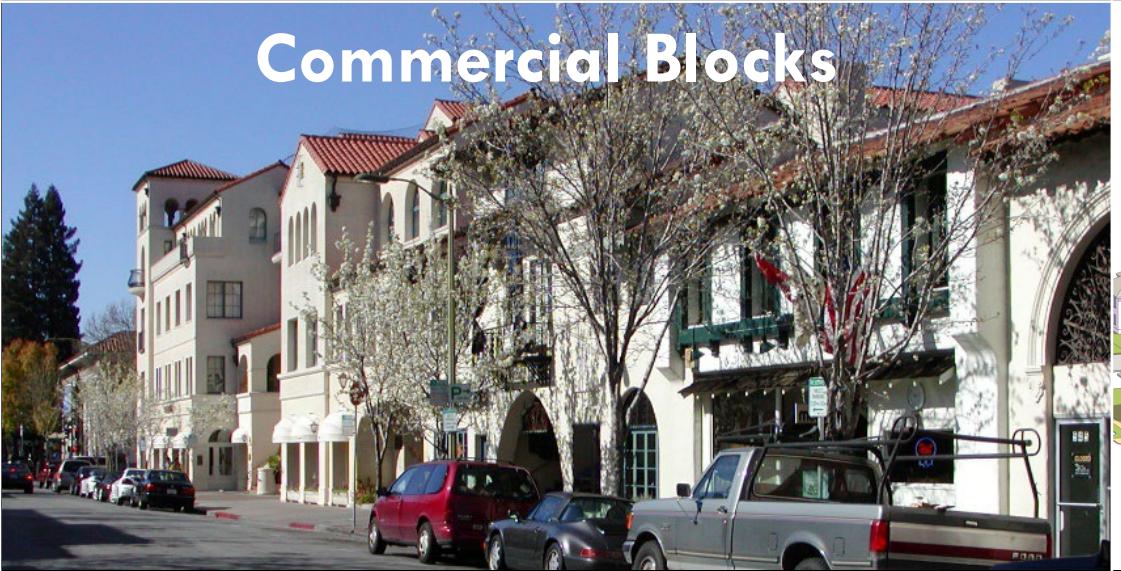
Example: Laguna Beach, CA

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



Photos: Lady Demeter, Keith Kamisugi

## Commercial Blocks



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

## Residential Blocks



1. Charge the right prices for curb parking  
*Existing residents:* free or cheap permits  
*Future residents:* Limit # of permits to # of curb spaces. Charge the right prices.  
*Non-residents:* Charge the right prices.
2. Return the parking revenue to the neighborhood to pay for public services
3. Remove minimum parking regulations

**Patrick Siegman  
Siegman & Associates  
548 Market Street #54233  
San Francisco CA 94104  
@PatrickSiegman  
Patrick@siegman.biz**