

*Konferenz - Öffentlicher Raum ist mehr wert:
Städte als Orte der Verkehrswende, Berlin 2018*

PARKING CHANGE FOR BETTER PUBLIC SPACE

Let's reduce parking-related
harm to our urban public realm

Paul Barter

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@ReinventParking



**Parking often harms the public realm
and gets in the way of improvements**

The key essentials of on-street parking management (briefly)

Can managing parking better ever be popular?

Conclusion

PARKING OFTEN HARMS THE PUBLIC REALM AND GETS IN THE WAY OF IMPROVEMENTS

Parking policy weaknesses make this worse than necessary

Parking can take much public space

Kathmandu, Nepal



Parking can take much public space



Source credit: Google Street View

On-street parking design problems can degrade public space

Ahmedabad, India



On-street parking design problems can degrade public space



Source credit: Google Street View

On-street parking management weaknesses degrade public space



Beijing,
China

On-street parking management weaknesses degrade public space



Dhaka,
Bangladesh

On-street parking management weaknesses degrade public space



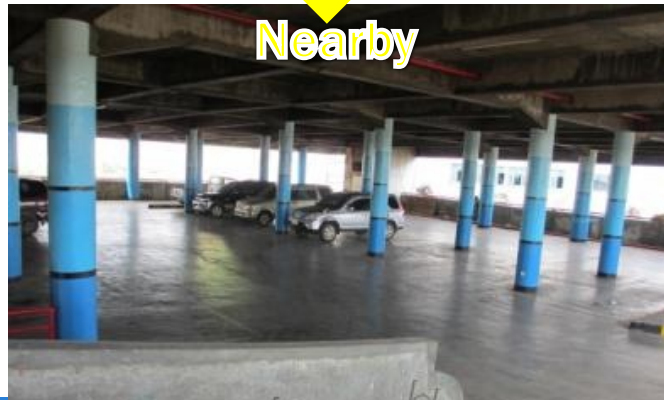
Kathmandu,
Nepal

On-street parking management weaknesses degrade public space



Source credit: Google Street View

Management problems make parking seem scarcer than it really is



On-street management weaknesses undermine off-street parking as a business

They undermine:

- willingness to pay for off-street P
- feasibility of off-street P businesses
- incentive to open private parking as public parking
- entrepreneurship in P



This Taipei office building (in a mixed-use area with intensive on-street parking management) opens some of its parking to the public

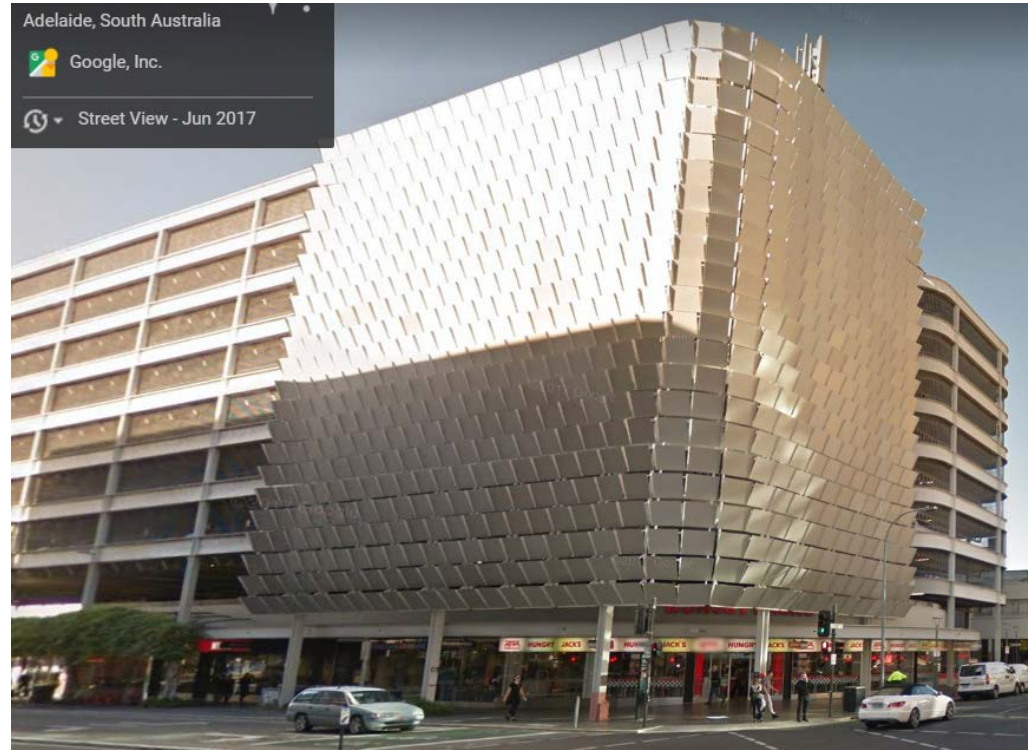
So on-street management weaknesses prompt governments to promote off-street parking supply

Chaos in the streets

Parking seems scarce

Off-street parking a poor business investment

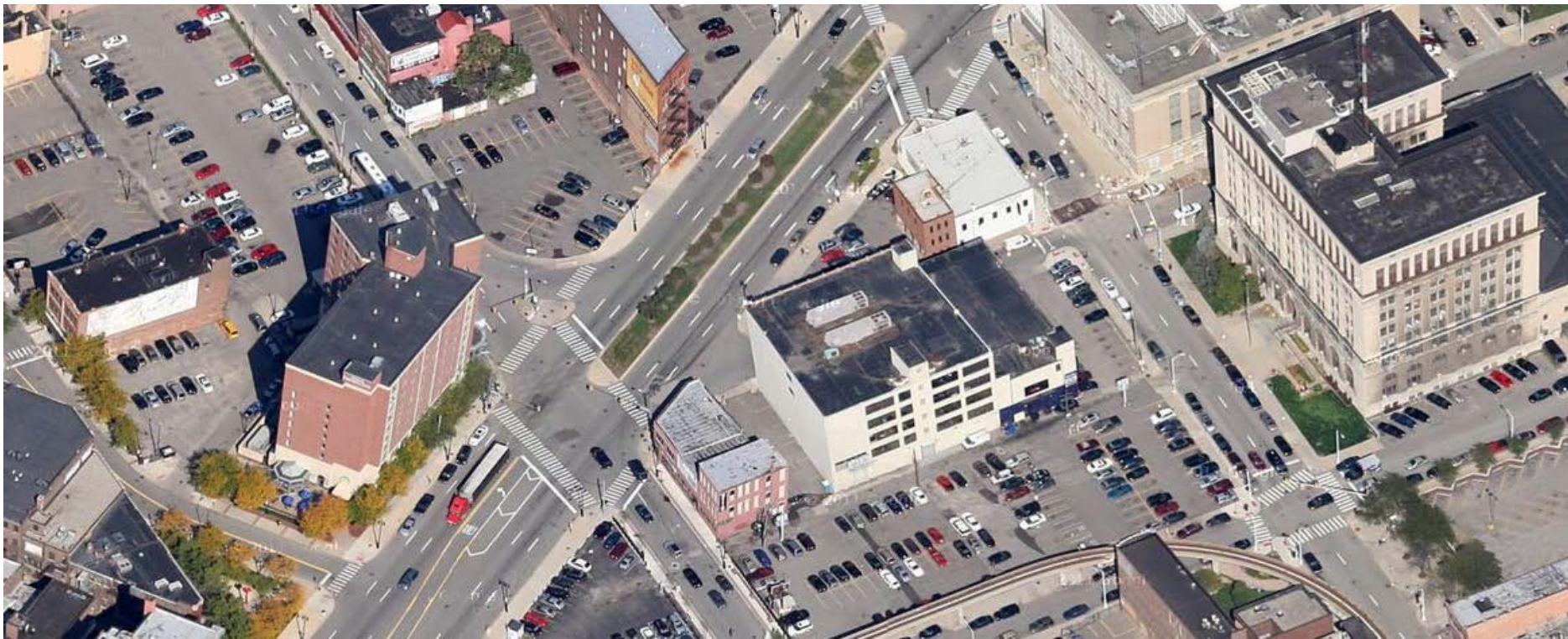
➔ Many governments feel compelled to mandate or build off-street parking



Source credit: Google Street View

Adelaide, Australia

But excessive off-street parking harms the public realm too



Part of central Detroit

Image credit: Google Maps

Off-street parking can harm the public realm too



Auckland

Badly designed off-street parking harms the public realm too



Pereira,
Colombia

Excessive parking also harms the public realm indirectly

By fostering: high levels of car ownership and excessive traffic



Photos: Paul Barter

Bangkok



Excessive parking also harms the public realm indirectly

By undermining alternatives

Santa Clara, California, USA

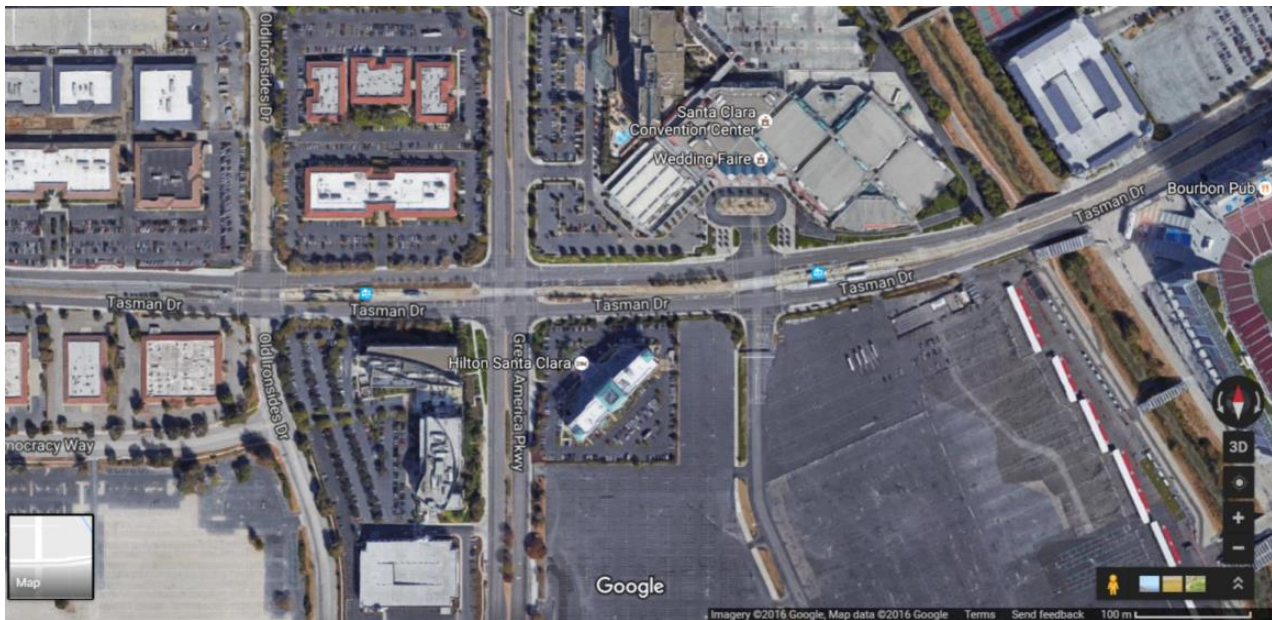


Image credit: Google Maps



Chicago

On-street management weaknesses make us fearful to repurpose parking



Adelaide,
Australia

On-street management weaknesses make us fearful to repurpose parking



Source credit: Google Street View

On-street management weaknesses make us fearful to repurpose parking



Melbourne,
Australia

KEY ESSENTIALS OF ON-STREET PARKING MANAGEMENT

Design (as an integral part of street design)

Effective and efficient enforcement

Rationing (best done with pricing)

Street design comes first

Parking design is part of street design

Focus on the purposes of the street



San Francisco. Photo by San Francisco Planning Department on [Flickr](#) with [this CC license](#)

Parking where you want it
the way you want it,
and nowhere else
... in keeping with the
goals of that street

Taipei



Good parking
behaviour via
DESIGN if
possible



Good parking behaviour via DESIGN if possible

Photo by Andrea
Broaddus from
GIZ-SUTP on Flickr



Good parking
behaviour via
DESIGN if
possible

Photo by Andrea
Broaddus from
GIZ-SUTP on Flickr

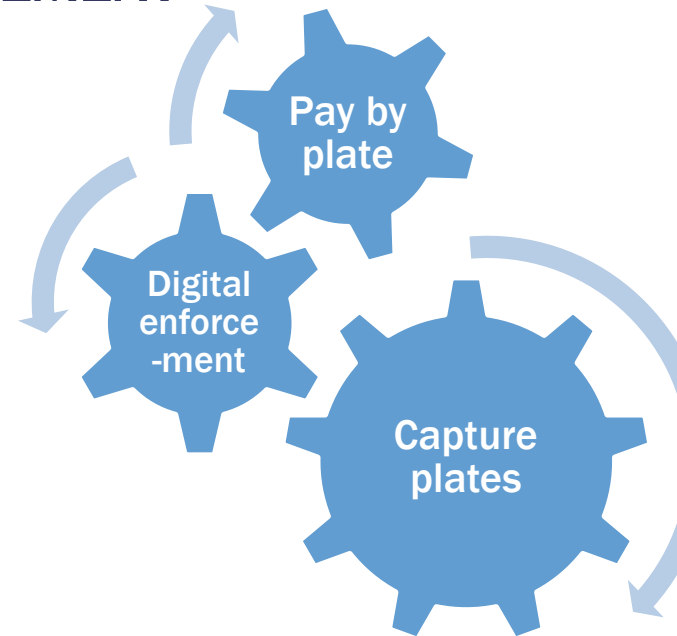




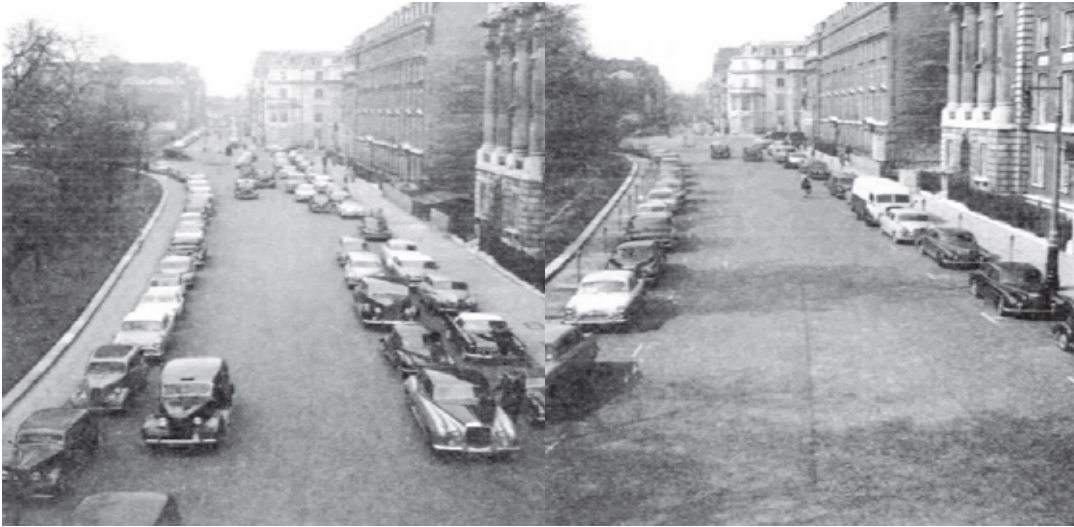
Taipei: But note that there is also walking space behind the pillars in an arcade walkway

Good parking behaviour via design if possible AND EFFECTIVE ENFORCEMENT

Consistent not occasional
Tailored to each location
Penalties sufficient to deter
By the right agency
Efficient via technology



Good parking behaviour via design, via enforcement
AND via efficient on-street parking pricing



No meters

Grosvenor square, London

Meters
(price a little too low)



Prices quadrupled
(now too high)

Source: TRL via ITDP (2011): Europe's Parking U-Turn

**In summary:
for better on-street
parking management
focus on these three
key goals**

Smart pricing to
avoid side-effects
of full parking and
supply panic

Price to
achieve
some
vacant
spaces

Design
to serve
street's
roles

Clear and self-
enforcing is best

Enforce
against
nuisance
parking

Friendly focus on
behaviour change
not punishment or
revenue

CAN PARKING MANAGEMENT BE POPULAR?

Can we at least reduce its unpopularity enough to
enable public realm improvements?

On-street parking should be boring



By Yoshimasa Niwa from Tokyo, Japan (IMG_0061.JPG) [CC BY 2.0
(<http://creativecommons.org/licenses/by/2.0/>)], via Wikimedia Commons

Sadly, it is often far from boring



Image from SFGate's [City Insider blog](#)

Image by Derek Harper from <http://www.geograph.org.uk/photo/2592439>
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Sadly, it is often far from boring

Palembang, Indonesia



Jakarta, Indonesia

Keeping parking management weak is not a good answer to a backlash



Beijing,
China

Keeping parking management weak is not a good answer to a backlash



Source credit: Google Street View

Parking management must get visible and tangible results

Carrera 15, Bogotá, Colombia: before and after Mayor Peñalosa's 1999-2000 parking reforms



Photos via Carlos Felipe Pardo <http://www.reinventingparking.org/2010/10/parking-revolution-in-bogota-golden-era.html>

Make enforcement less unpopular



People hate to feel they were tricked into a parking penalty.

Washington, DC (Photo by 'Dada1960' in Wikimedia Commons)

Focus on behaviour
change not revenue

Make desired
behaviour clear

Target habitual
violators

Appeal for support
from relevant
stakeholders

Steady and
consistent (not
occasional blitz)

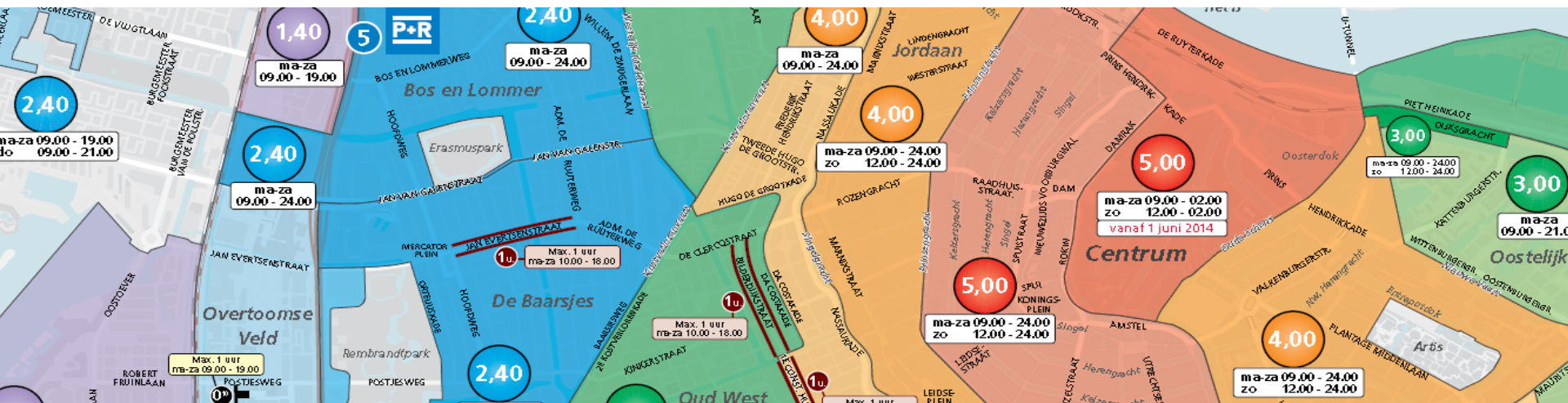
Make penalties
defensible

Enforcement based
on agreed priorities

Enable appeals
against mistakes

Parking
Ambassadors

Smart pricing to ensure vacancies



Pricing is the best way to ration heavily-used on-street parking

Make sure parking management is the primary focus of fees

before



now

**On-street pricing works
EVEN if there is almost
no public transport!**

HOW?

**By nudging at least
some long-stay parkers
away from the busiest
spots and times**

(towards quieter streets and times, to off-
street parking, and to other modes)

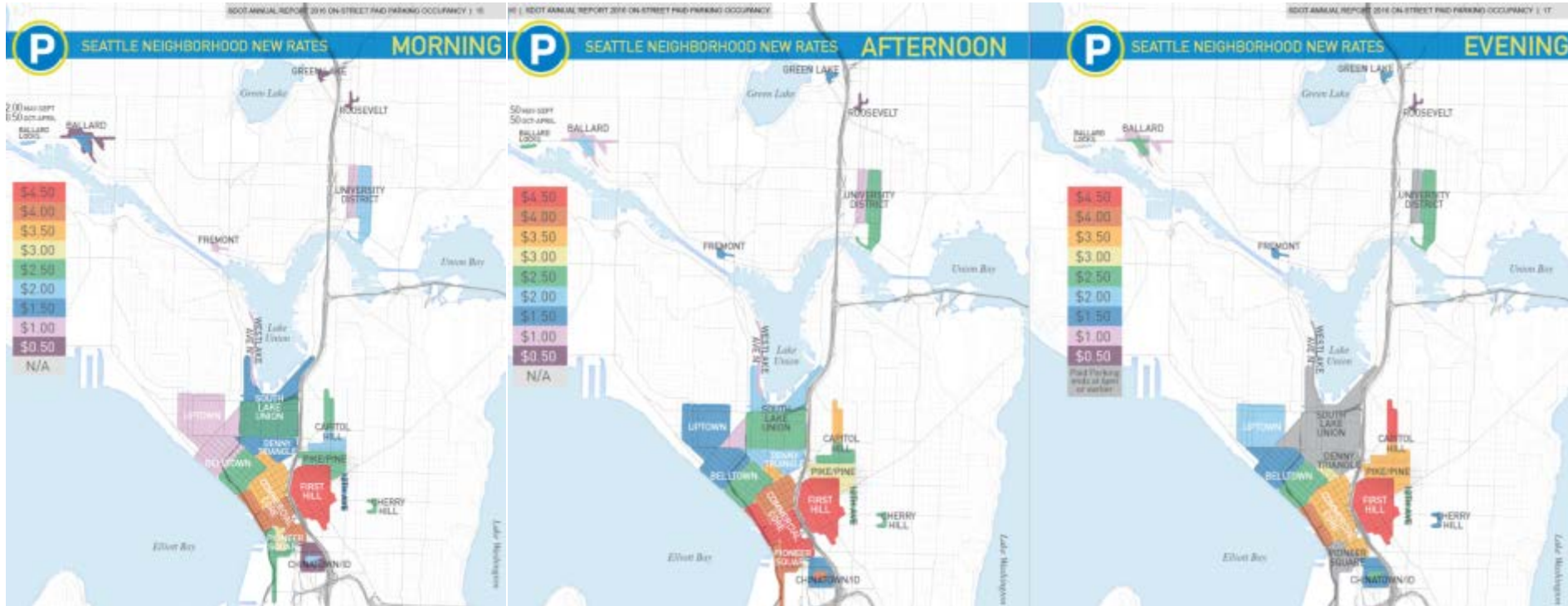
Jeddah, Saudi Arabia

Used with permission: Andrew Perrier, Mawqif,
Presentation to the 2nd Annual Parking Management
Conference, Singapore, Feb. 2017.

Demand-based parking prices

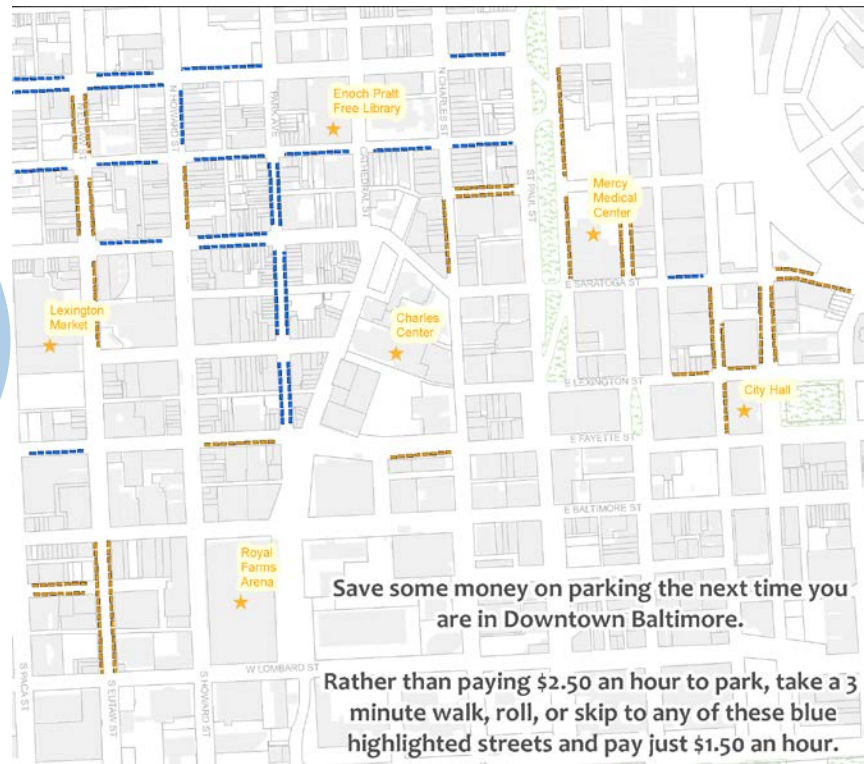
Higher fees at high-demand locations and times

<http://www.seattle.gov/transportation/parking/docs/2016AnnualReport.pdf>



This is the Seattle example. Others include: Auckland, Baltimore, Calgary, Los Angeles, Moscow, Rotterdam, San Francisco, Taipei, Vancouver

Baltimore uses the slogan “Walk to Save a Buck”

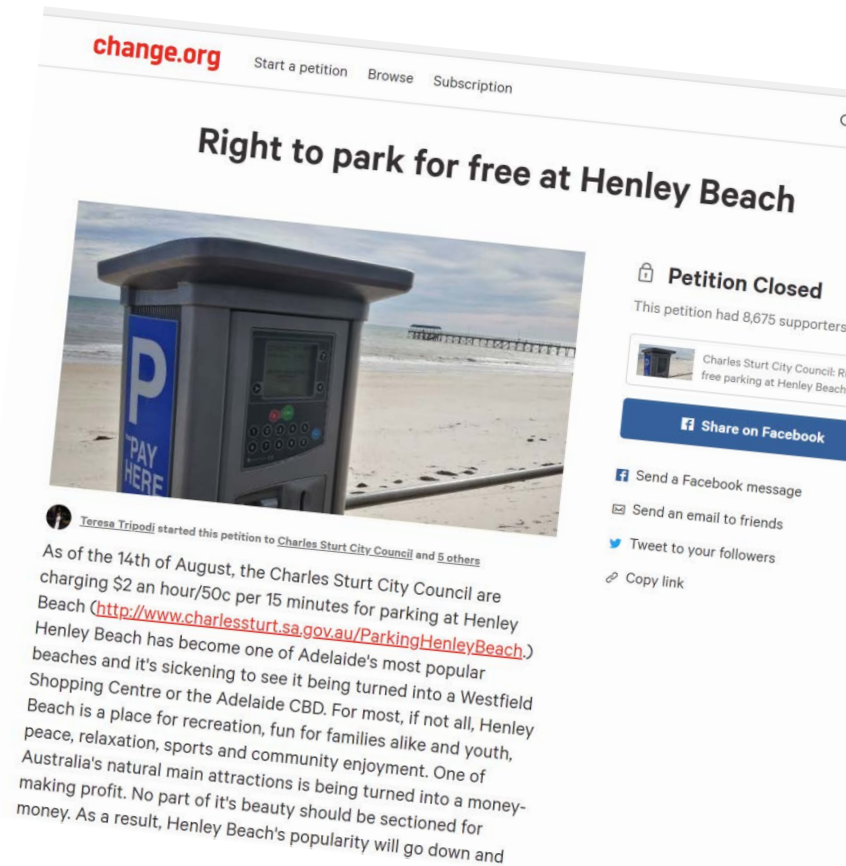


But extending parking fees to new locations always provokes opposition

Debate what conditions should trigger the start of pricing in any street. Don't debate each specific extension (Auckland)

Devote surplus to things that ease the politics:

- improving local facilities
(via Parking Benefit Districts or similar mechanisms)
- discounts for locals in need
- validation schemes
- rebates on local taxes
- and/or
- local charities

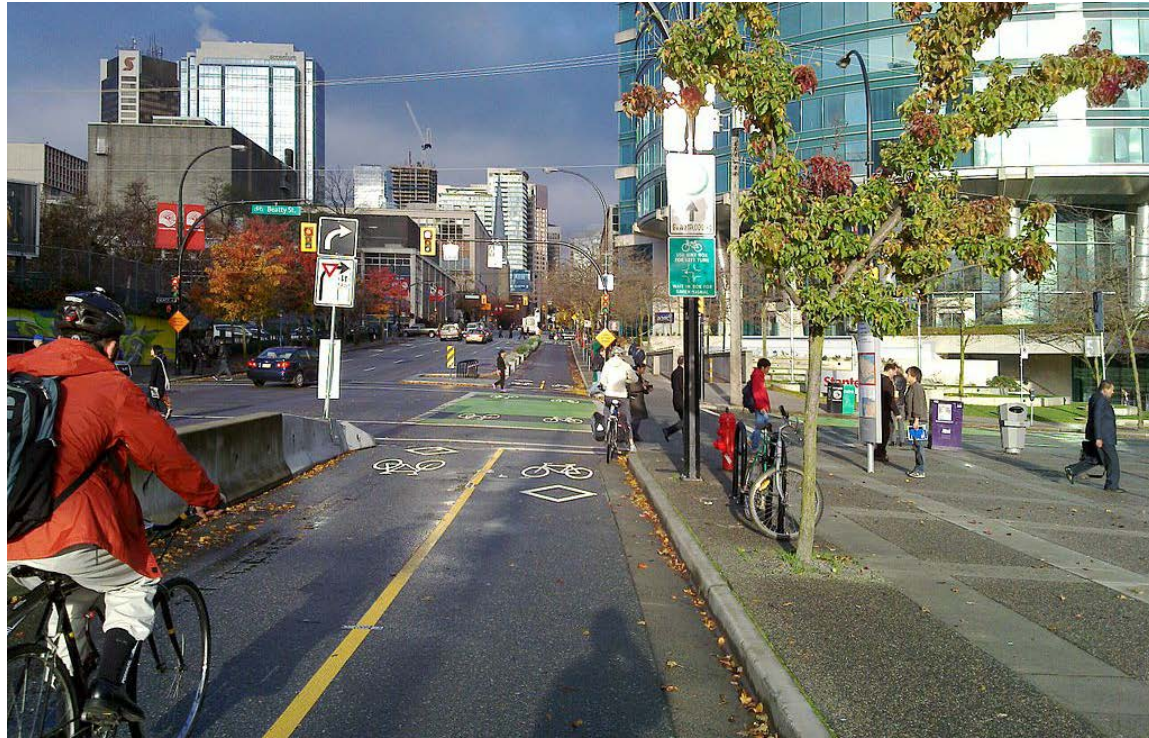


How can better parking policy enable more repurposing of on-street parking?

Better on-street parking management eases some fear of repurposing parking

But off-street parking policy is relevant too

Strongly favour parking that is open to the public



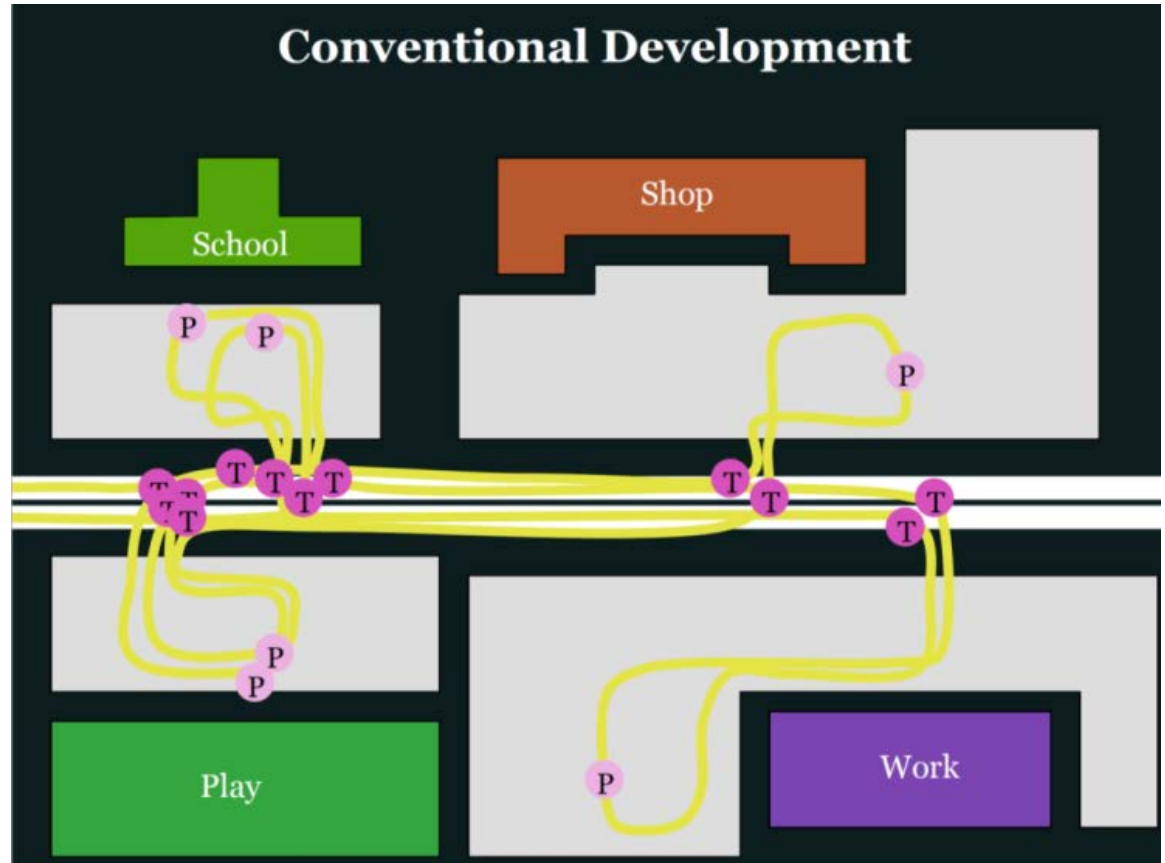
Bike Lanes Gastown Vancouver

By Roland Tanglao from Vancouver, Canada under [this CC License](#) via Wikimedia Commons

In areas planned for cars,
most parking is private
parking on-site within
every destination

Any shortage, even at only
one site, is a problem

Graphic by Patrick Siegman
of Nelson/Nygaard

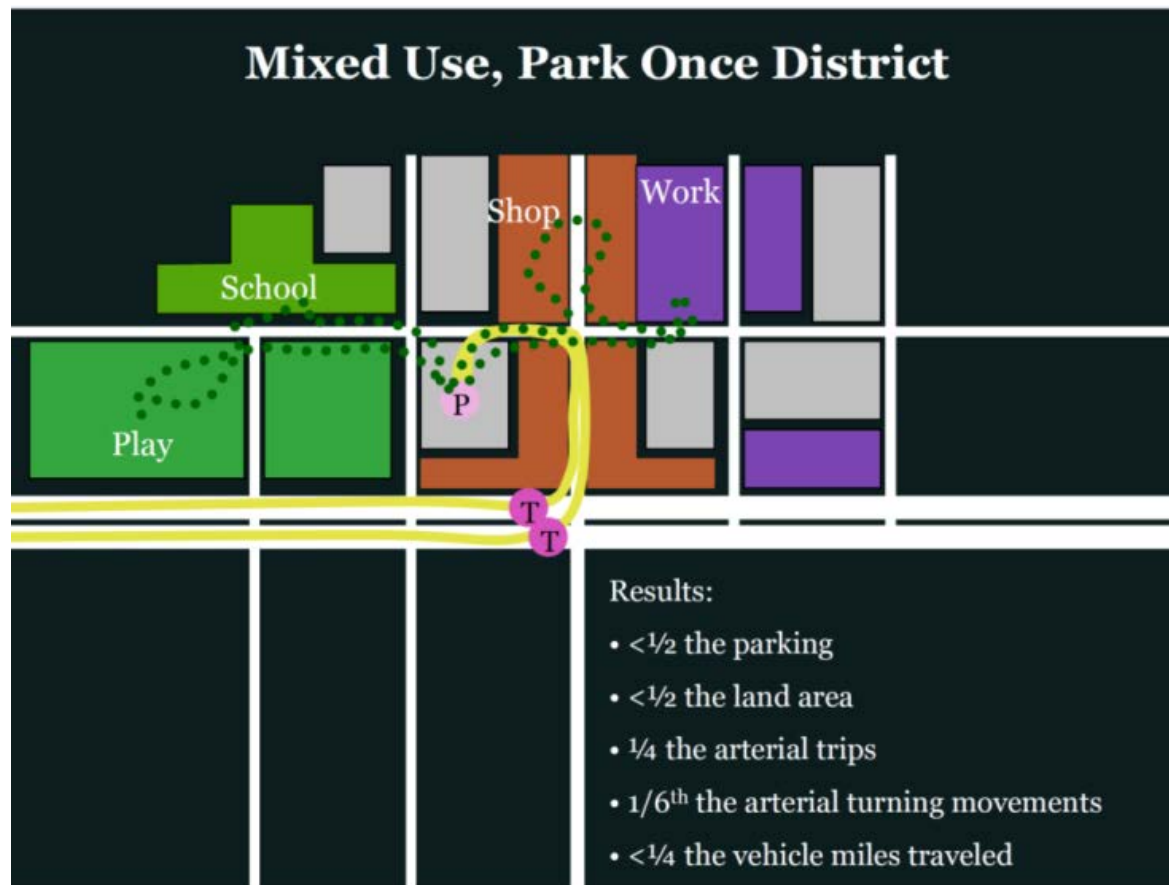


Much better to plan for
“park-once-and-walk”
districts

Most parking is part of the
“pool” for the whole area

I call this “Walkable
Parking”

Graphic by Patrick Siegman
of Nelson/Nygaard



A diagram showing two blue rounded rectangular boxes. The left box contains the text 'Walkable Parking' in yellow. The right box contains the text 'Walkability' in white. A blue curved arrow points from the top of the left box to the top of the right box. Another blue curved arrow points from the bottom of the right box to the bottom of the left box, creating a circular flow.

**“Walkable
Parking”**

Walkability

Park-Once-and-Walk Districts

**Requires good on-street
parking management**

Most parking is public and priced
(which encourages efficient choices)

Public parking promotes walking
(which promotes street-oriented businesses)

Best with mixed land use
(which helps walkability and resilience)

**Area-wide pool of public parking
eases fear of localised shortage**
(which eases fears over repurposing)

Walkable parking and parking repurposing

Example: “King Street Pilot”

(Toronto transit priority trial)

Owners of several restaurants objected to the loss of parking

On Twitter, Gil Meslin (@g_meslin) used maps to highlight:

1. huge number of residences and jobs (potential customers)
2. huge number of public parking spaces

within easy walking distance



Walkable parking and parking repurposing



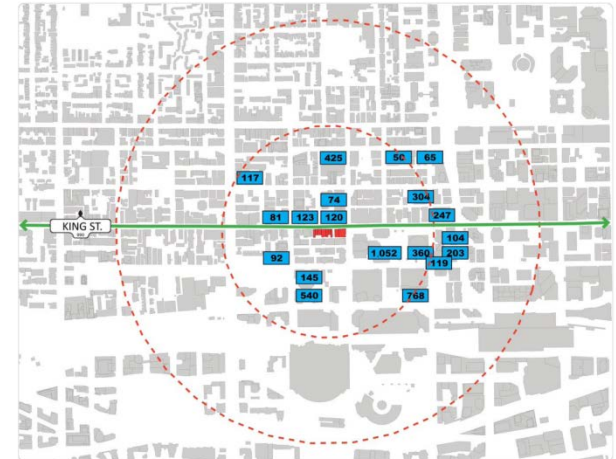
Image by TheTrolleyPole - CC BY-SA 4.0,
<https://commons.wikimedia.org/w/index.php?curid=65441744>



Gil Meslin
@g_meslin

Following

18. These are the parking garages/underground lots within 5 minutes of Restaurant Row. 4,000+ covered parking spaces within a couple blocks.



12:59 AM - 2 Feb 2018

Walkable parking and parking repurposing



Image by TheTrolleyPole - CC BY-SA 4.0,
<https://commons.wikimedia.org/w/index.php?curid=65441744>



Gil Meslin
@g_meslin

Following

19. ...and these are the locations of surface parking lots near Restaurant Row. Another few hundred spaces nearby.



1:01 AM - 2 Feb 2018

8 Retweets 50 Likes



THINK DIFFERENTLY ABOUT PARKING

Parking is NOT a “public good”

(your use affects mine and we can easily price/exclude)

**Better to think of on-street parking as
a “commons” that needs
management for the common good**

(like village grazing land, fisheries or hunting grounds)

If not managed, it will be over-used.

So manage it! (design, rationing, enforcement)



CONCLUSION: PARKING CHANGE FOR A BETTER PUBLIC REALM



Many cities have improved their on-street parking management recently



THANK YOU

Questions? Comments?