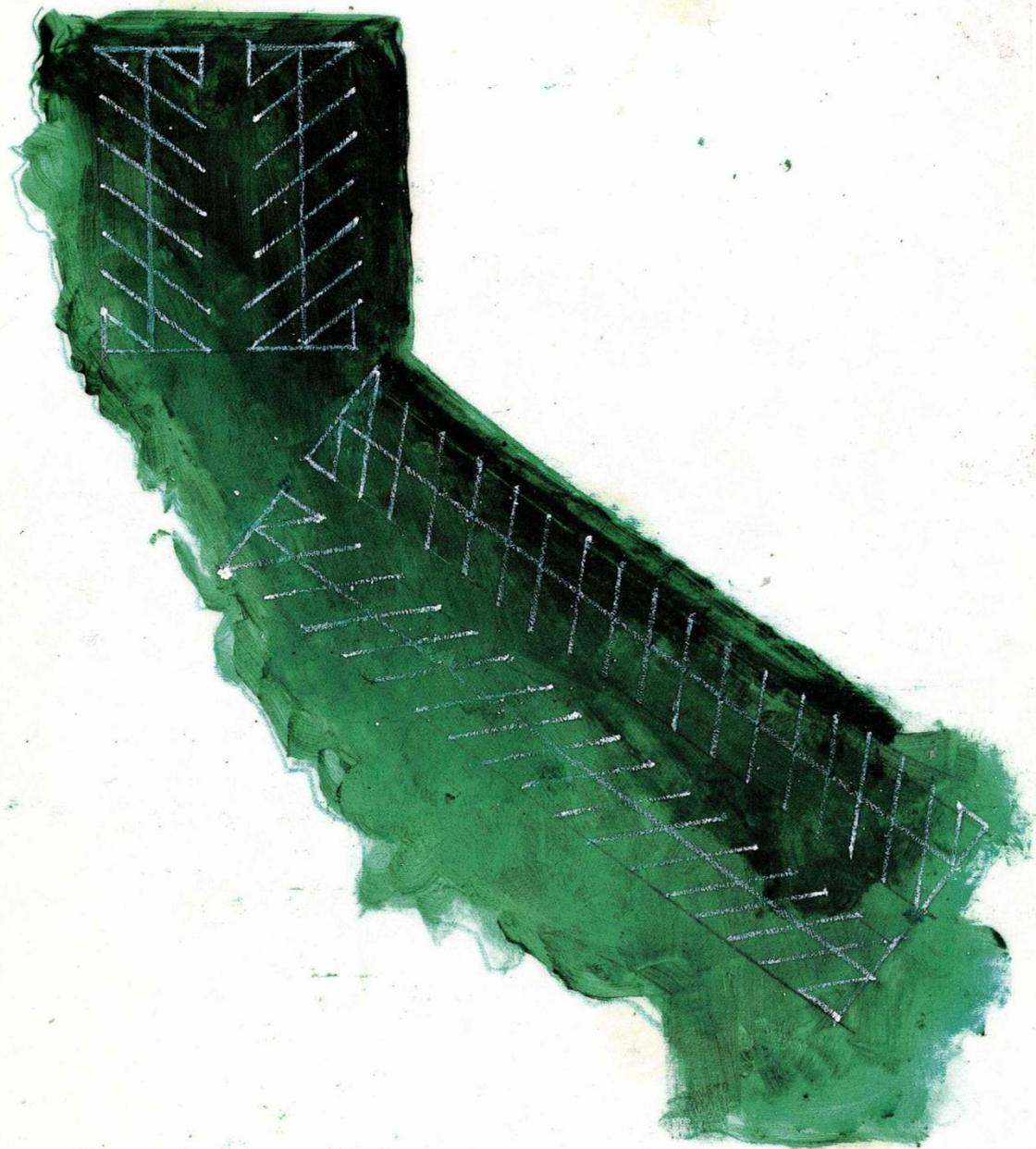




The High Cost of Free Parking

DONALD SHOUP



WORLD'S LARGEST
REDWOOD TREE
SERVICE STATION
MUSEUM







Southbay Fwy

237

237

McCarthy Blvd

McCarthy Blvd

Homestead San Jose

Crowne Plaza San Jose Silicon Valley

Darda Seafood

99 Ranch Market

Mayflower Seafood

Hot Pot City

ABC Sea Food

Pierce Toyota

880

8B

880

Technology Dr

Technology Dr

Technology Dr

Magnolia Dr

Sumac Dr

McCarthy Blvd

Alder Dr

Murphy Ranch Rd

Barber Ln

E-Tasman Dr

Nimitz Fwy

E-Tasman Dr

Thompson Ct

Thompson St

Summer St

Coyote Creek Trail

Coyote Creek Trail

Power

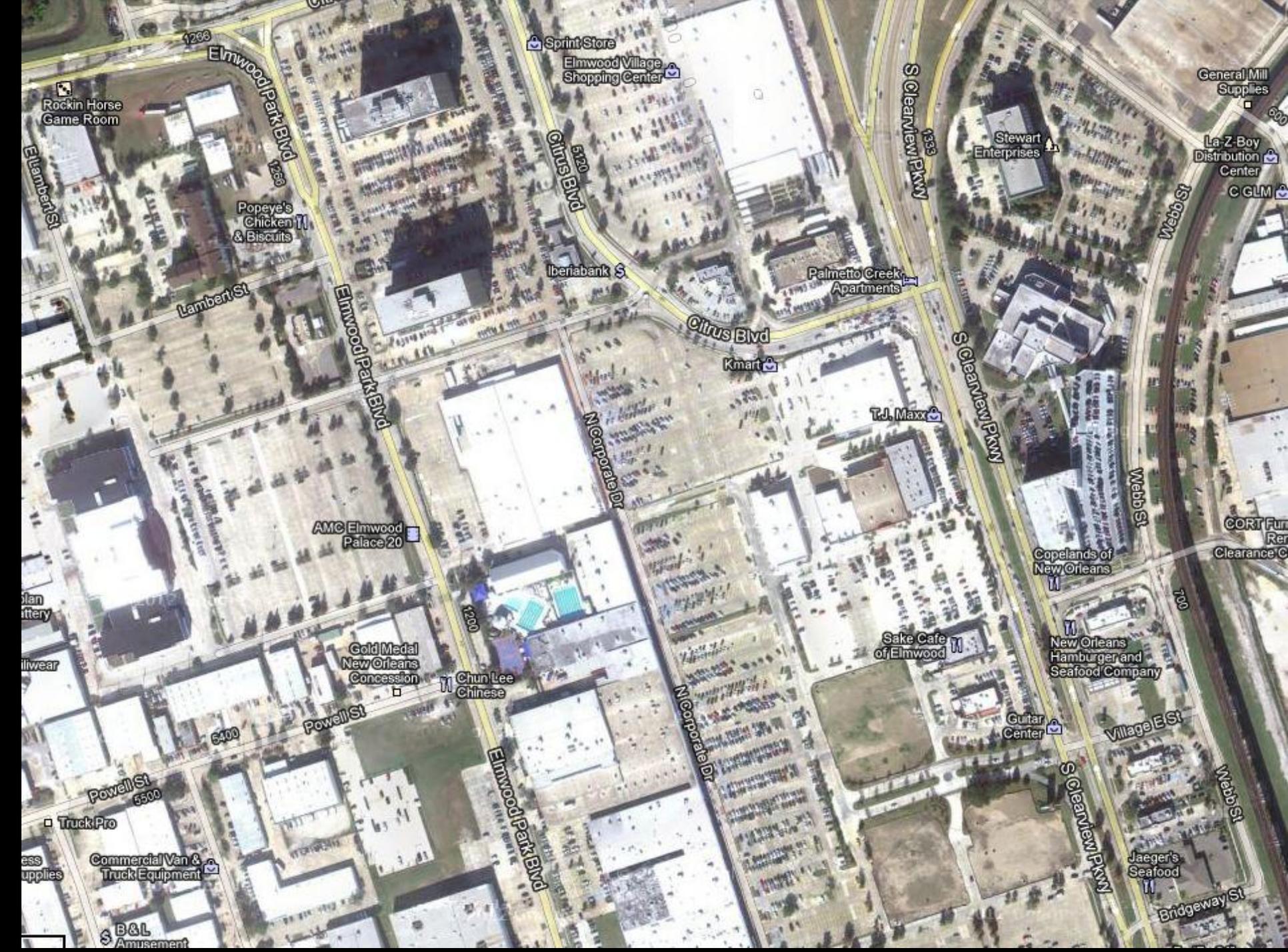
Smann Dr

Intersil

88

Bar

Nim



Rockin Horse Game Room

Popeye's Chicken & Biscuits

Sprint Store
Elmwood Village Shopping Center

Citrus Blvd
5200

Iberiabank

Palmetto Creek Apartments

Stewart Enterprises

General Mill Supplies

La-Z-Boy Distribution Center

CGLM

Lambert St

Elmwood Park Blvd
1263

Citrus Blvd

Kmart

T.J. Maxx

S Clearview Pkwy
1333

Webb St

AMC Elwood Palace 20

Gold Medal New Orleans Concession

Chun Lee Chinese

Sake Cafe of Elmwood

Copelands of New Orleans

New Orleans Hamburger and Seafood Company

CORT Furniture Clearance C

Powell St
5500

Powell St

Elmwood Park Blvd

N Corporate Dr

N Corporate Dr

Sake Cafe of Elmwood

Guitar Center

Village Est

S Clearview Pkwy

Webb St

Jaeger's Seafood

Bridgeway St

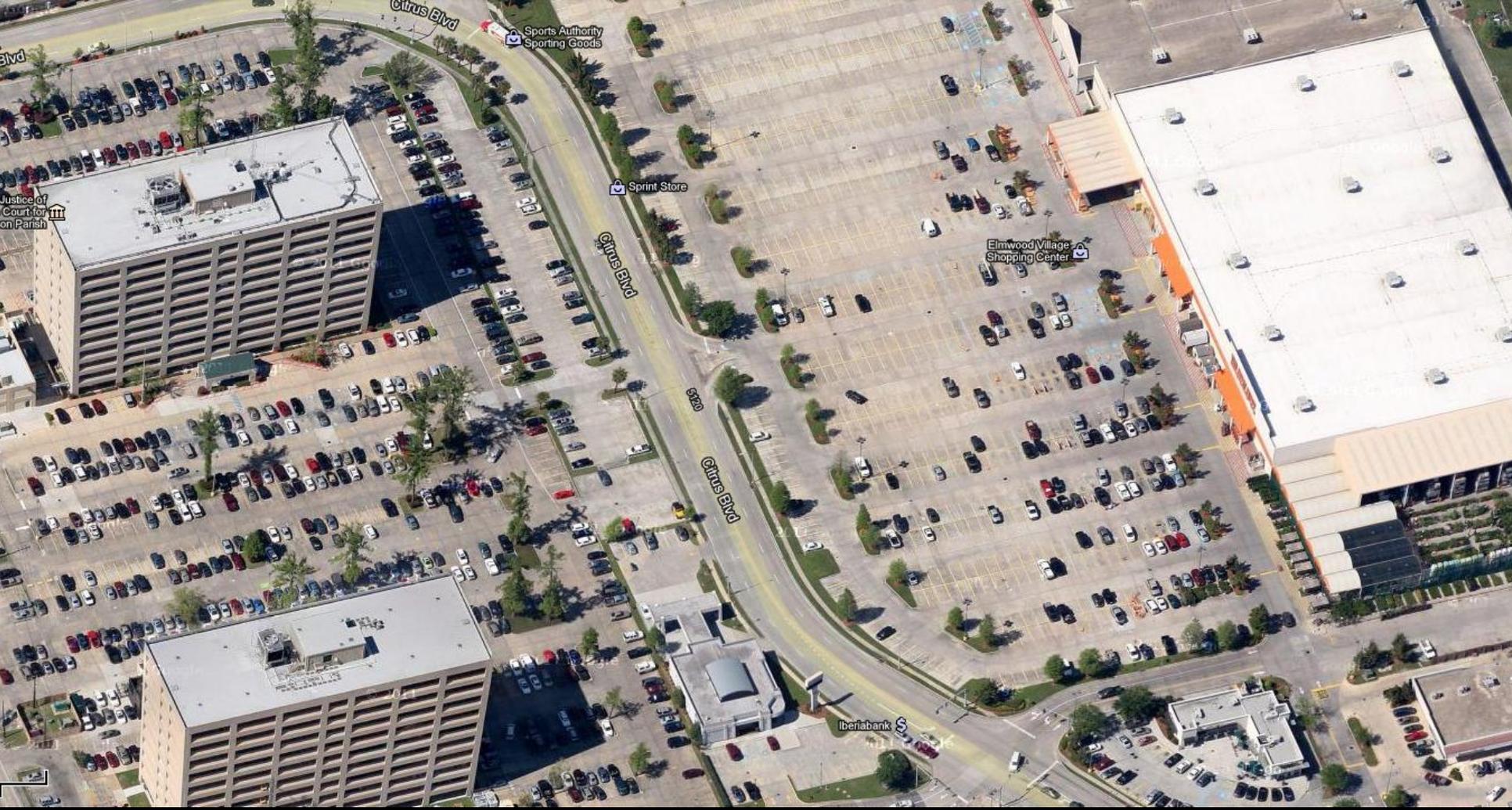
lan itery

ilwear

Truck Pro

Commercial Van & Truck Equipment

B&L Amusement



Justice of Court for on Parish

Sports Authority Sporting Goods

Sprint Store

Citrus Blvd

5320

Citrus Blvd

Elmwood Village Shopping Center

Iberiabank



Some background for thinking about parking policies

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

We import half of all the oil we consume.

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.

Transportation systems have three basic elements:

Vehicles

Rights of way

Terminal capacity

Trains

Tracks

Stations

Airplanes

Sky

Airports

Ships

Oceans

Seaports

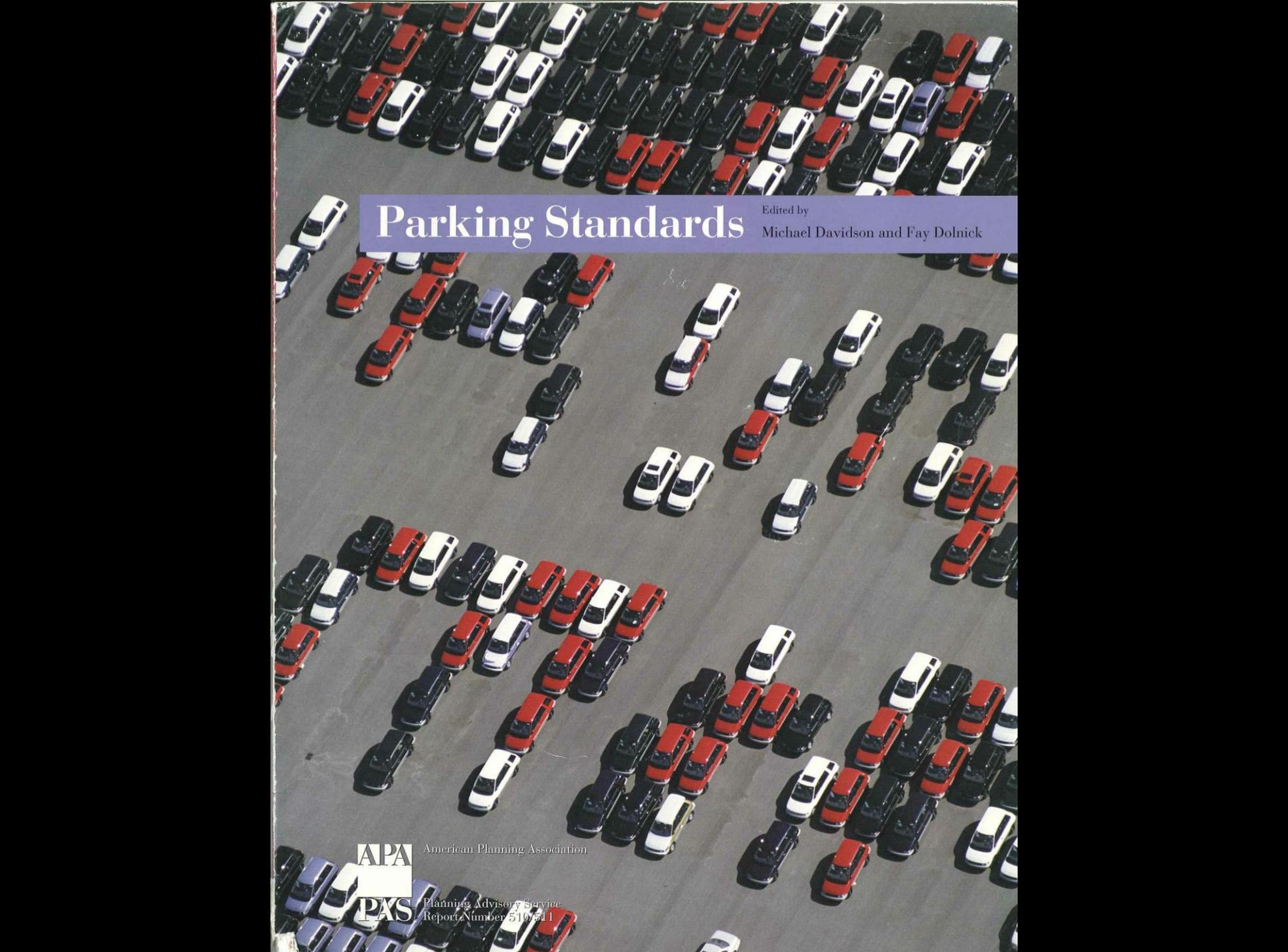
Cars

Roads

Parking spaces

Zoning has three basic elements

1. Permitted uses, such as residential, commercial and industrial zones
2. Permitted bulk—regulated by floor-area ratios, height limits, setbacks, and open-space requirements
3. Off-street parking requirements



Parking Standards

Edited by
Michael Davidson and Fay Dolnick

APA

American Planning Association

PAS

Planning Advisory Service
Report Number 510/511

Survey of parking requirements for 660 land uses in 2002

ALL USES

a

abattoir (*see* slaughterhouse)
accessory dwelling unit
administrative office (*see* office uses)
adult use
adult use, adult arcade
adult use, adult cabaret
adult use, adult motion picture theater
adult use, adult theater
adult use, book store
adult use, entertainment facility
adult use, massage parlor (*see also* massage establishment)
adult use, sex novelty shop
advertising agency (*see also* office use)
agricultural use, unless otherwise specified (*see also* farm uses)
agricultural processing plant (*see also* industrial uses)
agricultural-related industry (*see also* agricultural use, unless otherwise specified)
agricultural sales and service use (*see also* farm supply store; feed store)
aircraft charter service
airport (*see also* airport terminal)
airport hangar
airport, local/private use
airport terminal (*see also* airport; transportation terminal)
ambulance service
amphitheater (*see also* stadium)
amusement enterprise (*see also* recreation facility uses)
amusement enterprise, indoor
amusement enterprise, outdoor
amusement park
amusement park, children's
amusement park, water
ancillary use (*see* accessory use)
animal boarding facility
animal breeder establishment
animal grooming salon
animal hospital
animal sales establishment (*see* pet shop)
animal shelter
animal training facility
antique shop (*see also* second-hand store)
apartment (*see* dwelling, apartment uses)
apartment hotel (*see* extended-stay hotel)
apparel store (*see* clothing store)
appliance and equipment repair establishment (*see also* equipment uses)

appliance sales establishment
aquaculture use
aquarium
arboretum (*see also* botanical gardens; community garden)
arcade, amusement (*see also* amusement enterprise uses)
archery range (*see also* rifle range; shooting range)
arena (*see* stadium)
armory
art gallery (*see also* cultural uses)
art school (*see* educational facilities, school for the arts)
art supplies store
artisan workshop (*see also* live-work studio)
artist studio (*see also* artisan workshop; live-work studio)
asphalt manufacturing facility (*see also* industrial use, heavy)
assembly hall (*see also* auditorium; civic center)
assisted living (*see* elderly housing, assisted living)
asylum (*see* mental health facility)
athletic field (*see also* ball field; grandstands; recreation facility uses)
auction, automobile
auction house
auditorium (*see also* assembly hall; civic center)
automated teller machine (ATM)
automated teller machine (ATM), exterior, on bank property
automobile convenience store (*see* gas station, mini-mart)
automobile dealership (*see also* motor vehicle sales establishment)
automobile graveyard (*see* automobile salvage yard; junk yard)
automobile impound facility (*see also* towing service)
automobile laundry (*see* car wash uses)
automobile maintenance, quick service establishment (*see also* automobile repair service establishment)
automobile mall (*see* automobile dealership uses)
automobile parts store
automobile rental establishment (*see also* motor vehicle rental establishment)
automobile repair service establishment (*see also* gas station; motor vehicle repair service establishment; tire store and

service establishment)
automobile salvage yard (*see also* junk yard)
automobile service station (*see also* gas station)

b

bait shop (*see also* retail use, unless otherwise specified)
bakery
bakery, wholesale
ball field (*see also* athletic field; grandstands; recreation facility uses)
ballroom (*see also* banquet hall; dance hall)
bank (*see also* accessory banking; automated teller machine (ATM); credit union)
bank, drive-thru only (*see also* drive-thru use, unless otherwise specified)
bank with drive-thru (*see also* drive-thru use, unless otherwise specified)
bank, without drive-thru
banquet hall (*see also* ballroom; dining room; meeting hall)
bar (*see also* beer garden; bottle club; brew pub; night club)
barber shop (*see also* beauty shop; personal services establishment)
baseball field (*see* ballfield)
basketball court
batch plant (*see* concrete production plant)
bathhouse (*see also* health spa; sauna bath)
batting cage facility
beach, commercial
beach, community
beauty shop (*see also* barber shop; personal services establishment)
beauty school (*see also* educational facility; trade school)
bed and breakfast home
bed and breakfast inn (*see also* tourist home)
beer garden (*see also* outdoor seating area)
bicycle rental and repair shop
bicycle repair shop
bicycle sales shop
billiard hall (*see* pool hall)
big box retail establishment (*see also* department store; shopping center uses)
bingo hall
blood donor center
blueprinting shop (*see also* copy shop; printing and publishing facility)
boarding house (*see also* lodging house; rooming house)

a

abattoir (see *slaughterhouse*)

accessory dwelling unit

- 1 additional space, on the same zone lot (*Greensboro, N.C., pop. 223,891*)
- ✓ • 1 per attached accessory dwelling unit, in addition to other required spaces (*Washoe County, Nev., pop. 339,486*)
- 1 per bedroom (*Reno, Nev., pop. 180,480*)
- 1 space (*Encinitas, Calif., pop. 58,014*)
- 1 space per unit (*Palo Alto, Calif., pop. 58,598*)
- 2 spaces per unit; such space must have convenient access to a street (*Smithfield, Va., pop. 6,324*)



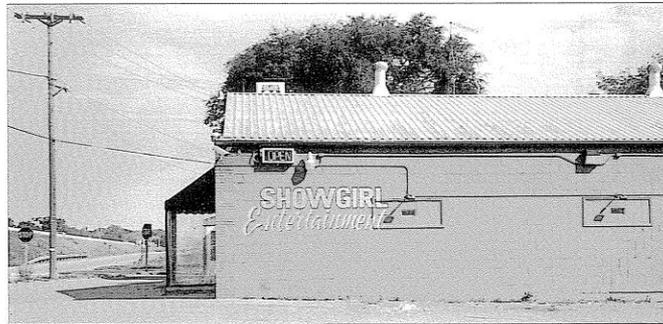
Bicycle Parking Standard: 0.5 per 1,000; 1 per 20 seats (*Tigard, Ore., pop. 41,223*)

adult use adult arcade

- 1 parking space shall be provided for every 2 occupants per the allowable occupant load as established by the city's building official or fire marshal, whichever standard is greater. In addition, 1 parking space shall be provided for each employee or independent contractor on the maximum shift. (*Santa Clarita, Calif., pop. 151,088*)

adult use, adult cabaret

- 1 parking space shall be provided for every 2 occupants per the allowable occupant load as established by the city's building official or fire marshal, whichever standard is greater. In addition, 1 parking space shall be provided for each employee or independent contractor on the maximum shift. (*Santa Clarita, Calif., pop. 151,088*)
- 1 space per 25 square feet of gross floor area (*Garden Grove, Calif., pop. 165,196*)



adult use

administrative office (see *office uses*)

adult use

- 0.3 per seat, plus 3.3 per 1,000 square feet of gross floor area (*Tampa, Fla., pop. 303,447*)
- 1 per 60 square feet (*Henderson, Nev., 175,381*)
- 10 per 1,000 square feet (*Hickory, N.C., pop. 37,222*)
- 12 per 1,000 square feet (*St. Mary's County, Md., pop. 86,211*)
- Minimum: 1 per 500 square feet above first 2,400 square feet
- Maximum: 1 per 150 square feet (*Pittsburgh, Pa., pop. 334,563*)
- Minimum: 1 per 250 square feet of gross floor area
- Maximum: 1 per 200 square feet of gross floor area (*Glennville, N.Y., pop. 28,183*)

- 1 per 200 square feet (*Fort Wayne, Ind., pop. 205,727*)
- 10 per 1,000 square feet, but not less than 15 (*Clark County, Nev., pop. 1,375,365*)

adult use, adult motion picture theater

- 1 off-street parking space for each 10 seats or equivalent (*San Bruno, Calif., pop. 40,165*)
- 1 parking space shall be provided for every 2 occupants per the allowable occupant load as established by the city's building official or fire marshal, whichever standard is greater. In addition, 1 parking space shall be provided for each employee or independent contractor on the maximum shift. (*Santa Clarita, Calif., pop. 151,088*)
- 1 space for each 8 fixed seats or 1 space for each 100 square feet of spectator assembly area not containing fixed seats (*Seattle, Wash., pop. 563,374*)

The Planning Advisory Service (1991) reports that its surveys of parking requirements respond to a strong desire for information:

[We] receive hundreds of requests each year about off-street parking requirements for different land uses—in fact, we receive more requests year after year on this topic than on any other. Drafting off-street parking requirements is clearly one of the most important tasks of a planning agency. There is typically tremendous citizen concern about the availability of parking, its effect on the transportation network, and ultimately on the quality of life in a community. There are also, of course, significant effects on developers and their projects, often with serious cost implications.

The Planning Advisory Service's own words summarize its main conclusions:

The underlying assumptions used in drafting parking requirements are unknown (1964, 1).

Copying other cities' parking requirements may simply repeat someone else's mistakes (1971, 1).

For every land use whose parking demand planners know something about, at least a dozen remain mysteries (1983, 15).

Absurd twists of logic in the way the standards were drafted sometimes make it impossible to say which of two cities requires more parking for the same land use (1991, 1).

Many communities have created parking standards that require developments to build parking spaces far in excess of demand (2002, 6).

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

Table 3-1. Selected Land Uses That Have Parking Requirements

Abattoir	Ice cream manufacturing	Rifle range
Batting cage	Junkyard	Sex novelty shop
Convent	Kennel	Tea room
Diet clinic	Landfill	Ultra-light flight park
Exterminator	Massage parlor	Veterinarian
Furrier	Night club	Wastewater treatment
Gas storage plant	Oil change shop	Zoo
Horse stable	Pet cemetery	

Source: Selected from the 662 land uses shown in PAS (2003).

Table 3-2. Selected Bases for Parking Requirements

Amusement devices	Homeless children	Reposing rooms
Bassinettes	Interments in one hour	Service bays
Clergymen	Largest number of visitors	Tie-downs
Driving tees	Mechanics	Users
Examination beds	Nuns	Vehicles maintained
Fuel nozzles	Operator stations	Washing machines
Grease racks	Persons lawfully permitted in pool	

Source: Selected from the 216 bases for parking requirements shown in Appendix A.

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

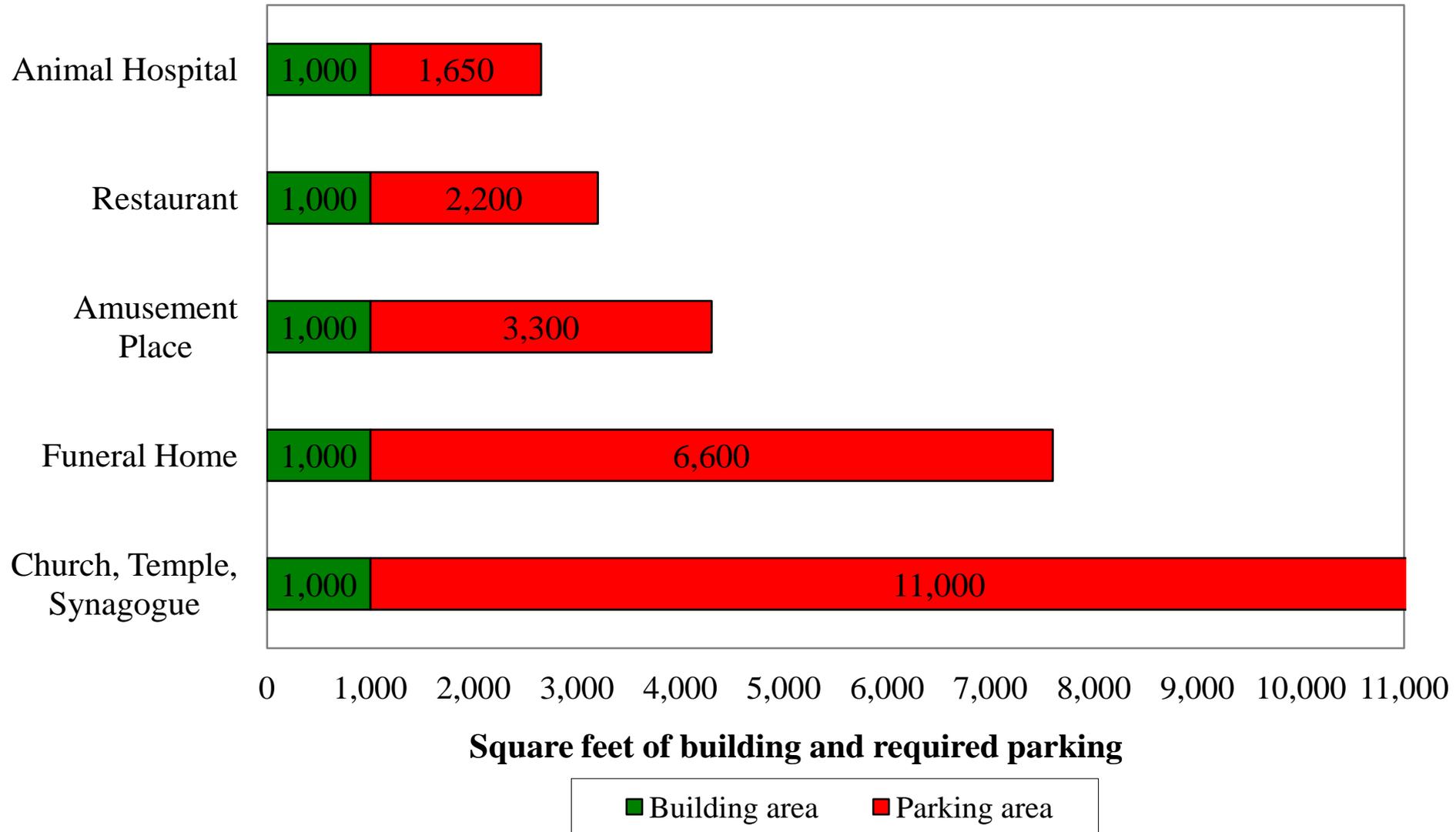


Table 20-190 Parking Spaces Required by Land Use		
Use	Parking Required	Applicable Sections
Large format commercial establishment	1 per 200 sq. ft. of floor area	
Large format commercial establishment, associated commercial	1 per 200 sq. ft. of floor area	
Retail sales, goods and merchandise	1 per 200 sq. ft. of floor area	Note 3
Retail sales of furniture	1 per 250 sq. ft. of floor area	Note 3
Retail art studio	1 space per 200 sq. ft. of retail area	Note 3
Sales, appliances, industrial equipment, and machinery	1 per 1000 sq. ft. of floor area	
Neighborhood Shopping Center (minimum 100,000 sq. ft. in size), includes a mix of permitted and conditional uses	1 per 225 sq. ft. of floor area	Note 1
General Services		
Bed and Breakfast	2 spaces, plus 1 per guest room, plus 1 per employee	
Crematory	1 per full-time employee	
Dry cleaner	1 per 200 sq. ft. of floor area	
Hotel/motel	1 per guest room or suite, plus 1 per employee	Section 20.90.220(C)
Laundromat	1 per 200 sq. ft. of floor area	
Maintenance and repair, small consumer goods	1 per 200 sq. ft. of floor area	
Messenger services	1 per 200 sq. ft. of floor area, plus 1 per company vehicle	
Mortuary and funeral services	1 per 4 seats, plus 1 per company vehicle	
Mortuary, excluding funeral services	1 per full-time employee, plus 1 per company vehicle	
Personal services	1 per 200 sq. ft. of floor area	Note 3
Photo processing and developing	1 per 200 sq. ft.	
Printing and publishing	Minimum 1 per 350 sq. ft. of floor area, maximum 5% over minimum required.	
Social Service Agency	1 per 250 sq. ft. of floor area	
Health and Veterinary Services		
Animal boarding, indoor	1 per employee, plus 1 per 1,000 sq. ft. of floor area	
Animal grooming	1 per 200 sq. ft. of floor area	
Emergency Ambulance Station	1 per employee, plus 1 per on-site staff, plus 1 per facility vehicle	
Hospital per in-patient facility	1 per 2.5 beds	
Medical clinic/out-patient facility	1 per 250 sq. ft. of floor area	
Medical, dental and health practitioner	1 per 250 sq. ft. of floor area	
Veterinary clinic	1 per 250 sq. ft. of floor area	
Industry		
Catalog and mail order house	1 per 250 sq. ft. of floor area of office space plus, plus 1 per	

**Table 20-190
Parking Spaces Required by Land Use**

Use	Parking Required	Applicable Sections
Community centers	1 per 4 fixed seats, or 1 per 6 linear feet of seating, plus 1 per 200 square feet of area without seating but designed for meeting or assembly by guests, plus 1 per 500 sq. ft. of outdoor area developed for recreational purposes	
Utility facilities, excluding corporation yards, storage or repair yards and warehouses	1 per 1.5 employees, plus 1 per company vehicle	
Recycling Uses		
Processing facility	1 per employee of the largest shift, plus 1 per facility vehicle	
Transfer facility	1 per employee of the largest shift, plus 1 per facility vehicle	
Small collection facility	1 per attendant	
Residential		
Emergency residential shelter	1 per 4 beds, 1 per 250 square feet of area which is used for office purposes	Section 20.90.220(C)
Guesthouse	1 per guest room, plus 1 per each employee	
Live/Work	No additional parking required above what is required for commercial use parking	

Minimum parking requirements in New Orleans



Off-Street Parking Regulations for All Districts, Except the CBD District and Vieux Carré Districts

Bus or railroad station or airport terminal building	All districts	1 per 100 square feet of waiting room area	
Auditorium, theater, gymnasium, stadium, arena, convention hall or other place of assembly ²	All districts	1 per 75 square feet of floor space in seating area	
Bowling alley	All districts	10 per alley	
Amusement place, dance hall, skating rink, swimming pool, natatorium, or exhibition hall without fixed seats	Low and medium density districts	1 per 100 square feet of floor area or pool area	Parking requirements do not apply when these uses are accessory uses
	High density districts	1 per 200 square feet of floor area or pool area	Parking requirements do not apply when these uses are accessory uses
Destination resort/entertainment center	All districts	Peak accumulation of automobile passengers divided by 3.5	Number of employees per shift multiplied by 0.80, the result then divided by 1.5
General service or repair establishment, printing, publishing, plumbing, heating, broadcasting, laundry	All districts	1 per 1,500 square feet of floor area	Auditorium for broadcasting station requires spaces as above
Manufacturing or industrial establishment, research or testing laboratory, creamery, bottling plants, wholesale, warehouse, or similar establishment	All districts	1 per 2 employees on maximum working shift	
Marina	All districts	1 per boat slip	
Homes for the aged, nursing homes, convalescent homes, and orphan homes	All districts	1 space for each 8 occupants	One space for each person regularly employed upon the premises, or one space for each 2,500 square feet of gross floor area, or 6 spaces, whichever is greater
Private clubs and lodges	Low and medium density districts	1 per 200 square feet of floor area	1 per 2 employees
	High density districts	1 per 300 square feet of floor area	1 per 2 employees

PERIODIC TABLE OF THE ELEMENTS

<http://www.ktf-split.hr/periodni/en/>

GROUP	PERIODIC TABLE OF THE ELEMENTS																18					
1	IIA		III A										IVA		VA		VIA		VIIA		VIIIA	
1	1.0079		13	5	10.811																2	4.0026
1	H			B																	He	
2	3	4																				
2	Li	Be																				
3	11	12																				
3	Na	Mg																				
4	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36				
4	K	Ca	Sc	Ti	V	Cr	Mn	Fe	Co	Ni	Cu	Zn	Ga	Ge	As	Se	Br	Kr				
5	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54				
5	Rb	Sr	Y	Zr	Nb	Mo	Tc	Ru	Rh	Pd	Ag	Cd	In	Sn	Sb	Te	I	Xe				
6	55	56	57-71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86				
6	Cs	Ba	La-Lu	Hf	Ta	W	Re	Os	Ir	Pt	Au	Hg	Tl	Pb	Bi	Po	At	Rn				
7	87	88	89-103	104	105	106	107	108	109	110	111	112										
7	Fr	Ra	Ac-Lr	Rf	Db	Sg	Bh	Hs	Mt	Uun	Uuu	Uub										

LANTHANIDE

57	58	59	60	61	62	63	64	65	66	67	68	69	70	71
La	Ce	Pr	Nd	Pm	Sm	Eu	Gd	Tb	Dy	Ho	Er	Tm	Yb	Lu
LANTHANUM	CERMIUM	PRASEODYMIUM	NEODYMIUM	PROMETHIUM	SAMARIUM	EUROPIUM	GADOLINIUM	TERBIUM	DYSPROSIUM	HOLMIUM	ERBIUM	THULIUM	YTTREBIUM	LUTETIUM

ACTINIDE

89	90	91	92	93	94	95	96	97	98	99	100	101	102	103
Ac	Th	Pa	U	Np	Pu	Am	Cm	Bk	Cf	Es	Fm	Md	No	Lr
ACTINIUM	THORIUM	PROTACTINIUM	URANIUM	NEPTUNIUM	PLUTONIUM	AMERICIUM	CURIUM	BERKELIUM	CALIFORNIUM	EINSTEINIUM	FERMIUM	MENDELEVIUM	NOBELIUM	LAWRENCIUM

RELATIVE ATOMIC MASS (1)

GROUP IUPAC GROUP CAS

ATOMIC NUMBER SYMBOL ELEMENT NAME

1 Metal 2 Semimetal 3 Nonmetal

1 Alkali metal 16 Chalcogens element

2 Alkaline earth metal 17 Halogens element

Transition metals 18 Noble gas

Lanthanide Actinide

STANDARD STATE (25 °C; 101 kPa)

Ne - gas Fe - solid

Ga - liquid Tc - synthetic

(1) Pure Appl. Chem., 73, No. 4, 667-683 (2001)
Relative atomic mass is shown with five significant figures. For elements having no stable nuclides, the value enclosed in brackets indicates the mass number of the longest-lived isotope of the element.

However three such elements (Th, Pa, and U) do have a characteristic terrestrial isotopic composition, and for these an atomic weight is tabulated.







04/14/2010



04/14/2010

A Great Planning Disaster

- Skew travel choices toward cars
- 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.

1. Performance-based Parking 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

Before SFpark



Block A - Central Business District Location - 0 Open Spots



Block B - Nearby Location - 3 Open Spots

After SFpark



Block A - Central Business District Location - 1 Open Spot



Block B - Nearby Location - 2 Open Spots

Adjusting Rates

1. Meter operational hours will be split into distinct rate periods

In order to help ensure that parking is available in metered parking spaces, *SFpark* meters may charge different rates based on the time of day in which a car is parked. To facilitate this demand responsive time-of-day pricing, the meter operational hours will be split into distinct rate periods throughout the day.

Most meters in the City operate on a 9am to 6pm schedule. Those meters will be split into the following rate periods:

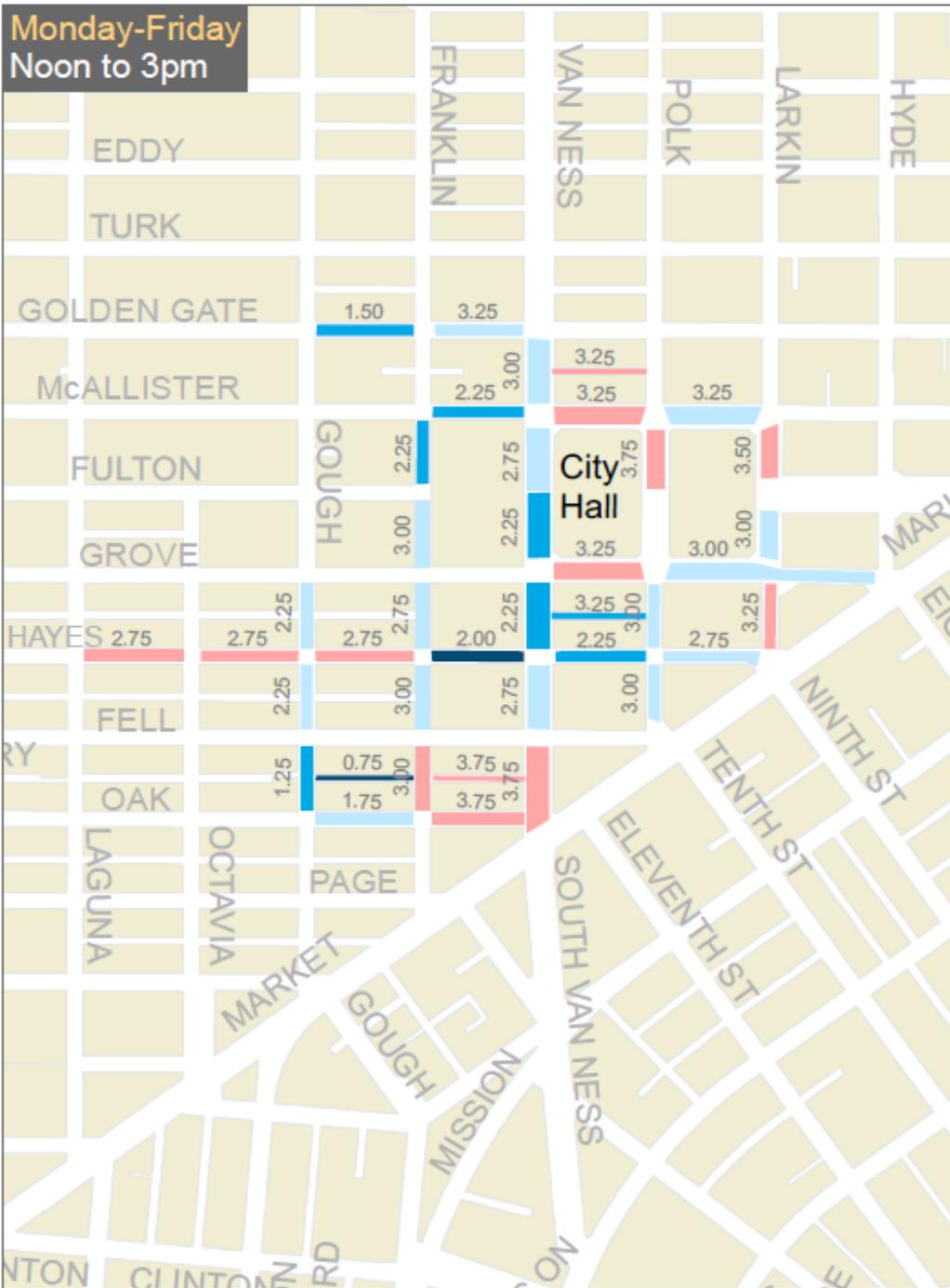
9am-Noon
Noon-3pm
3pm-6pm

2. Weekend rates will differ

Because weekend parking trends differ significantly from weekday parking trends, demand-responsive rate adjustments will separate weekdays from weekends. This will help ensure that parking is available in metered parking spaces.

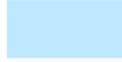


Monday-Friday
Noon to 3pm



Civic Center Pilot Area

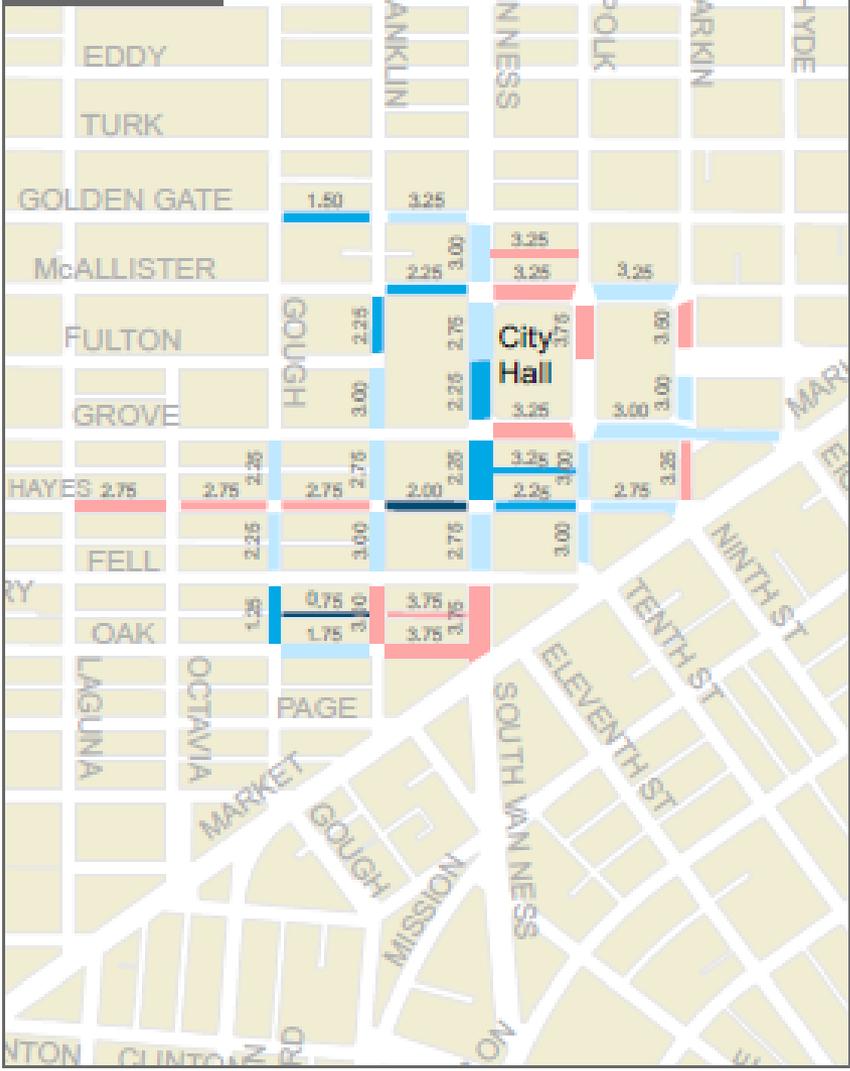
Meter Rate Changes December 2011

-  + \$0.25
-  no change
-  - \$0.25
-  - \$0.50

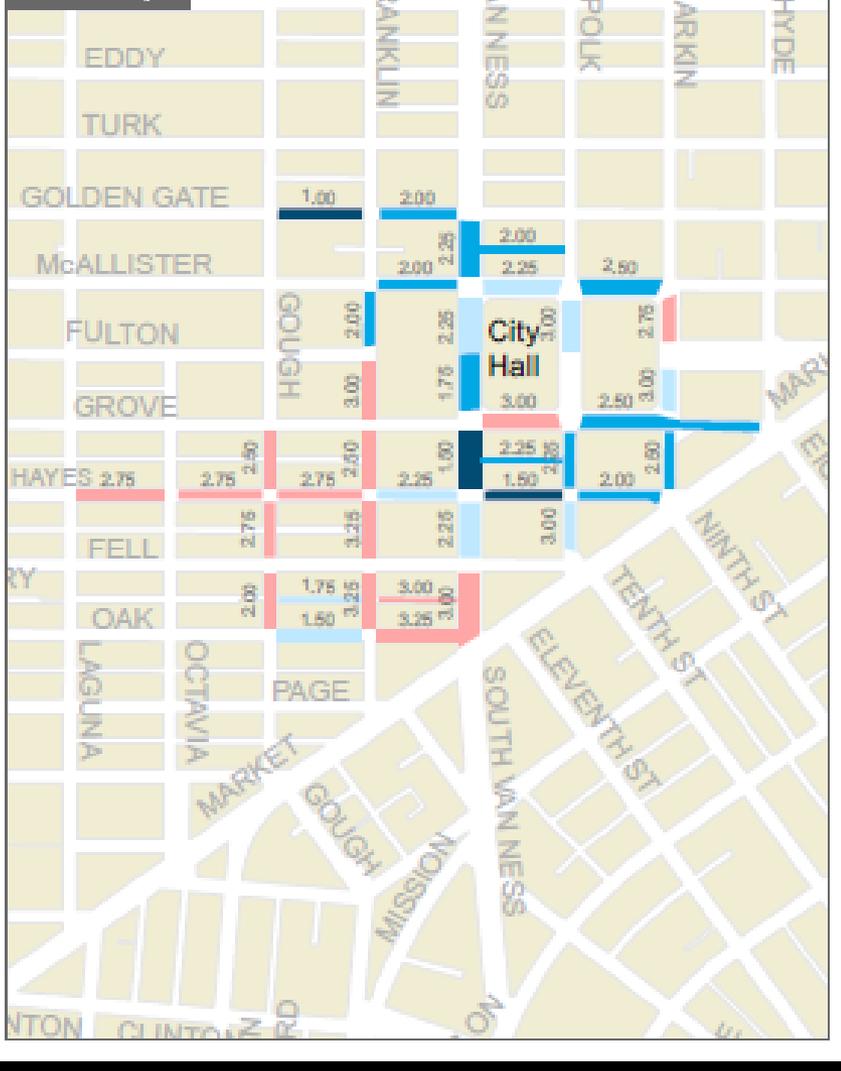


0.25 Mile

Monday-Friday
Noon to 3pm



Saturday
Noon to 3pm



8AM TO NOON
THUR. THIS BLOCK

NO PARKING

**LOADING
ZONE**

TOW AWAY ZONE



8AM-11AM
MON. - FRI.

NO PARKING

MALL

11AM-4PM
MON. - FRI.

11AM-7PM
SAT. - SUN.

D.3.

04/14/2010

NO STOPPING

TO CORNER ANYTIME



P. U. D.

TOW AWAY ZONE

NO STOPPING
STREET CLEANING
8 AM - NOON
TUES. THIS BLOCK



FREIGHT & SERVICE ZONE

7 AM - 6 PM
MON. - FRI




TOWING INFO: 826-1900
D.S.

04/14/2010

Higher prices for special events

Some areas host large, well-publicized events that greatly increase the demand for parking.

Concerts, conventions, parades, street festivals, sports events.

Curb parking prices for special events can range up to \$18/hour.

Curb parking prices will be based on surveys of the prices at private off-street parking for the events.

STOP THE PARKING METER HIKE!

**Make the rich pay, not the workers!
Don't squeeze workers and small business.**



An attack is underway, in San Francisco to push the burden of the economic crisis onto the workers. Transportation officials are attempting to extend metered parking to midnight and Sundays.

In Oakland, a popular movement of small business owners and workers stopped the city's plans to raise parking rates. **We can fight back and win!**

With this proposal, for almost 24-hours a day your car will be subject to heavy fines. Parking tickets are already astronomical.

THIS IS A TAX ON THE PEOPLE!

**It's time to organize and
defeat the parking meter robbery!**

Join the campaign! Call the ANSWER Coalition at 415-821-6545
www.ANSWERSf.org • ANSWER@answersf.org

¡ALTO AL AUMENTO DE LOS PARQUIMETROS!

**¡Hagan que los ricos paguen, no los trabajadores!
¡No aprieten a los trabajadores y negocios familiares!**



Un ataque está ocurriendo en San Francisco, para poner el peso de la crisis económica sobre los trabajadores. Oficiales de transporte están intentando extender las horas de los parquímetros hacia medianoche y los domingos.

En Oakland, un movimiento popular de las comunidades, de los trabajadores y de los negocios pequeños detuvieron gran parte de los planes de esa ciudad para aumentar la tarifas de los parquímetros. **¡Sí podemos luchar y ganar!**

Con esta propuesta, por casi 24-horas al día su coche será sujeto a tarifas altísimas. Multas ya son astronómicas.

¡ESTO ES UN IMPUESTO ILEGAL A LA GENTE!

**¡Es la hora para organizarnos y derrotar
el robo por los parquímetros!**

¡Únete a la campaña! Llame a la Coalición ANSWER al 415.821.6545
www.ANSWERSf.org • ANSWER@answersf.org

ANSWER SAN FRANCISCO

ACT NOW TO STOP WAR AND END RACISM

[About us](#) [Updates and Analysis](#) [Events](#) [Press room](#) [Volunteer](#) [Contact us](#)

STOP THE WAR IN AFGHANISTAN NOW! **Protest U.S./NATO War in Afghanistan on 9th Anniversary of Invasion**

As the U.S./NATO war in Afghanistan enters its tenth year, casualties on both sides are at an all-time high. Spending on the war in Afghanistan alone is over \$2.5 billion per week—that's \$2,500,000,000 every week—at a time when tens of millions of people have lost their jobs, housing, healthcare and pensions here, and most Afghani people live in extreme poverty.

Join us on Oct. 6 to say NO to war, racism and all bigotry, and YES to meeting the needs of the people!







PAY · BY · SPACE

PAY BY:
CREDIT CARD

CASH
EXACT BILLS REQUIRED \$1, \$5 ONLY

REMEMBER
NO IN AND OUT PRIVILEGES
NOT TRANSFERABLE
PAY STATION TICKETS ARE ONLY VALID
IN DESIGNATED PAY STATION AREAS
MUST DISPLAY PAY STATION PASS ON
DASHBOARD AT ALL TIMES
VIOLATORS ARE SUBJECT TO CITATION
21113A CVC

DIGITAL

INSTRUCTIONS

- 1 PRESS GREEN TO START
- 2 PRESS NUMBER
- 3 PRESS CANCEL
- 4 PRESS RETURN

1 2 3
4 5 6
7 8 9
0 * #

MAINTENANCE HOTLINE
WEEKDAYS: 310-206-PARK (7273)
AFTER 5PM & WEEKENDS: 310-825-3366

PAY STATION UNIT #57-1

YOU ARE PARKED IN
Charles E. Young Dr. East
Pay Station Area
www.transportation.ucsk.edu

DIGITAL

Stall: 05769

Press Number on Keypad to Select Options:

- 1) 2 Hours \$7.00
- 2) 1 Hr 30 Min \$5.00
- 3) 1 Hour \$3.00
- 4) 40 Minutes \$2.00
- 5) 20 Minutes \$1.00





















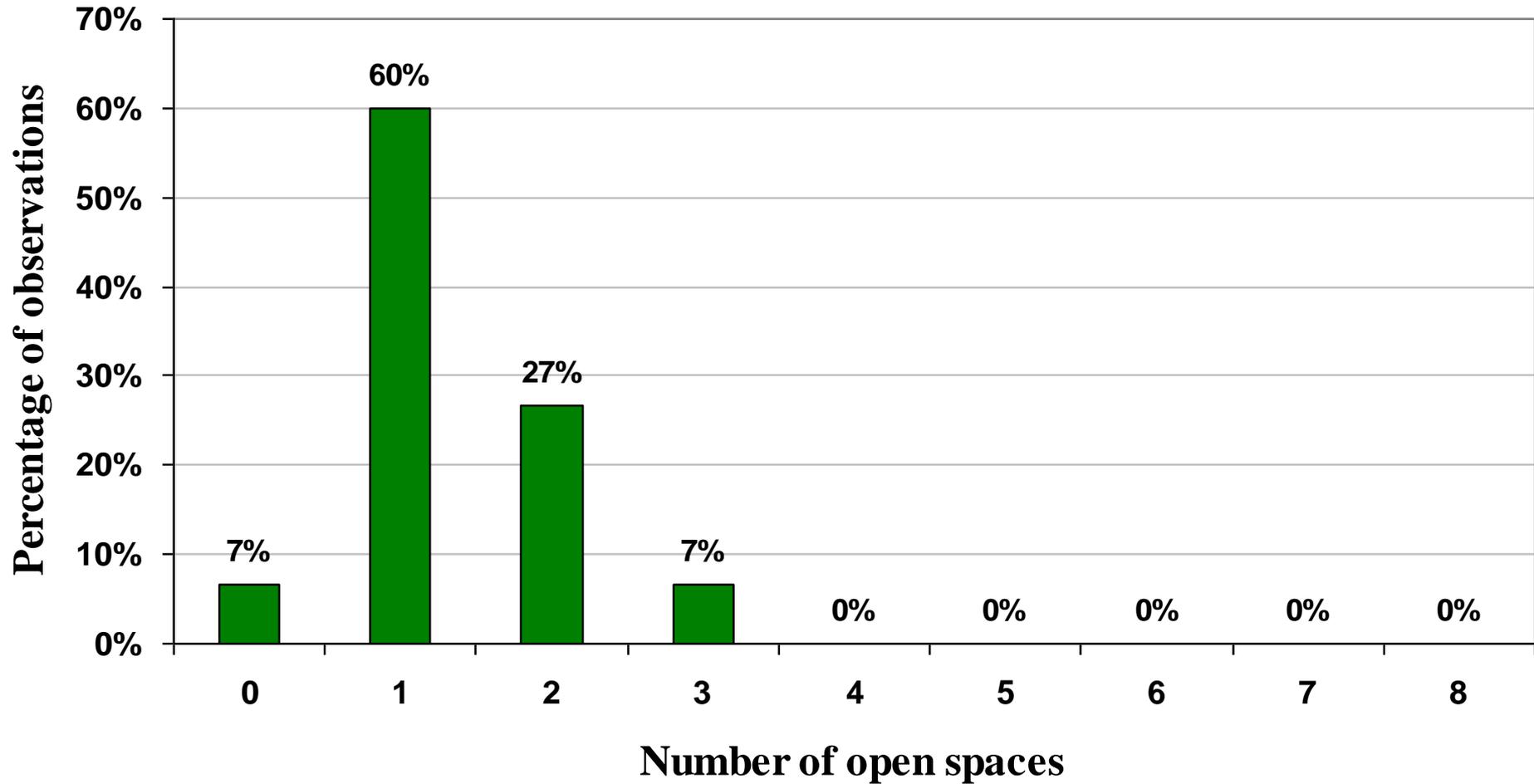








Parking is well used but readily available



What is the right price for curb parking?

You cannot tell without looking at the results.

The right price for curb parking is the *lowest* price the city can charge without creating a shortage.

If one or two spaces are usually vacant on a block, the price is just right.

The right prices will probably vary from block to block, by time of the day, by day of the week.

An endless auction.

A spot market in land.

Cruising for Parking

Central Parking System
55 West 26th St

License No: 1096744
Capacity: 140

Hours of operation
24 hours/7 days

Day & Night Rates
Up to 1 hour 16.90
Up to 2 hrs 18.59
Up to 10 hrs 25.34
Max to 24 hrs 42.24
O'sized/vans/SUV's/4x4's addl 8.45
Monthly Rates
Regular 464.64
Main floor addl 84.47
O'sized/vans/SUV's/4x4's addl 84.47
Motorcycles 211.20
18.375% Parking tax extra



Cruising for underpriced curb parking

Suppose you want to park for 1 hour.

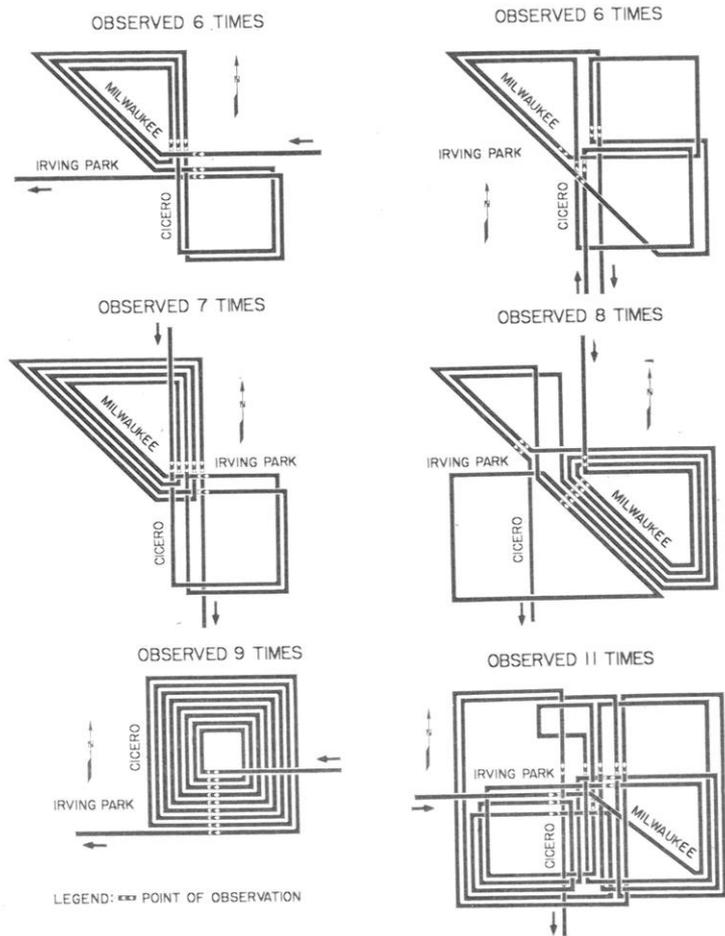
Curb parking costs \$1.

Off-street parking costs \$20.

How long would *you* be willing to cruise for curb parking rather than pay the higher price for off-street parking?

ROUTES OF CERTAIN CRUISING VEHICLES IN THE VICINITY OF
CICERO, MILWAUKEE, AND IRVING PARK CONSTRUCTED FROM
OBSERVATIONS MADE ON THE SIX APPROACHES TO THE
INTERSECTION OF THESE STREETS

7:00 P.M. TO 9:30 P.M.-THURSDAY, MARCH 30, 1939



From the Report: "A Plan to Relieve Traffic Congestion in the Portage Park Retail Shopping Center." A Survey by City of Chicago, Chicago Motor Club, Chicago Surface Lines, April 1939

FIGURE 4—Observed Routes of Cruising Vehicles

Probability of finding parking space

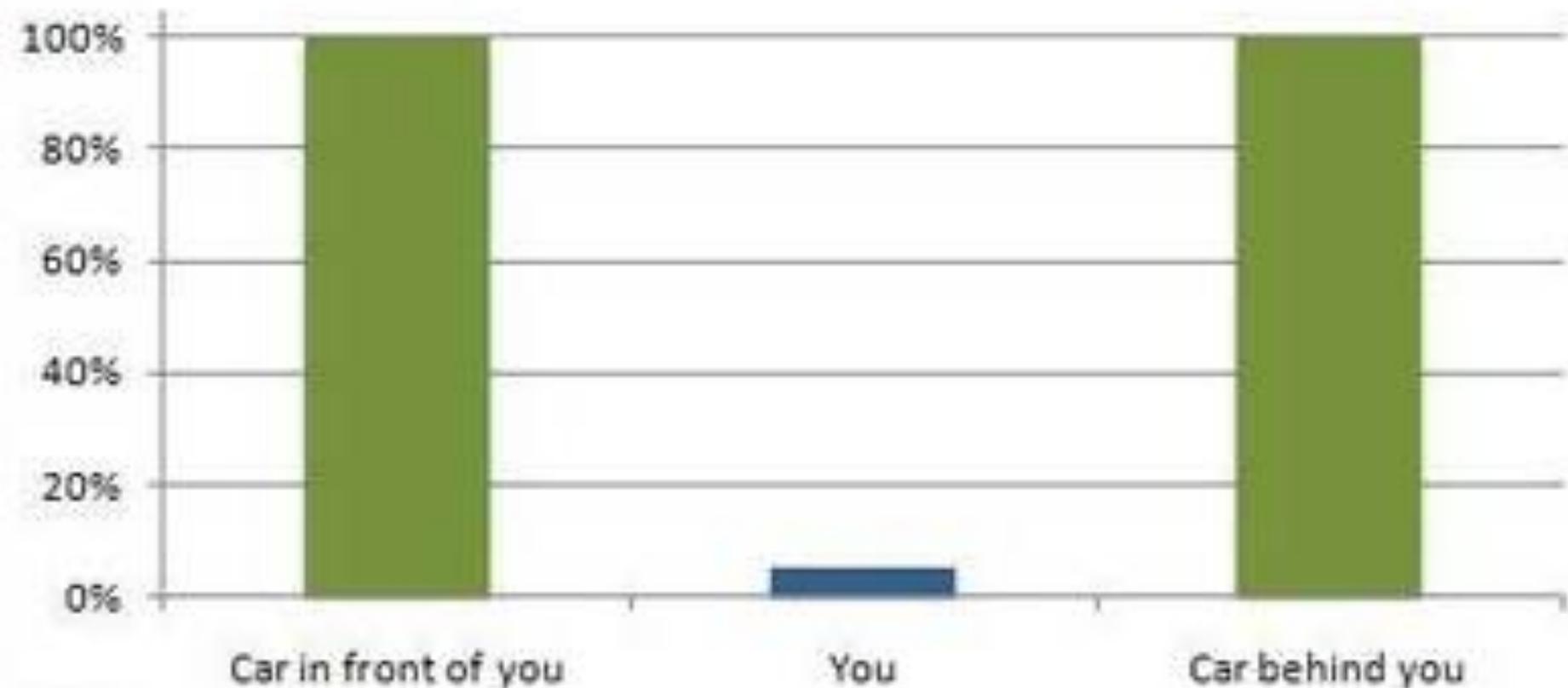


TABLE 11-5
CRUISING FOR PARKING

Year	City	Share of traffic cruising (percent)	Average search time (minutes)
1927	Detroit	19%	
1927	Detroit	34%	
1934	Washington		8.0
1962	New Haven	17%	
1965	London		6.1
1966	London		3.5
1966	London		3.6
1977	Freiburg	74%	6.0
1984	Jerusalem		9.0
1985	Cambridge	30%	11.5
1993	Cape Town		12.2
1993	New York	8%	7.9
1993	New York		10.2
1993	New York		13.9
1997	San Francisco		6.5
2001	Sydney		6.5
2005	Los Angeles	68%	3.3
2007	New York	28%	
2007	New York	45%	
2008	New York		3.8
2011	Barcelona	18%	
Average		34%	7.5

Cruising in New York

Researchers interviewed drivers who were stopped at traffic lights.

Are you searching for curb parking?

28 percent of drivers on a street in Manhattan said they were searching for curb parking.

45 percent of drivers on a street in Brooklyn said they were searching for curb parking.





2. Revenue Return







1978 Plan for Old Pasadena

“The area’s been going downhill for years.”

“It’s a bunch of dirty old buildings.”

“It’s filthy.”

“It’s Pasadena’s sick child.”

“The area is unsafe.”

Old Pasadena Now



Three parking solutions

1. Charge performance-based prices for curbside parking
2. Return the revenue to pay for public improvements in Old Pasadena
3. Reduce off-street parking requirements

Parking meters with revenue return

- City of Pasadena offered to return all parking meter revenue to Old Pasadena
- Merchants and property owners immediately agreed to install meters
- 690 meters operate until midnight, and on Sunday
- Meters yield \$1.2 million a year for Old Pasadena's 15 blocks, about \$80,000 per block.

**A NEW
OLD PASADENA
COMING SOON**

STREET AND ALLEY WAY IMPROVEMENTS:

LIGHTING

REPAVING

TRASH RECEPTACLES

SIGNS AND BENCHES

DIRECTORY MAPS

TREES AND GRATES

NEWSRACKS

MAINTENANCE

SAFETY

**YOUR METER MONEY IS
MAKING A DIFFERENCE**

THE OLD PASADENA RENAISSANCE CONTINUES

CITY OF PASADENA

Old Pasadena. We've come a long way. This might seem silly to some people, but if not for our parking meters, its hard to imagine that we'd have the kind of success we're enjoying. They've made a huge difference. At first it was a struggle to get people to agree with the meters. But when we figured out that the money would stay here, that the money would be used to improve the amenities, it was an easy sell.”

Marilyn Buchanan, Chair,
Old Pasadena Parking Meter Zone Advisory Board

Turning Small Change into Big Changes











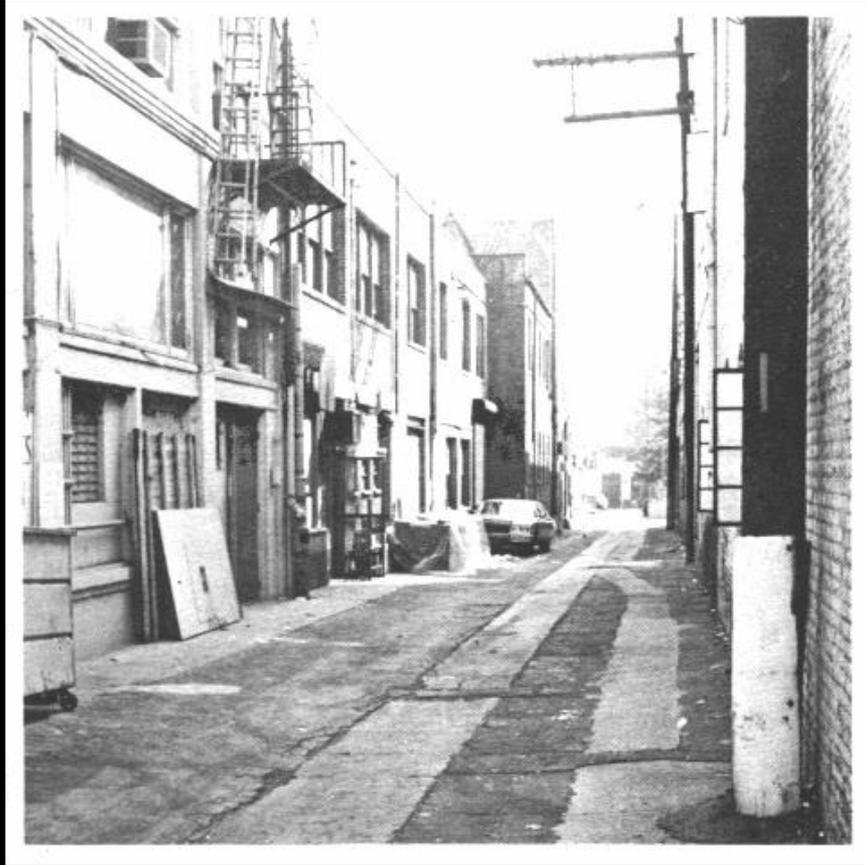
TIFFANY & CO.

TIFFANY & CO.

DO NOT
BLOCK
INTERSECTION

De Lacey

CAUTIONAL
CROSSING
OK





FOOTWEAR

GAP

ARMANI EXCHANGE

“This place, it’s perfect, really. They’ve kept the buildings and the streets well. That makes it so attractive. People are walking around because they like the way it looks and feels. It’s something you just don’t see in Los Angeles. As a driver, I don’t mind paying more for what you have here. I tell you what: For this, I will pay.”

Shopper interviewed by *Los Angeles Times*

Will paid parking drive customers away?

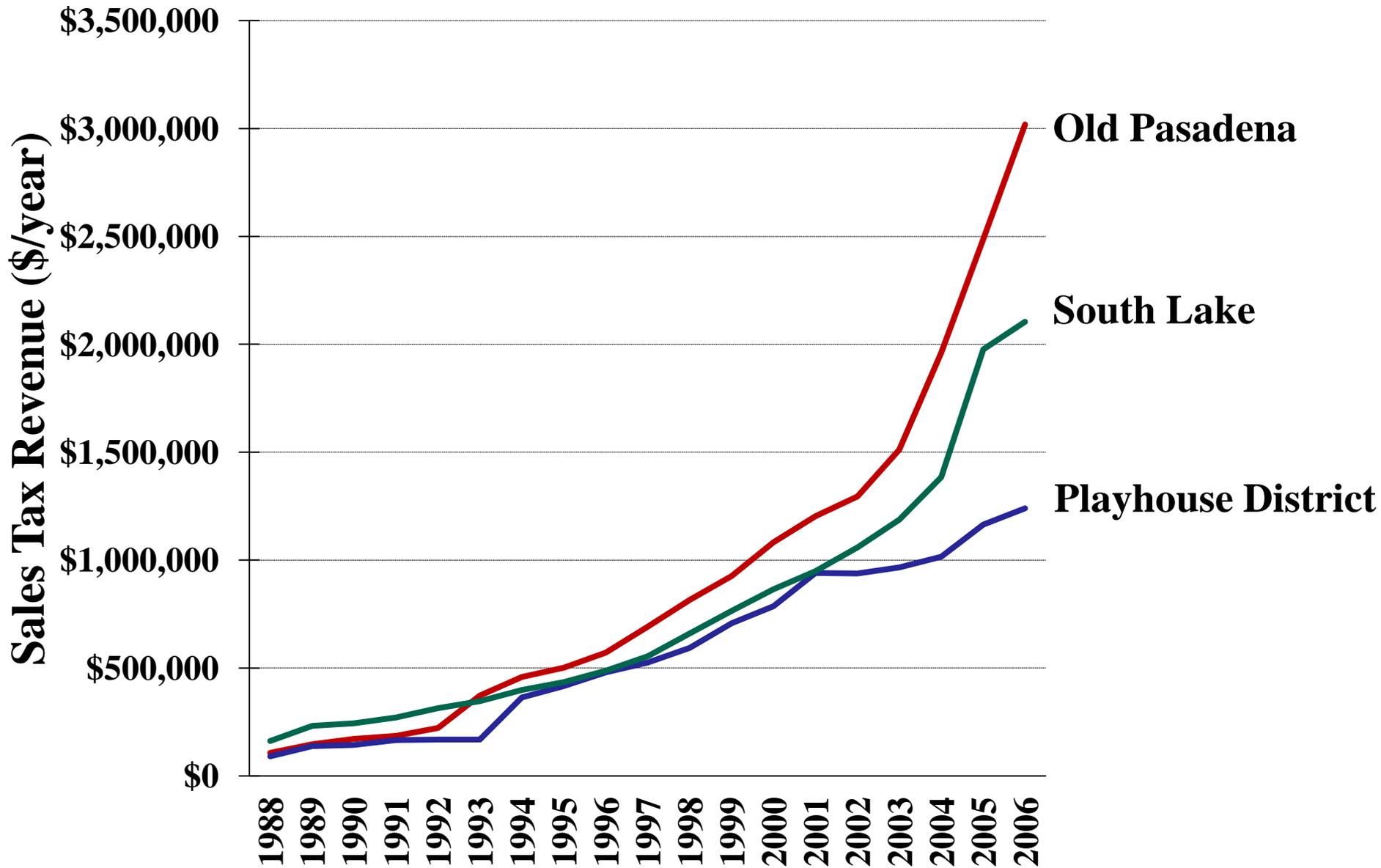
The 85% occupancy rate means that the curb spaces will be well used but readily available.

Spending the meter revenue on public improvements will attract more customers.

Would you rather have free parking and dirty sidewalks or clean sidewalks and paid parking?

The visible public benefits will justify the performance parking prices.

Pasadena Sales Tax Revenue



Parking Benefit Districts

Transportation management tool.

Reduces traffic congestion, air pollution, and fuel consumption.

Economic development tool.

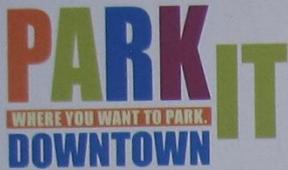
Makes curb parking available, increases sales and property tax revenue, and employs people.

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.



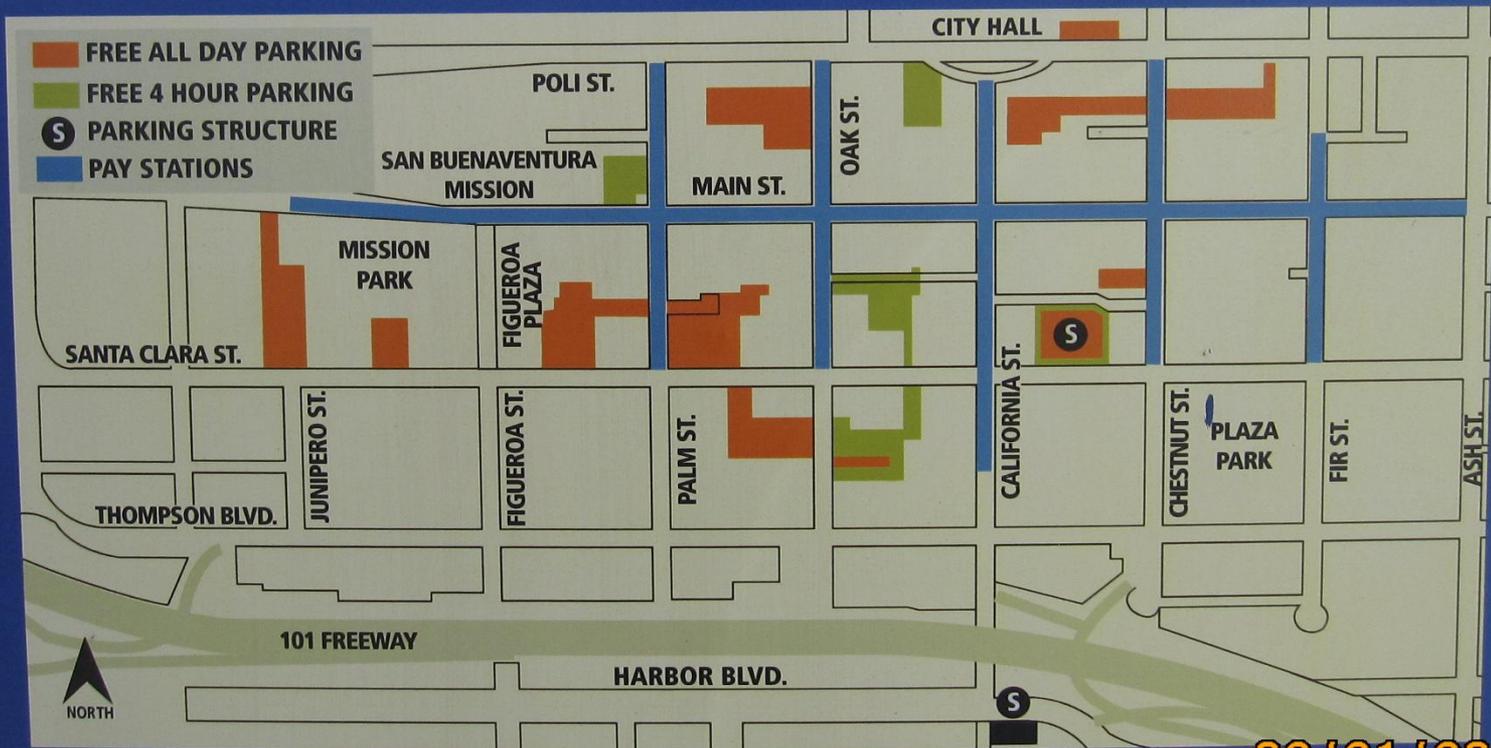
All net revenue from the pay stations will be used for a cleaner and safer Downtown:

- Downtown security
- Clean sidewalks
- Parking lot and alley improvements
- Landscape beautification



See map below for Free Public Parking lots located throughout Downtown.

DOWNTOWN VENTURA PARKING



02/21/2011



NEWS

For Immediate Release

Downtown Merchants Support the Parking Meters!

Downtown Ventura, May 5, 2011 - The overwhelming consensus downtown is that the meters are working! Downtown business owners were interviewed and business surveys were conducted over the past two weeks along Main Street in downtown Ventura. The downtown merchants gave the managed parking system a thumbs up with 83% surveyed in support of the meters, 13% neutral, and 4% not in support the meters.

In addition, the revenue generated from the meters is being reinvested into the downtown. The funds help pay for a dedicated police officer and nine police cadets. This has resulted in an overall decrease in crime by 40% and a 15% decrease in calls for service. Funds are also used for new improvements like additional lighting for parking lots, new planters and plant materials, and a cross-the-street banner planned for installation this summer.

Free Wi-Fi is yet another benefit made possible by the meters. Residents and visitors can stay "connected" through the outdoor network provided by the Downtown Parking Management program.

Remove Off-street Parking Requirements







Southbay Fwy

237

237

Darda Seafood

99 Ranch Market

Mayflower Seafood

Hot Pot City

ABC Sea Food

Piercey Toyota

Homestead San Jose

Crowne Plaza San Jose Silicon Valley

880

8B

880

Technology Dr

Technology Dr

Technology Dr

Magroila Dr

Sumac Dr

McCarthy Blvd

Alder Dr

E-Tasman Dr

E-Tasman Dr

Murphy Ranch Rd

Coyote Creek Trail

ower

zman Dr

Intersil

8

Bar

Nim

Summer

Thompson Ct

Thompson St

Machad

Palmer St

Cor

S Abbott Ave

Barber Ln

Barber Ct

McCarthy Blvd

Ranch Dr

Ranch Dr

Coyote Creek Trail

h Dr









ONE WAY

Grand



9th St

ONE WAY

ONE WAY



01/01/2011



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

Two Aspects of Parking Requirements

1. For a new building, parking requirements determine the number of spaces a developer must *supply*.
2. For an existing building, parking requirements limit the uses a city will *allow*.

Los Angeles Adaptive Reuse Ordinance

Until 1999, Los Angeles required two parking spaces per condominium unit in downtown.

“a neighborhood of hoodlums, derelicts and winos—a neighborhood of echoing buildings full of absolutely nothing above the ground floor.” *Los Angeles Times*, 1982

In 1999, Los Angeles adopted its Adaptive Reuse Ordinance (ARO), which allows the conversion of economically distressed or historically significant office buildings into new residential units—with no new parking spaces.

Developers used the ARO to convert historic office buildings into at least 7,300 new housing units between 1999 and 2008.



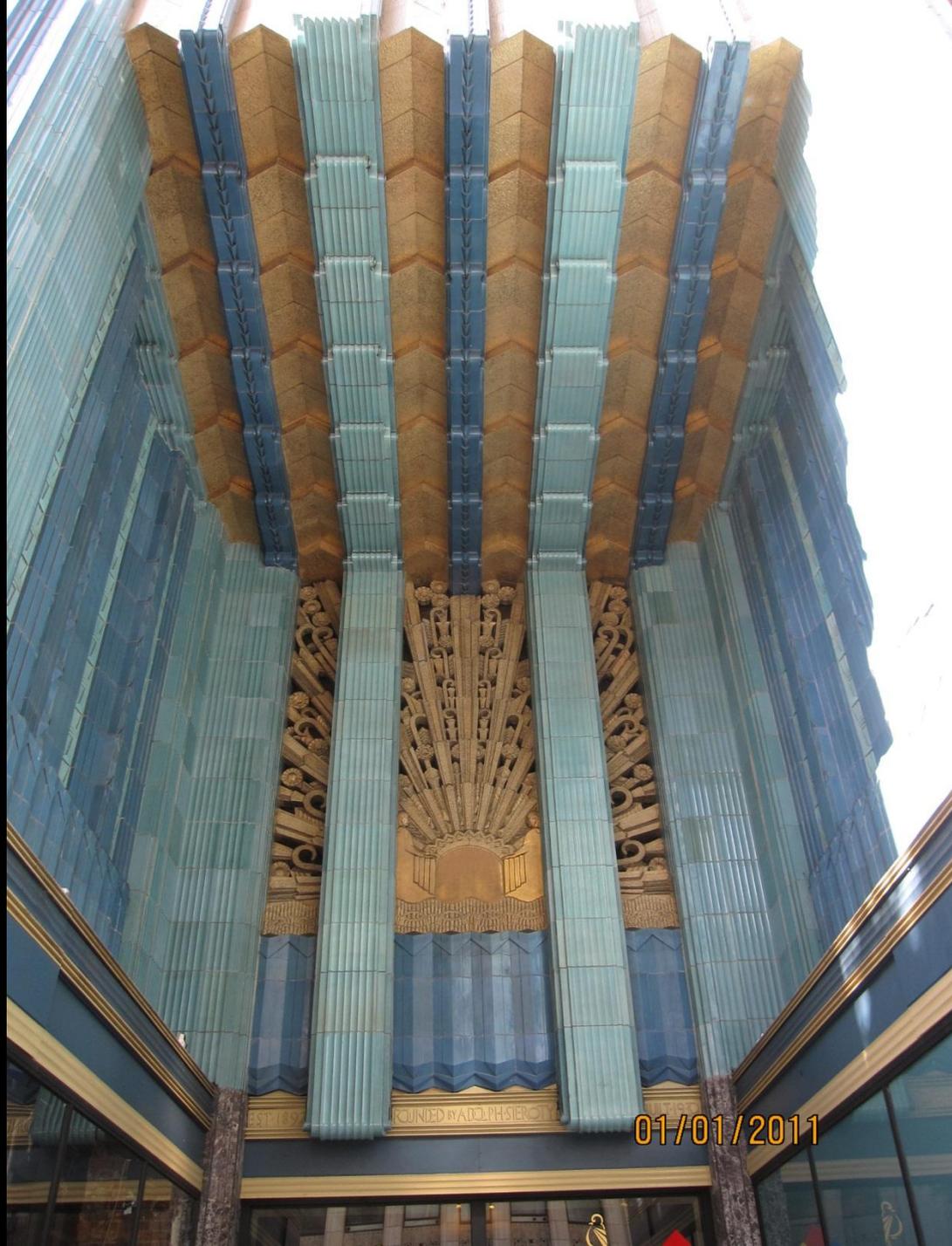
01/01/2011





EASTERN EASTERN

01/01/2011



01/01/2011



SEMANHATAN

SEMANHATAN

01/01/2011



LOFTS FOR RENT
213-761-9456

SPRING

SPRING



01/01/2011



Spring

ONE WAY

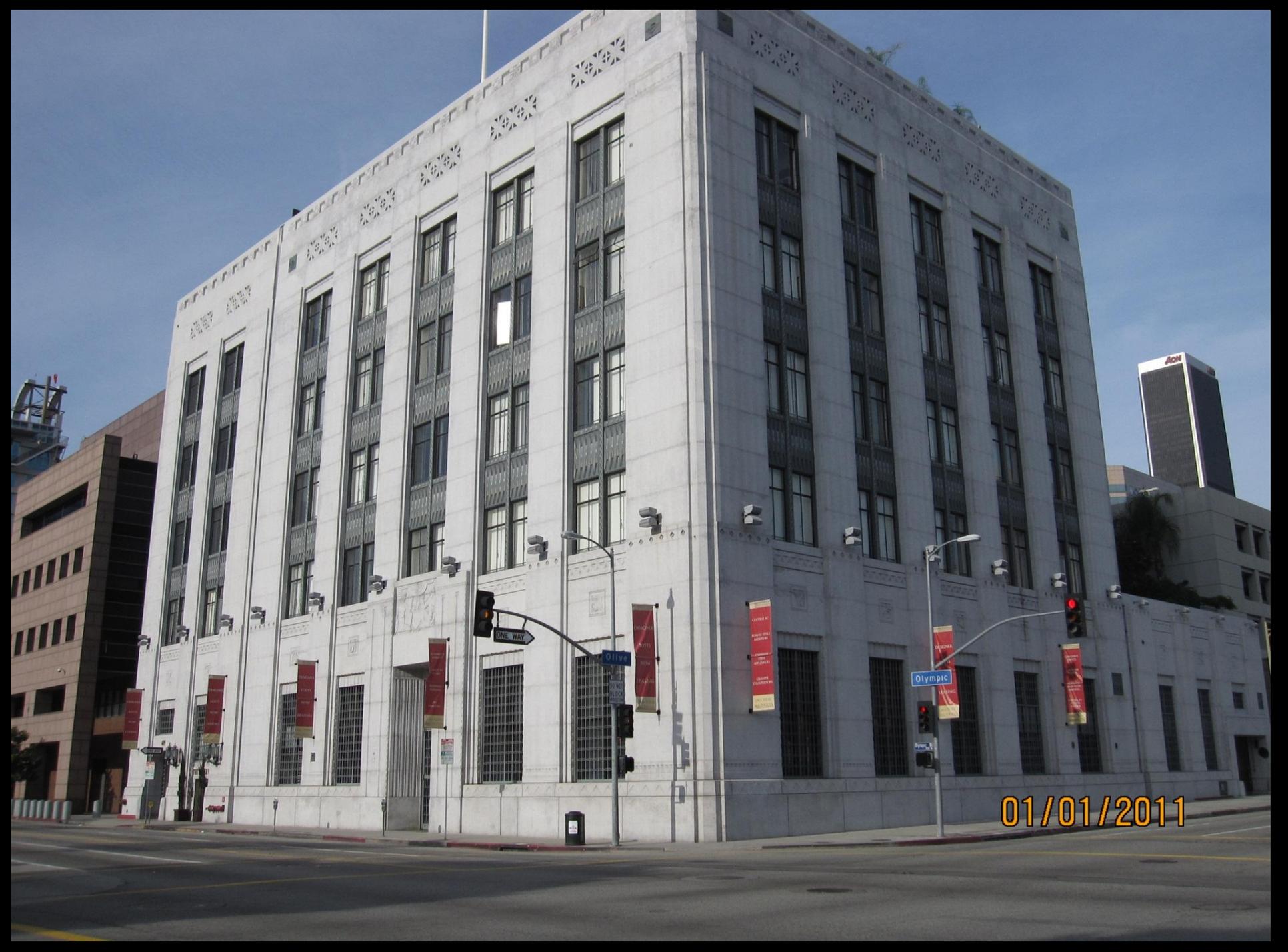
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01/01/2011



01/01/2011



AON

ONE WAY

OLIVE

Olympic

01/01/2011



CALYOGURT

01/01/2011

Developers provided, on average, only 1.3 spaces per unit, with 0.9 spaces on-site and 0.4 off-site in nearby lots or garages.

Had the ARO not been adopted, the city would have required two *on-site* spaces for every unit, or more than twice as many as developers did provide.



01/01/2011

Other cities are removing parking requirements in downtown

“to promote the creation of downtown apartments” (Greenfield, Massachusetts)

“to see more affordable housing” (Miami)

“to meet the needs of smaller businesses” (Muskegon, Michigan)

“to give business owners more flexibility while creating a vibrant downtown” (Sandpoint, Idaho)

“to prevent ugly, auto-oriented townhouses” (Seattle).

**THIS ONE
RUNS ON FAT
AND SAVES YOU MONEY**



**THIS ONE
RUNS ON MONEY
AND MAKES YOU FAT**



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







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



The High Cost of Free Parking

DONALD SHOUP