March 2022 Biketivist Forum
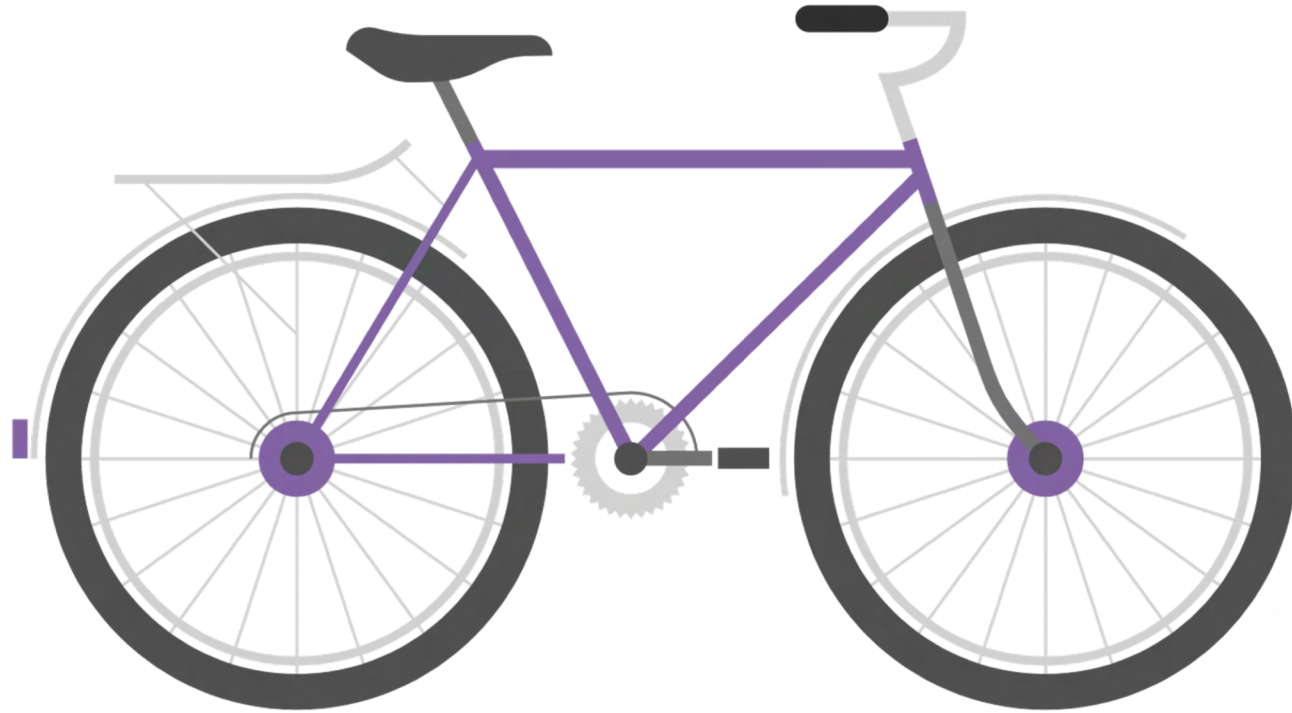# The Problem of Parking

March 16, 2022

Sandhya Laddha

Policy Director

Diana Crumedy

Santa Clara County Advocate

Welcome!

You are the bike movement

Meeting Guidelines

- Make Space, Take Space ratio: be aware of how much time you are talking vs listening, allow others to speak up

- Be respectful of one another and our differences

- Don't interrupt

- Stay on topic/Focus on topics relevant to people present (take other conversations offline)

- Assume good intent

SILICON VALLEY BICYCLE COALITION

Online meeting Basics

- Please rename yourself to include your city and preferred pronouns.
- Please ask questions via the chat.
- Please stay muted until the breakout sessions

SILICON VALLEY
BICYCLE
COALITION

Agenda

- 5 – 5:05 pm – Introductions

- 5:05 – 5:30 pm Presentations by speakers
  - Patrick Siegman
  - Justin Wang

- 5:30 – 5:55 pm: Q&A

- 5:55pm – 6:00pm: Wrap-up

- 6:00 – 7:00 pm – Breakout into groups by city
  - Plan your Bike Month activities

Siegman & Associates

Patrick Siegman

When discussing parking, explain that every parking system has two key parts

1. Quantity
   (# of parking spaces)
2. Management
   (policies, regulations, prices)

- Does your community have a parking *supply* problem, or a parking *management* problem?

Berkeley Downtown Parking & TDM Study

First impressions:
Saturday night in downtown
Berkeley (January 30, 2010)

Saturday evening parking rates

$5 flat rate

Free after 6 p.m.

Berkeley had a parking *management* problem, not a parking *supply* problem

Three parking reforms

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**

Source: Shoup, Donald. *The High Cost of Free Parking,* 2005.

Image: Christopher
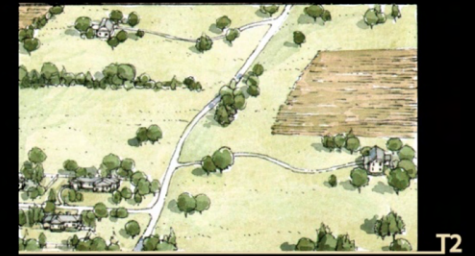
goBerkeley parking reforms

1. Charge the right prices for curb parking.

   – Berkeley charges the lowest price needed to achieve 65-85% occupancy on each block
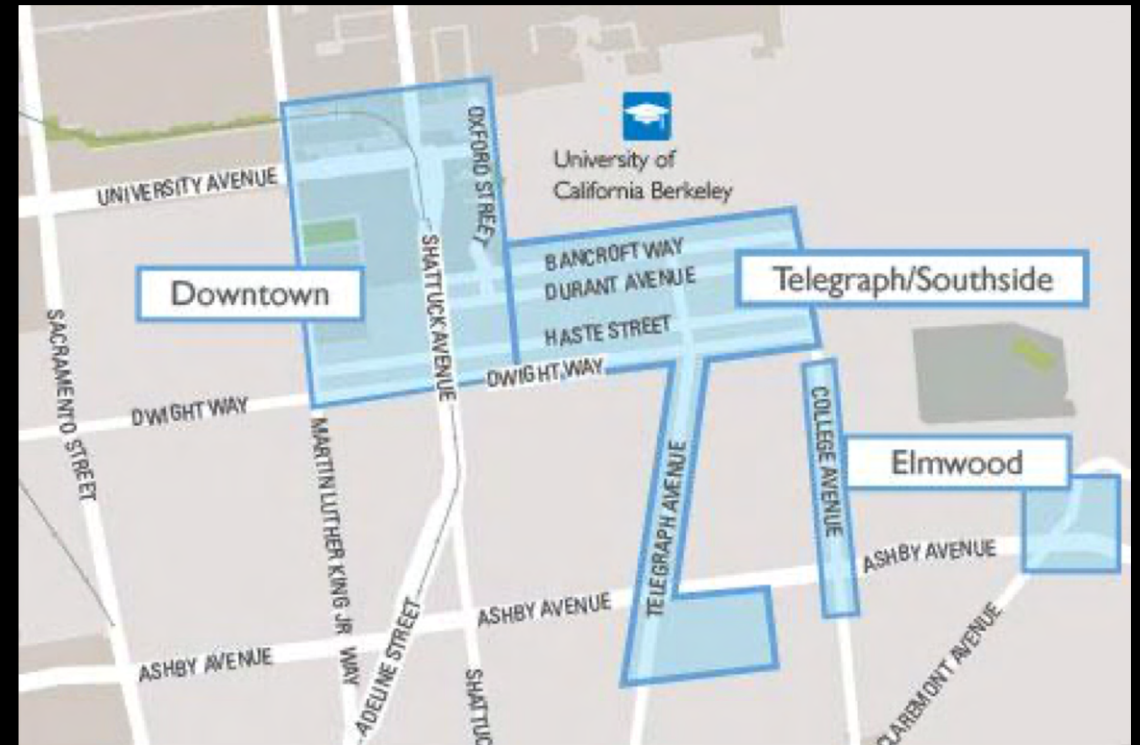
   – Currently $1.75 - $3.75 per hour
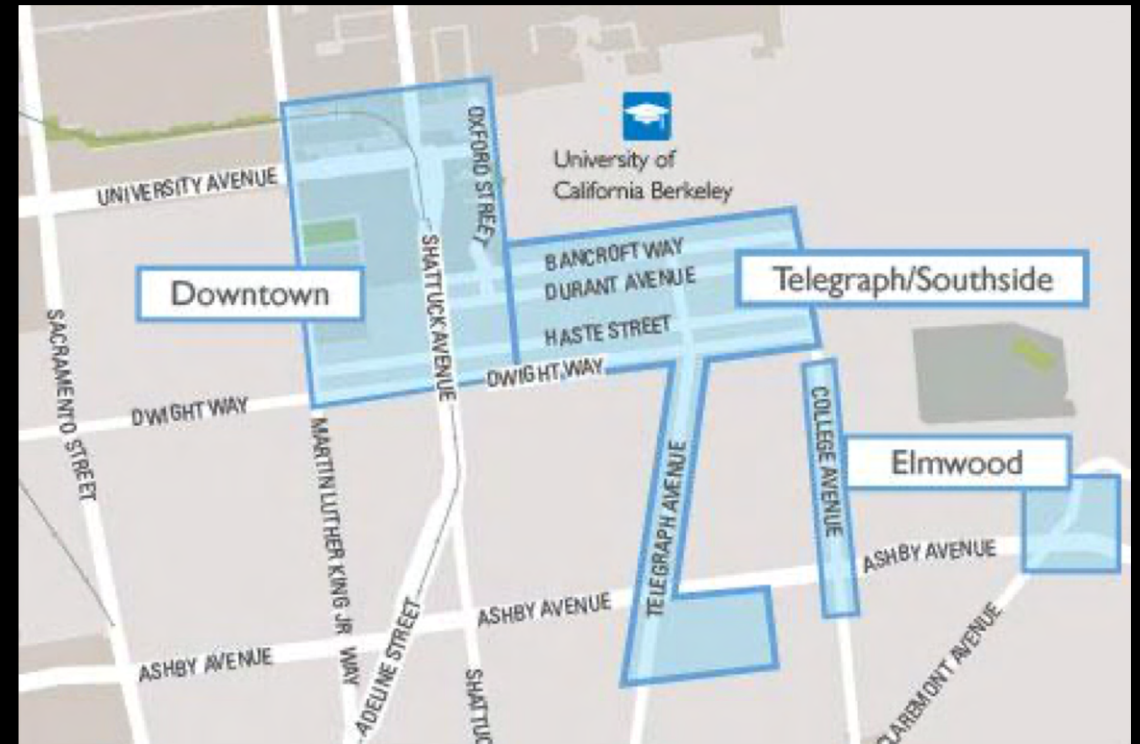
goBerkeley parking reforms

2. Return the parking revenue to the blocks where it is generated, to pay for public services

   – Meter revenues help 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 San Francisco to New York
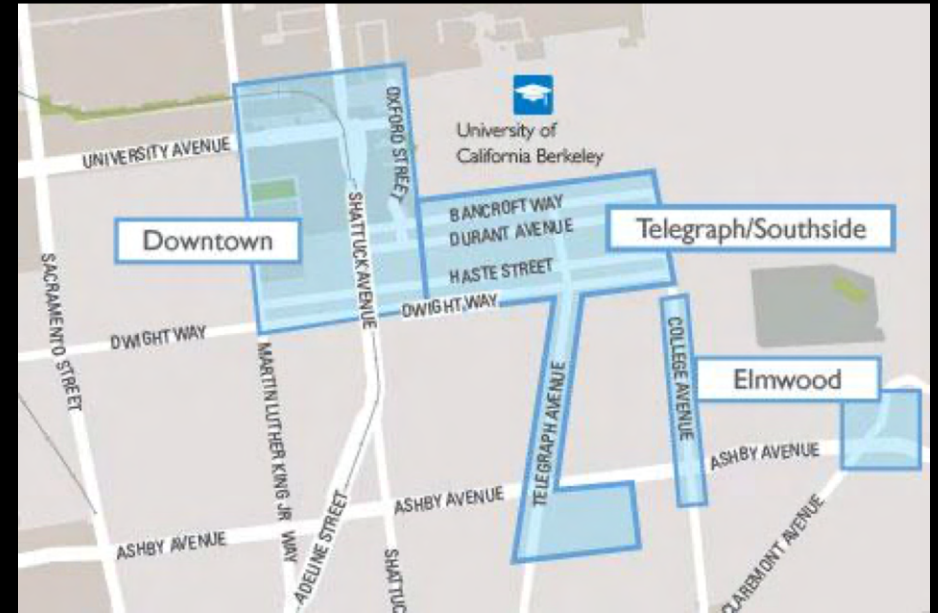
3. Remove minimum parking regulations

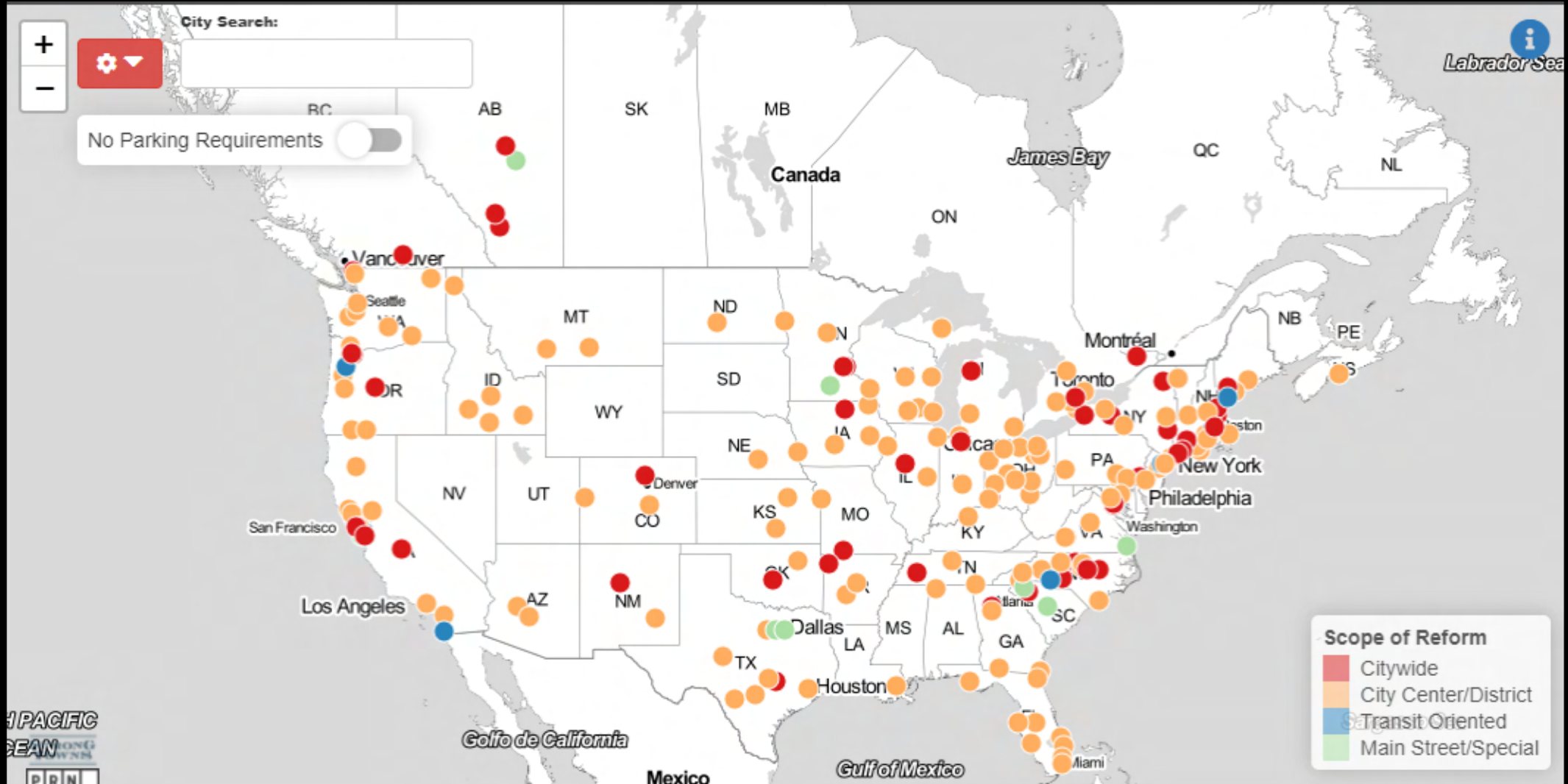A few cities that have removed minimum parking regulations in some or all neighborhoods

Source: https://parkingreform.org/resources/mandates-map

Managing curb parking + removing minimum parking mandates = greater affordability

Berkeley requires
1. Unbundling of parking costs from rents
2. Provision of spaces for carshare cars
3. Free transit passes

Example: Gaia Building
- $230/month per space
- 91 apartments, theater, café & office space
- 42 parking spaces built
  Result: 237 adult residents with just 20 cars

Fourplex

Photo: Moule & Polyzoides

Managing curb parking - Errors to avoid

Boston's Beacon Hill neighborhood

- 3,933 resident parking permits issued - free
- 983 curb spaces available

DETACHED
SINGLE-FAMILY
HOMES

DUPLEX

TRIPLEX/
FOURPLEX

COURTYARD
APARTMENT

BUNGALOW COURT

TOWNHOUSE

MULTIPLEX

LIVE/WORK

MID-RISE

MISSING MIDDLE HOUSING
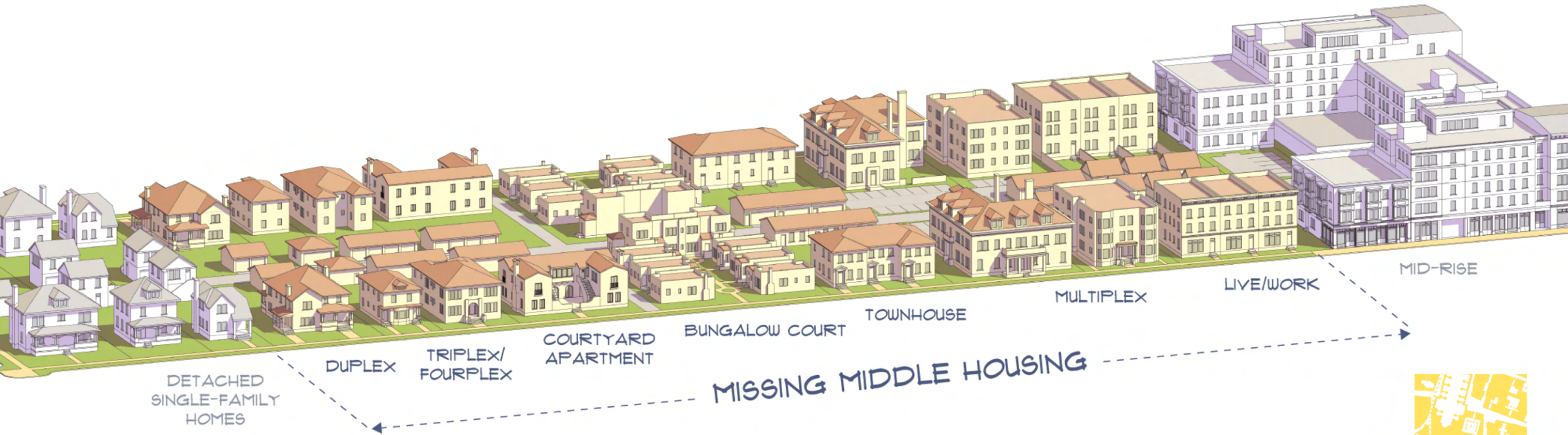
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OPTICOS

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

One approach

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
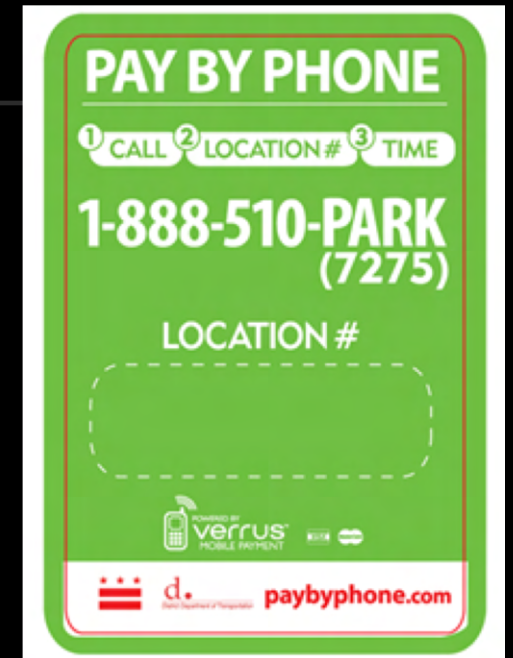
Photos: Lady Demeter, Keith Kamisugi

Commercial Blocks

Residential Blocks

MISSING MIDDLE HOUSING

DETACHED SINGLE-FAMILY HOMES · DUPLEX · TRIPLEX/FOURPLEX · COURTYARD APARTMENT · BUNGALOW COURT · TOWNHOUSE · MULTIPLEX · LIVE/WORK · MID-RISE

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OPTICOS

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1. Charge the right prices for curb parking

1. Return the parking revenue to the blocks where it is generated, to pay for public services

1. Remove minimum parking regulations

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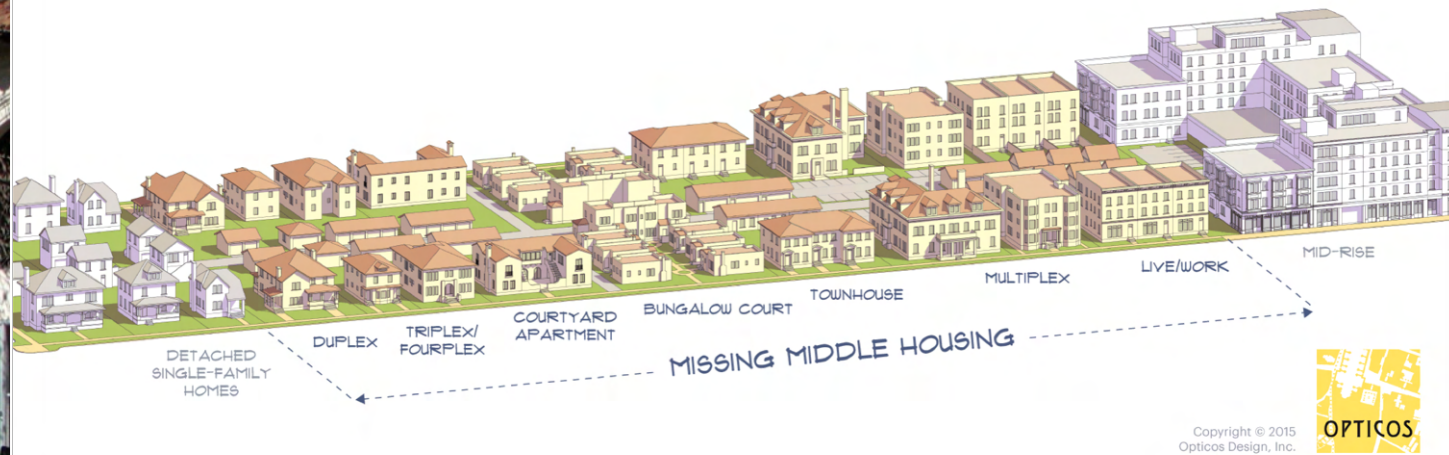
1. Charge the right prices for curb parking

   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

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Greenbelt Alliance

Justin Wang

Parking Policy, Transportation Demand Management, and You

SVBC Biketivist Forum
March 16, 2022

@GBELTALLIANCE   WWW.GREENBELT.ORG

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GREENBELT ALLIANCE

Greenbelt Alliance's mission is to educate, advocate, and collaborate to ensure the Bay Area's lands and communities are resilient to a changing climate.

GREENBELT ALLIANCE

1. Parking Policies and Their Impacts
2. Case Study: San Jose
3. Transportation Demand Management & Equity Considerations

Parking requirements decrease housing affordability

Parking is expensive to build

~$34,000-$75,000/parking space

Parking is a hidden cost that *appears* free

Accounts for up to ~17% of monthly rent

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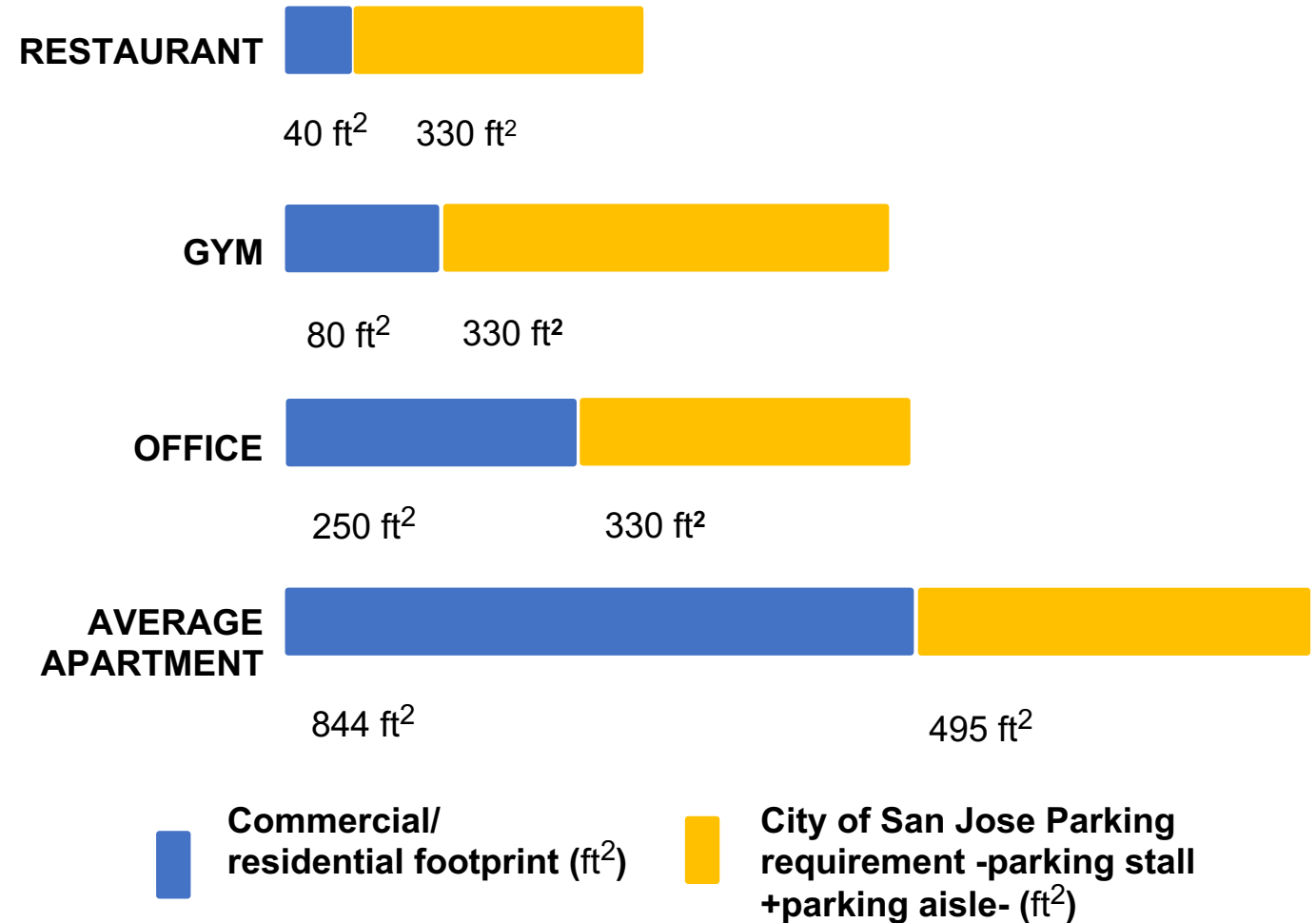
Parking requirements decrease housing affordability

1 in 10 renter households in San José do not own a car[7]
That's about 12,600 households!

On average they pay
$1,700/yr
for parking they don't use[8]

What are minimum parking requirements?

- In the U.S., there are 800 parking spaces for every 1 car.

- Zoning code mandates that developers build a **minimum amount** of **off-street parking spaces** for new buildings

- Often results in dedicating **more space to parking than the building use itself**

RESTAURANT
40 ft^2 330 ft^2

GYM
80 ft^2 330 ft^2

OFFICE
250 ft^2 330 ft^2

AVERAGE APARTMENT
844 ft^2 495 ft^2

■ **Commercial/ residential footprint (ft^2)**

■ **City of San Jose Parking requirement -parking stall +parking aisle- (ft^2)**

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Cities have more parking than they use

FIGURE 6.2 Parking Utilization Rates for Surveyed Sites Compared to Local Zoning Requirements
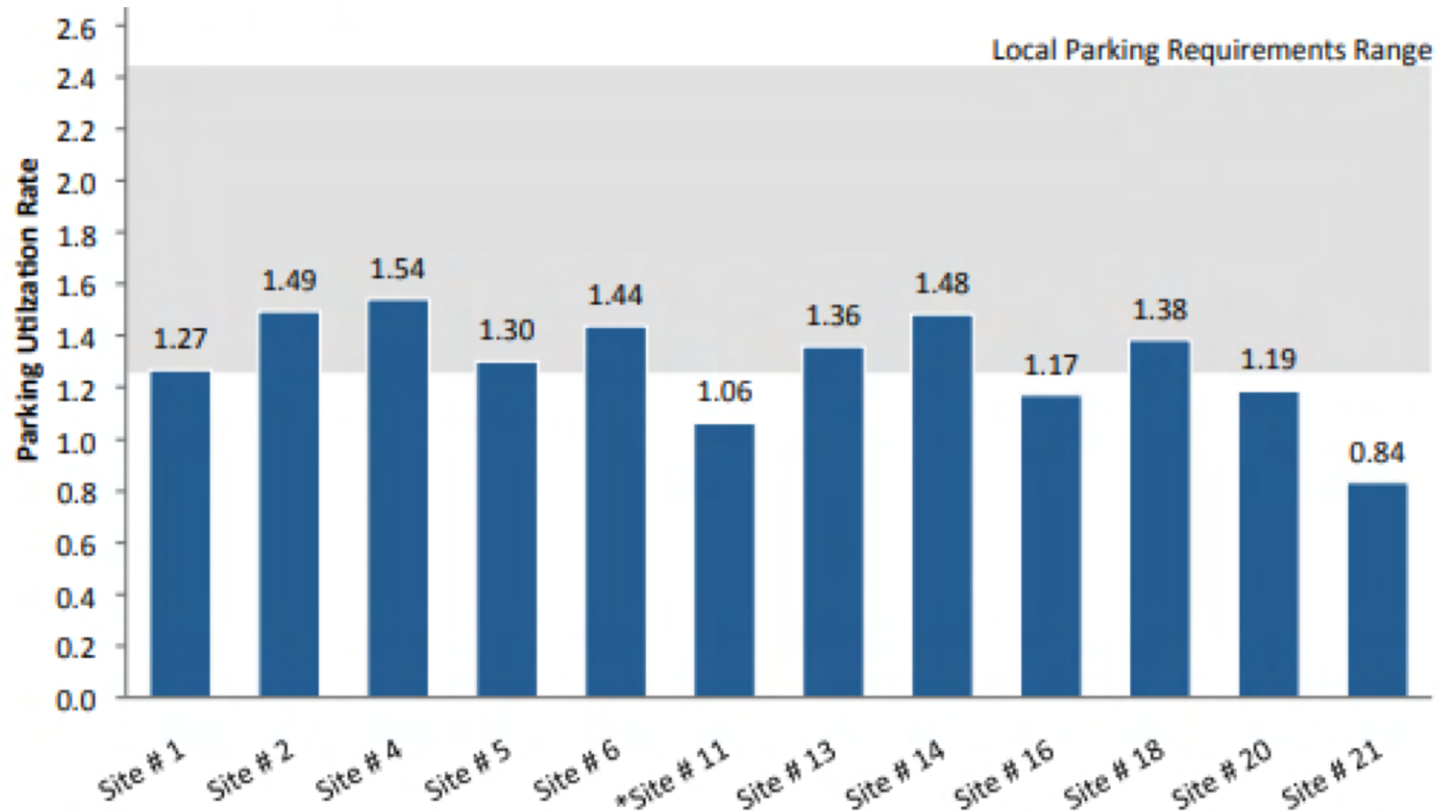
A Parking Utilization Survey of TOD Residential Properties in Santa Clara County, SJSA/VTA Collaborative Research Project Technical Report (Nov 2010)

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Parking requirements improve GHG outcomes

2015 Greenhouse Gas Emissions from Primary Sources by County
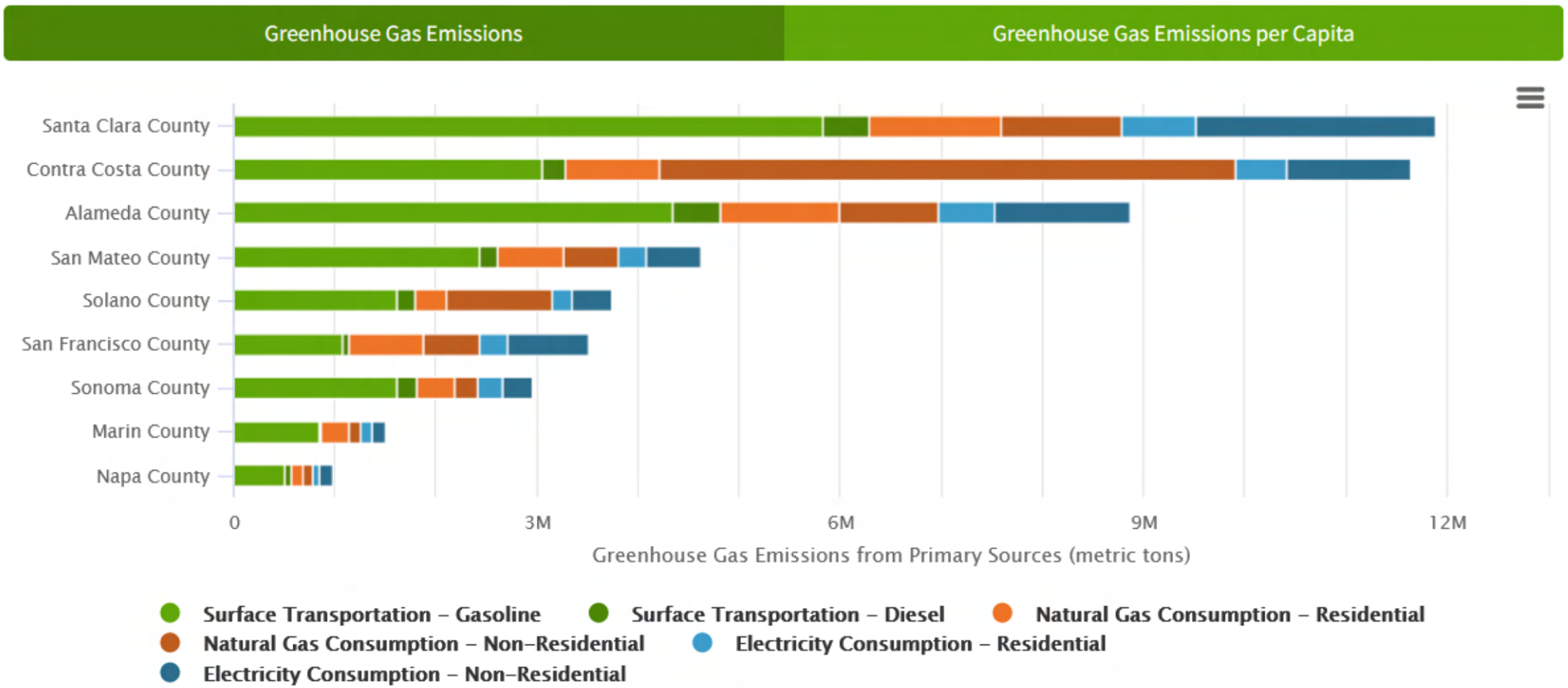
Parking requirements improve GHG outcomes

Greenhouse Gas Emissions from Primary Sources — Bay Area
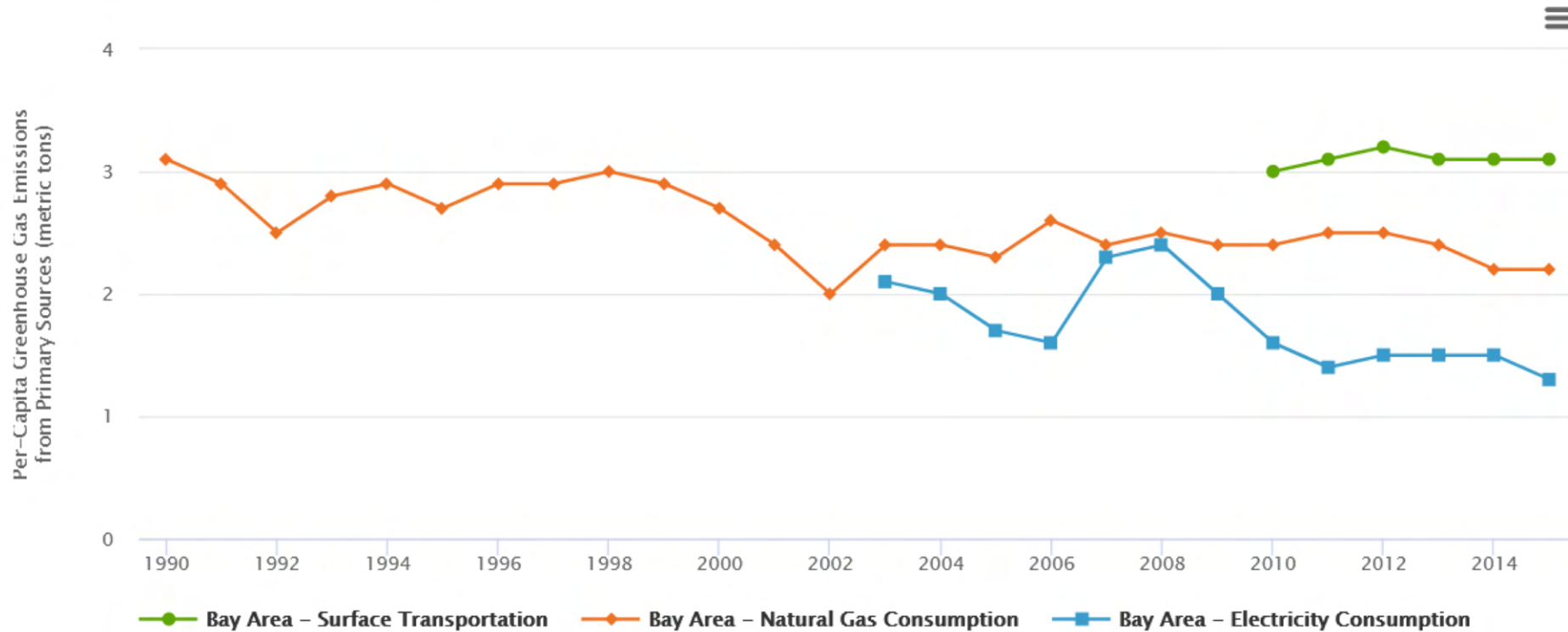
By eliminating parking minimums and requiring TDM, **we can make San Jose more affordable, improve neighborhoods by creating amenities for families, and improve quality of life for everyone.**
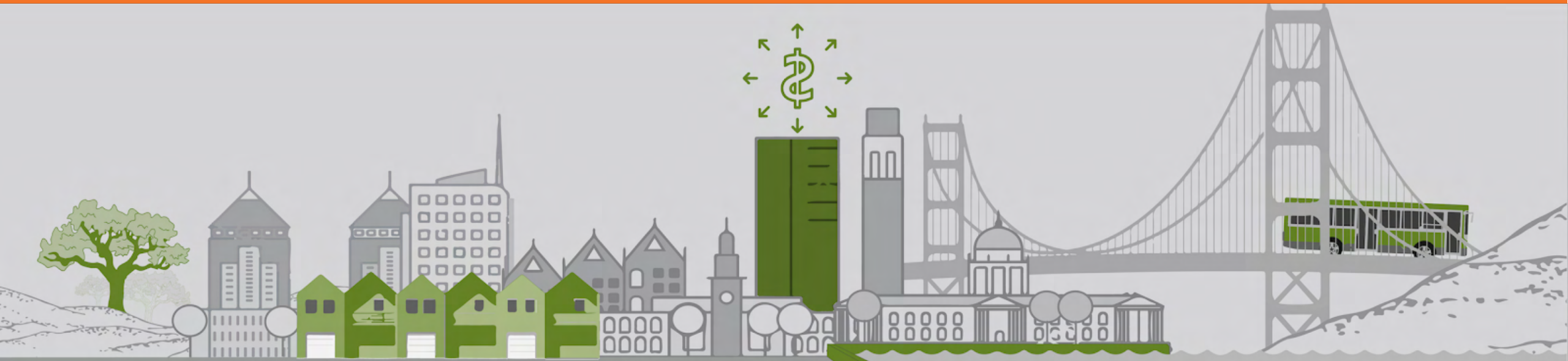
City of San Jose General Plan

- Envision SJ 2040!
- 2020 review underway
- Provide greater flexibility for commercial activity
- New affordable housing supply in key growth areas eg. Urban Villages

Climate Smart Action Plan

- Adopted in 2018
- Climate Emergency declared in 2019
- Transportation generates 63% of emissions
- Goals to reduce air pollution, save water, and improve quality of life

American Cities Climate Challenge

- 25 Cities aim to reach Paris Climate Agreement Goals
- Reduce building energy use
- Increase renewable energy
- Reduce vehicle travel
- Electrify vehicles

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Aim of Policy Changes

- Ensure the right amount of parking is constructed

- Encourage investment in a more balanced transportation system through transportation demand management (TDM)

Scope of Policy Changes

- **Eliminate minimum parking requirements** in new development

- **Establish transportation demand management requirements** in new development

Highlights from recent MTI study:

Inventorying San Francisco Bay Area Parking Spaces: Technical Report Describing Objectives, Methods, and Results
Chester, Helmrich, and Li

1. The nine-county Bay Area has 15 million parking spaces, enough parking to wrap around the planet 2.3 times.
2. Twenty percent of the region's unincorporated land is devoted to driving and storing cars.
3. There are approximately 2.4 spaces for every car and approximately 1.9 parking spaces for every person in the Bay Area.
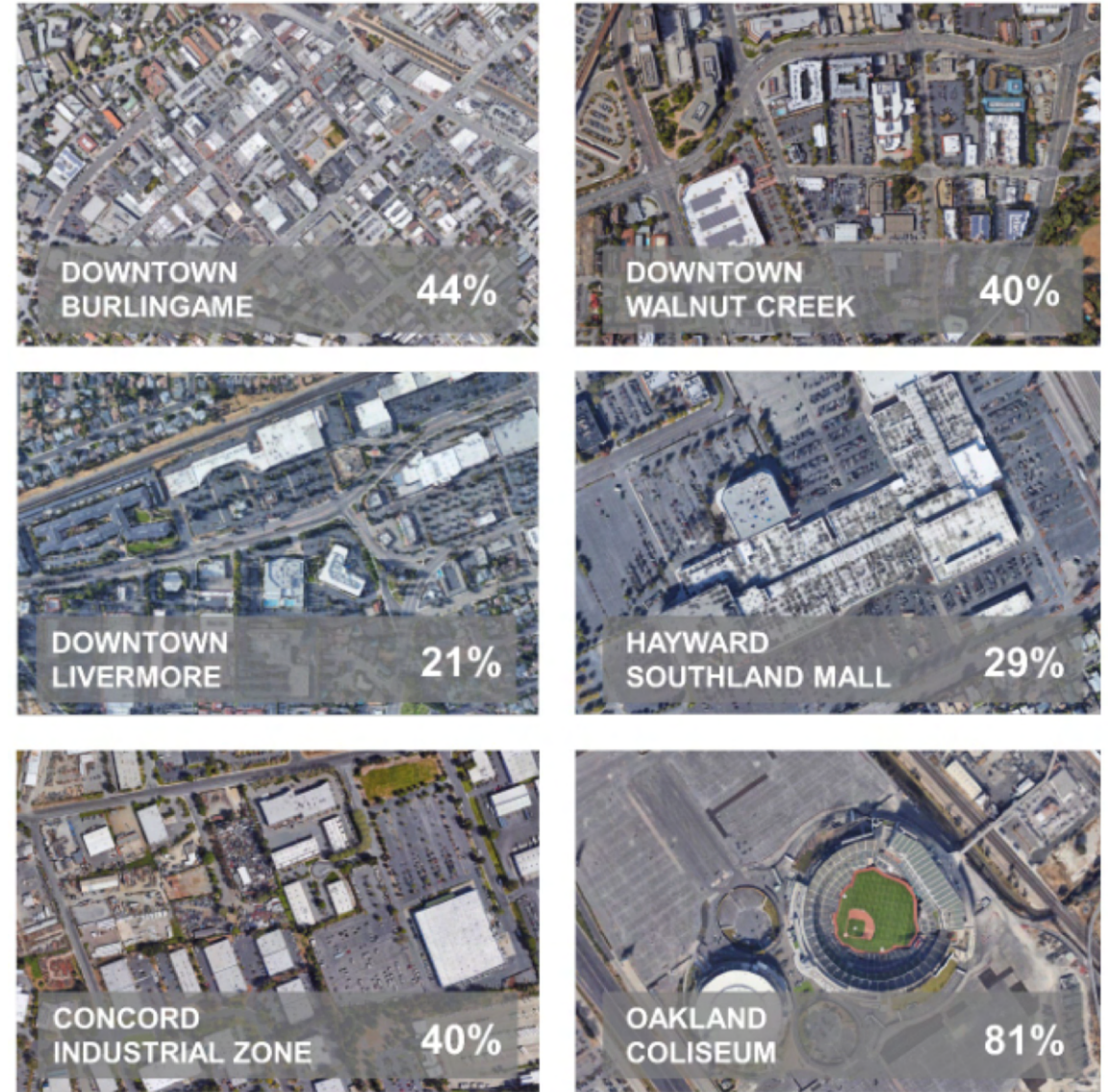
Figure 5.   Urban Form Types with Large Shares of Land Devoted to Parking.
Occasionally, parking has a significant impact on land use. These six examples display some of the variation in parking implementation in the Bay Area.

Seattle: Key Takeaways (Gabbe et. al 2020)

The amount of parking produced has decreased

0.68 - spaces per unit in average building

0.57 spaces per unit in areas with reduced or no parking requirement

40% the amount of parking that was reduced in urban centers and transit oriented locations as a result of the policy

19.5% of developments built no parking (2020 Study)

17,886   X   **$30,000** = **$537 million**

Fewer parking   Cost to build   Savings
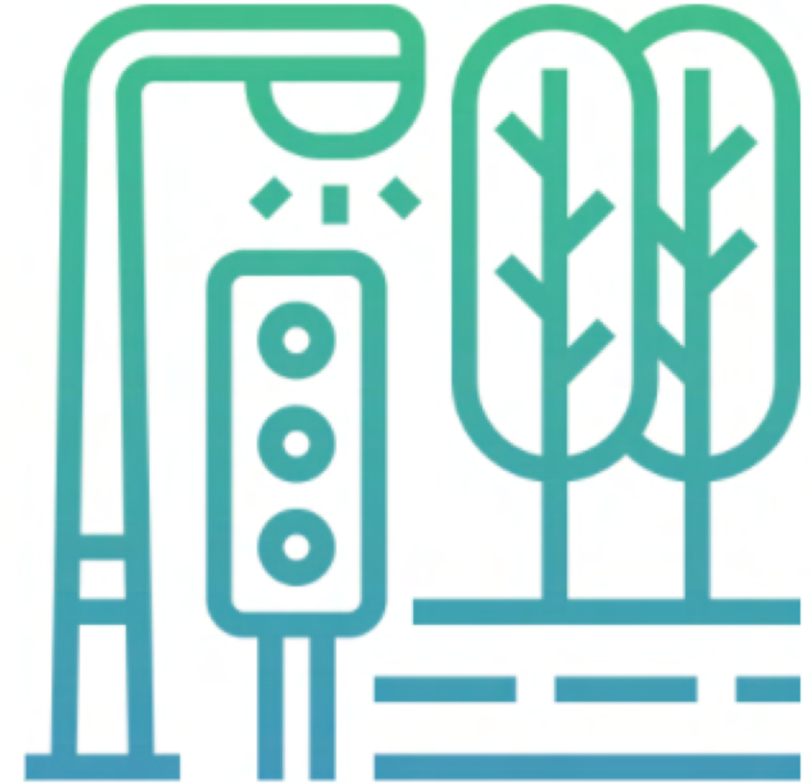
2016 - **Washington, DC**
➜ demand-based curb-parking pricing
program

2017 - **Buffalo, NY**
➜ eliminated parking minimums citywide

2018 - **San Francisco, CA**
➜ eliminated parking minimums

2019 - **San Diego, CA**
➜ eliminated parking minimums near transit

2021 - **Berkeley**
➜ unbundled parking costs from monthly rent

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What is transportation demand management (TDM)?

Today

Long term
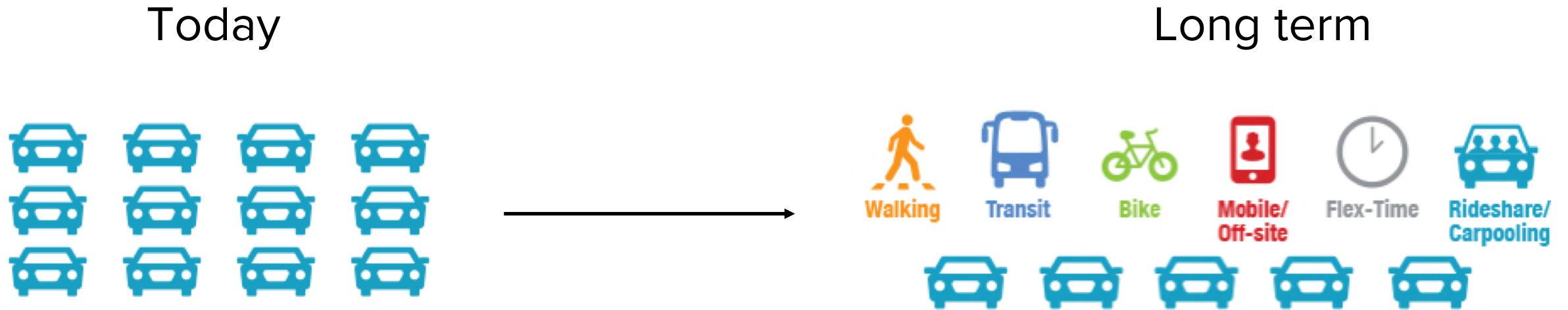
Bottom line: provide mobility choice in new development

Examples of transportation demand management (TDM)

Priority
Showers
Access
Walking Daycare
On-Site
Bus Shared Maintenance
Changing Outreach Unbundled
Vehicles Retail Subsidy Food
Shuttle/Connector Neighborhood Lockers
Healthy
Priced Transit
Improved Conditions Bicycle
Pass Valet Service
Public Education
Marketing Membership Services
Station Car-Share
Electric
Bike Facilities Streets

Examples of transportation demand management (TDM)

- Unbundled Parking
- Shared parking
- Priced Parking
- Bicycle Parking
- Complete Streets -Bike Priority Improvements
- Complete Streets- Improved Walking Conditions
- Access to Public Transit
- Transit Improvements
- Complete Streets with Transit Priority Improvements
- Education, Marketing, and Outreach
- Transit Pass Subsidy
- On-Site Daycare
- Healthy Food Retail
- Bike Valet
- Bike Station
- Bike Maintenance Services
- Showers, Changing Facilities, and Lockers
- Shuttle/Connector Bus Service
- Neighborhood Electric Vehicles
- Car-Share Membership

Concurrent Steps and Equity Considerations

Supportive policies to removing parking minimums
- Provision of transit passes
- Managing off street parking
- Meeting lower parking requirements through shared parking
- Allowing developer to rent units in a public garage
- Parking in lieu fees
- Charging market price and directing funds to the community

Limiting geographic scope of any proposed reform
- **Considering pilot areas**
  - Seattle piloted policy in downtown
  - Expanded to transit centers and urban areas
  - Key areas where it would matter with minimal impact to communities of concern to create buy-in
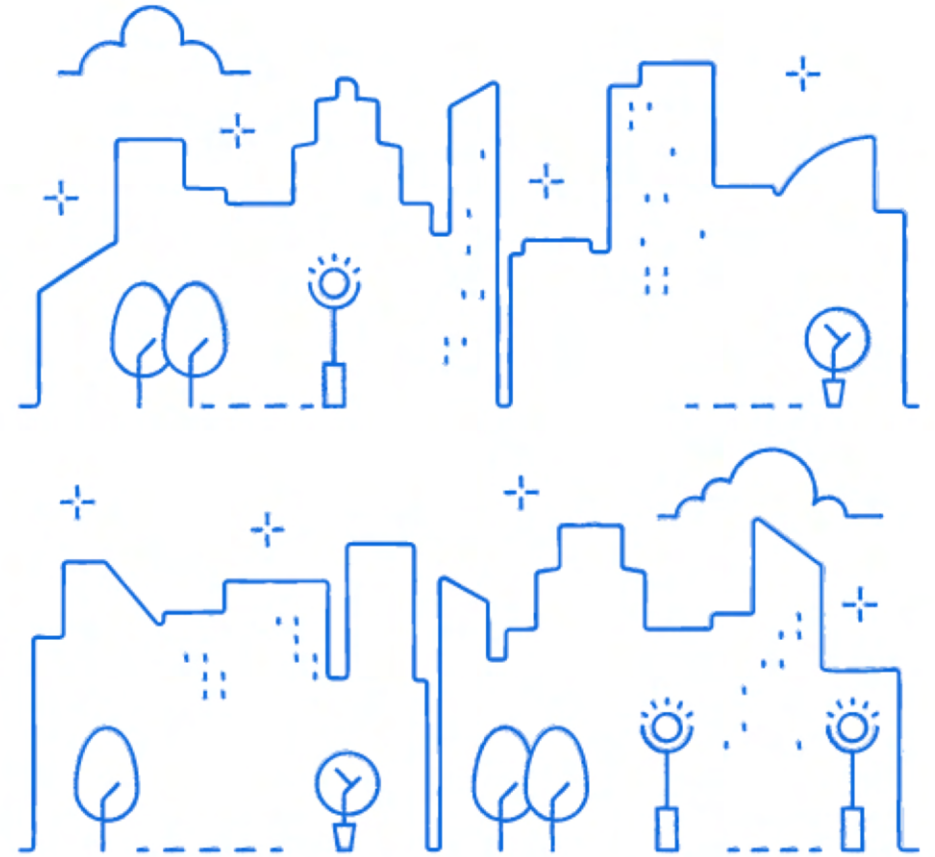
Establishing an equity process

Develop a baseline to understand where we are starting from. What does the data tell us?
- Analyze prior community surveys/engagement streams to identify community priorities
- Analyze existing datasets
- Talk with local stakeholders about issues specifically related to parking impact and mobility priorities

Work with partners, community and city staff to **define measurable metrics** to ensure we are making progress towards equitable mobility choice

Establish a process in which the community feels their concerns are being addressed. In particular, how do we improve on standard public meetings to more interactive workshops and/or sustained conversations with the community?

Identify key partners in this work. In other words, what stakeholders (e.g. housing department or transit agencies) need to be involved as the group identifies concurrent policies that should be pursued based on feedback from community?

How Have We Engaged So Far?

- Developer Roundtable with the Urban Land Institute
- City Council Study Session
- Series of online webinars
- Partnership with Veggielution
  - Gathering feedback in person at their farmstand
- Partnership with LUNA
  - Gathered feedback at four Posadas in D3,5,7
  - Discussions with 8 Promotoras who predominantly live in aforementioned districts

Parking and TDM Report from Latinos United For a New America

Recommendations:

- **Provide Transit Subsidy**
  - Reliance on public transit, specifically the bus
  - Many struggle to live comfortably in San Jose due to high rent and living costs.
- **Subsidize public transit service upgrade, operations, and maintenance**
  - Increasing bus frequency and better connectivity through the City
  - Maintaining transit stops and public transportation
  - Having benches, shelters, good lighting, and trash cans at bus stops
- **Provide Vanpool Subsidy**
  - A shuttle service that connects neighborhoods with bus lines

- **Provide a Ride-share Program**
  - Enthusiastic support for the idea of having access to a ride-matching service or platform to match the them with residents/employees interested in carpooling or vanpooling who have similar commute patterns
  - Crucial to have service available in Spanish and keeping it affordable
- **Provide Bike and Micromobility Network Improvements**
  - Traffic calming measures to mitigate speeding
  - Better street lighting to improve visibility for bikers and pedestrians
  - Landscaping: More greenery, particularly trees to provide shade for bikers and pedestrians
  - More low-stress bike lanes to increase sense of safety while biking. Concern around bike safety!

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Parking and TDM Report from Latinos United For a New America

Concerns:

- **Price Parking**
  - Concern around cost and affordability if priced parking is implemented
- **Telecommuting and Alternative Work Schedule Options**
  - Many expressed this was not an effective TDM strategy for them since most did not work jobs that allow telecommuting
  - However, did recognize that this strategy could reduce traffic for residents at large

- **Displacement**
  - Many community members that LUNA serves:
    - Are on the brink of being displaced or have been displaced
    - Have been unhoused
    - Constantly fear being displaced due to high rent and rent increases
- **Unease around words and development that correlates with gentrification**
  - There is fear and mistrust that the city, when implementing policies like TDM, will favor developers over the existing community
  - Displacement has and continues to happen, and it is key to address the concern that new development means gentrification and rent increases

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Equity outcomes
Developing a framework for evaluating equity impacts

Does the policy update...

- Allow residents in communities surrounding new development to inform what kind of TDM program a developer invests in- especially in vulnerable populations?

- Ensure all residents benefit from increased mobility investments/TDM- especially in vulnerable populations?

- Minimize on-street parking impact in urbanizing areas of San Jose- especially in vulnerable populations?

- Increase affordability- especially in vulnerable populations?

- Increase accessibility- especially in vulnerable populations?

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Eliminating parking minimums and **requiring TDM** can help San Jose achieve its quality of life and sustainability goals

House people not cars
Prioritize affordability and flexibility for developers

Right-size parking
Ensure valuable space is not wasted with excess parking

Enhance quality of life
Increase affordability and walkability

Trade parking requirements for more mobility choices
Make sustainable travel behavior more safe, convenient and attractive

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Thank you!

Announcements

Introducing our two brand new Advocacy team members
- Daniela Castaneda
- Anthony Montes

Summit: Call for Proposals

Upcoming Events

- March 19th – Sunnyvale Crow Ride
- March 20th – San Mateo Community Ride
- March 24th – Bike Ambassador Training
- March 25th – Sunnyvale Boba Ride
- April 2nd – Ride to Clean Up Cottonwood
- April 2nd – Eastside Connect

All events are announced through our e-bulletin!

SVBC needs members like you. Join today!

www.bikesiliconvalley.org/donate