

Parking policy – the San Francisco experience

Presentation to ~~ITE Committee~~ Transportation Conference Queenstown
23 March 2018

ViaStrada Ltd

Axel Wilke



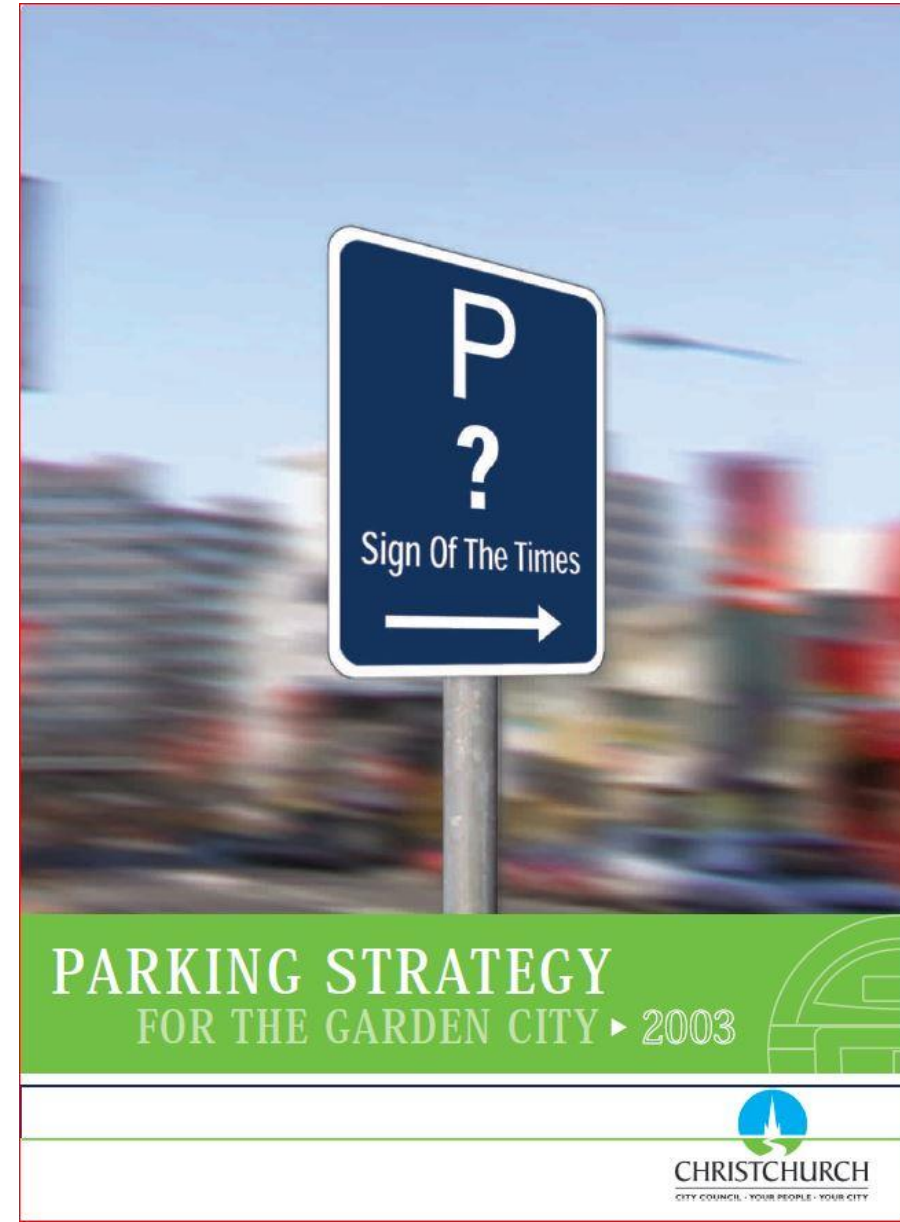
Background

- Christchurch City undertakes sound transport planning
 - Christchurch Transport Strategic Plan (CTSP) 2012
 - Replaced a number of earlier strategies (cycling, pedestrian, road safety, parking)



Chch parking strategies

- Both CTSP and 2003 strategy say all the right things
- Problems are
 - Words are not backed by policy tools (e.g. Wgtn-style residents parking)
 - Same issues are fought over on a project-by-project basis



Timothy Papandreou (SFMTA)

Timothy Papandreou (SF chief transport planner) had this to say in Adelaide at the 2014 Velo-city conference

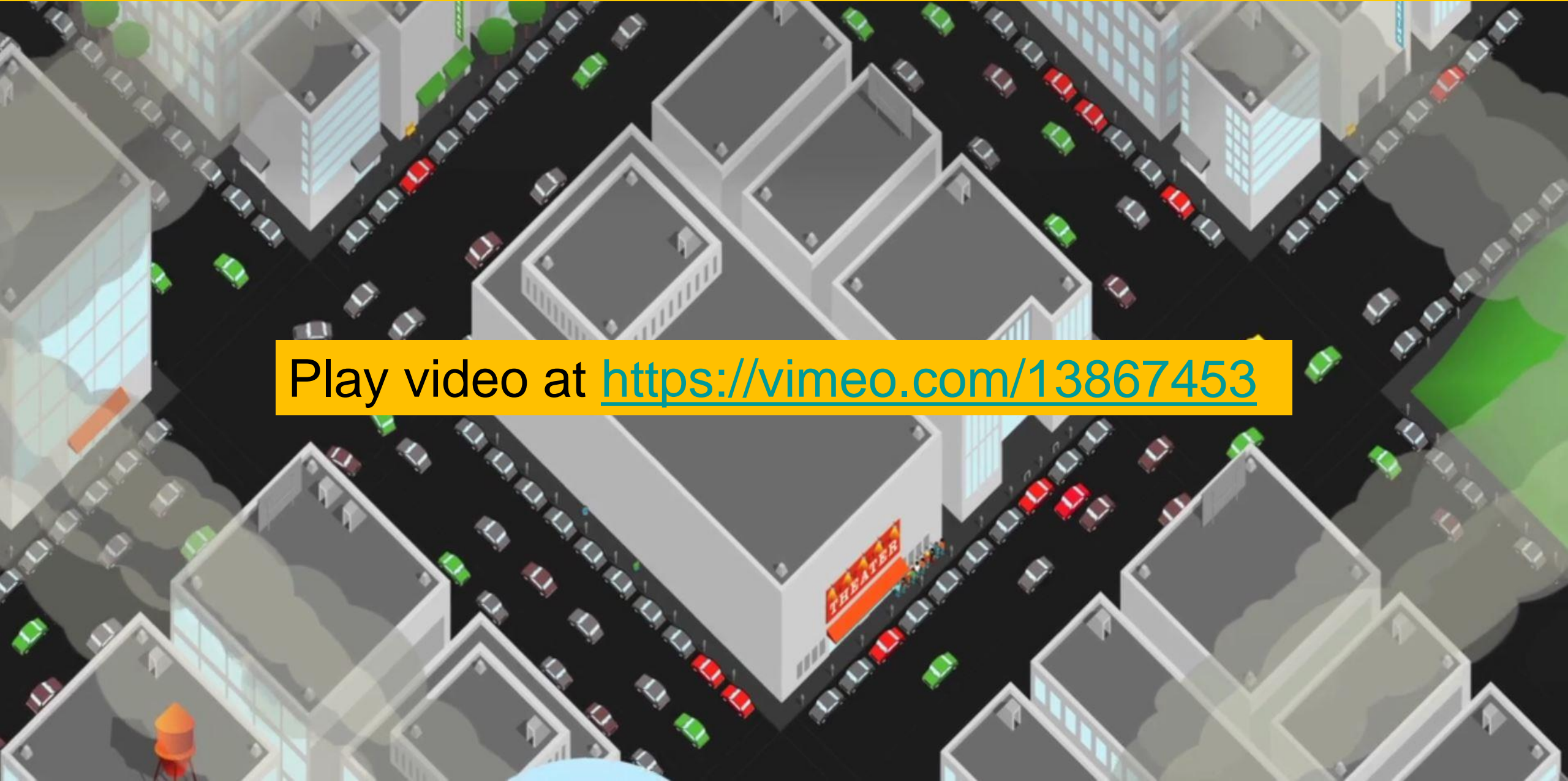
“If you don’t have a strong planning policy for parking, you might as well forget about your other transport planning, too.”

- John Lieswyn and I went to San Francisco in 2015 to meet with Tim and his team



Video

Play video at <https://vimeo.com/13867453>



Major elements of SFpark

- Demand-responsive pricing to create parking availability
 - Different prices at different times
- Abolish time limits at parking meters
 - To make parking more convenient
 - Time limits are a vague tool to achieve turnover
 - Some 4h time limits remained
- Pricing is transparent
 - If you are price-sensitive, could park further away
 - If price is less of an issue, can park close

“Making it easy to find a parking space.”

How does it work?

- Main principle is to aim for 60% to 80% parking occupancy
 - Above 80%, finding a park becomes uncertain
 - Below 60%, there is underutilisation
- Both on-street and off-street are included
 - Needs to be one integrated system
- San Francisco trialled at 25% of their parking meters
 - And at 15 of their 20 parking buildings
- Also event parking – different prices when events centre is used

Benefits – 1

- Convenient parking – easy to find a park
- Fewer parking tickets – easier to pay & time limits removed
- Improved economic vitality – access improved
- Public transport is faster and more reliable – double-parking and congestion are reduced

Benefits – 2

- Reduced traffic
 - Fewer crashes, as drivers no longer circulate to find a car park
 - Less distraction, leading to fewer car collisions with people on bikes and on foot
 - Improved air quality and reduced greenhouse gas emissions
- May encourage mode shift
 - People may make more deliberate travel decisions based on cost
 - Comparing cost options and mode choices are closely related

Revenue gathering?

- Commonly voiced concern before they started
- The planners didn't know the answer beforehand
- It turned out that on average, costs for parking decreased slightly
 - However, where parking was popular, prices went up
 - Where parking demand is lowest, price is 25c/hr
- Meters did not operate on Sundays before the trial, and parking was hard to get in popular areas
 - Public supported extending metered hours in the evening and to include Sundays

Implementation

- SF: Understanding parking supply was surprisingly difficult
- Parking occupancy an important input – some meters provided data
 - Opted to have sensors in each parking space
 - Get data from meter only when somebody pays



Enabling policy

- Decided on variable pricing
 - Prices vary depending on time of the day
 - That reflects that parking demand varies
- Decided that prices could only change within certain margins
 - Set at 50c/hr plus or minus
- Set minima and maxima
 - Min 25c/hr on-street or \$1/hr off-street
 - Max \$7/hr for normal and \$18/hr for event parking
- Decided that prices could be altered every few weeks

“These concepts work only when staff have delegated authority to manage parking.”

Rate periods

- Rates change during the day, depending on area
- Different areas have different regimes
- Weekend parking patterns are entirely different
 - different rates thus apply

7 am	8 am	9 am	10 am	11 am	noon	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm	10 pm
		9am–Noon			Noon–3pm			3pm–6pm							

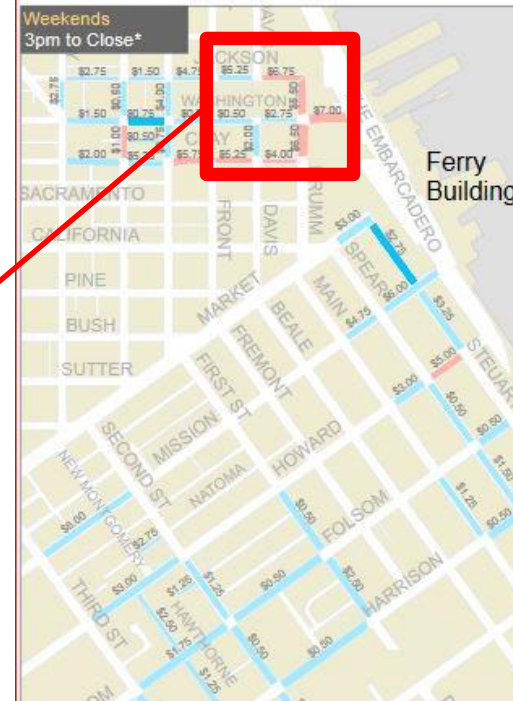
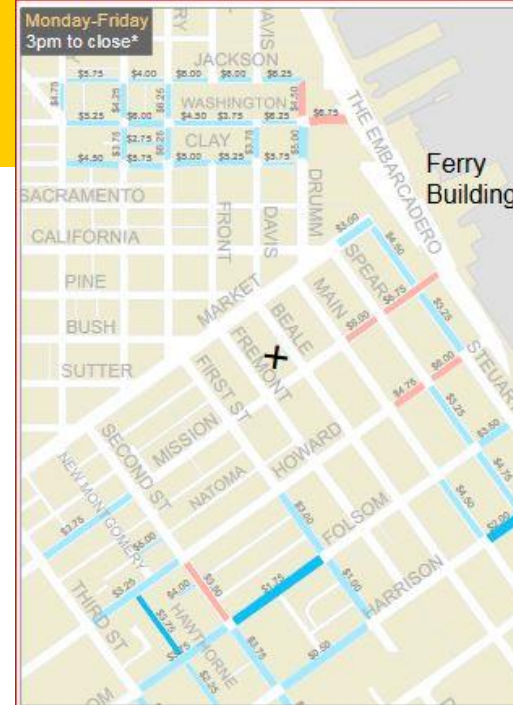
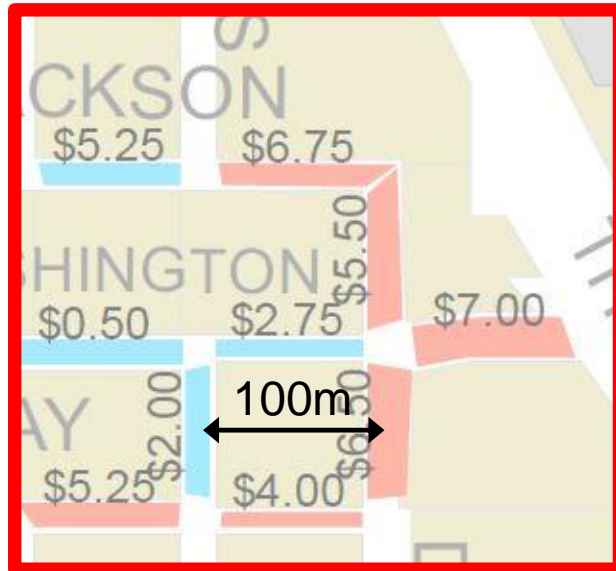
7 am	8 am	9 am	10 am	11 am	noon	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm	10 pm
7am–Noon					Noon–3pm			3pm–6pm							

7 am	8 am	9 am	10 am	11 am	noon	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm	10 pm
7am–Noon					Noon–3pm			3pm–7pm							

7 am	8 am	9 am	10 am	11 am	noon	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm	10 pm
7am–Noon					Noon–3pm			3pm–7pm			7pm–11pm				

Adjusting meter rates

- First demand-responsive rates set in July 2011
- 20 changes since
 - Shortest period 40 days between changes
 - Longest period 329 days



Downtown Pilot Area

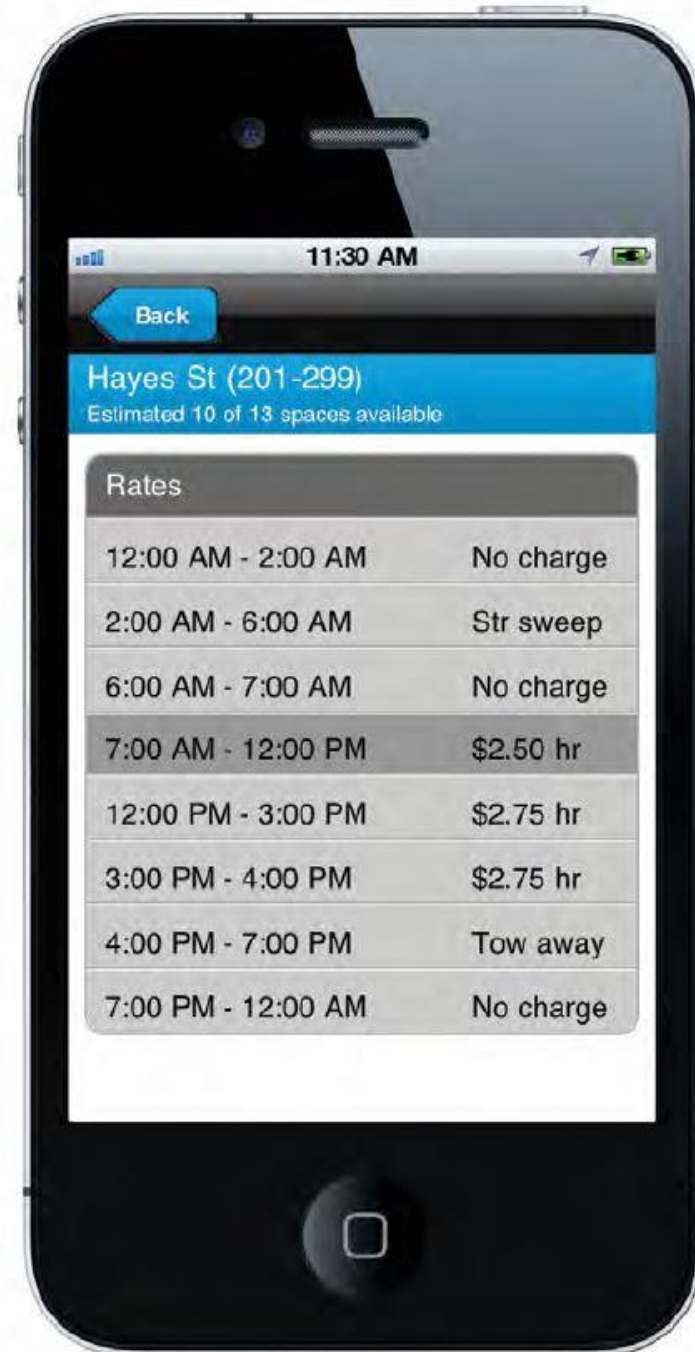
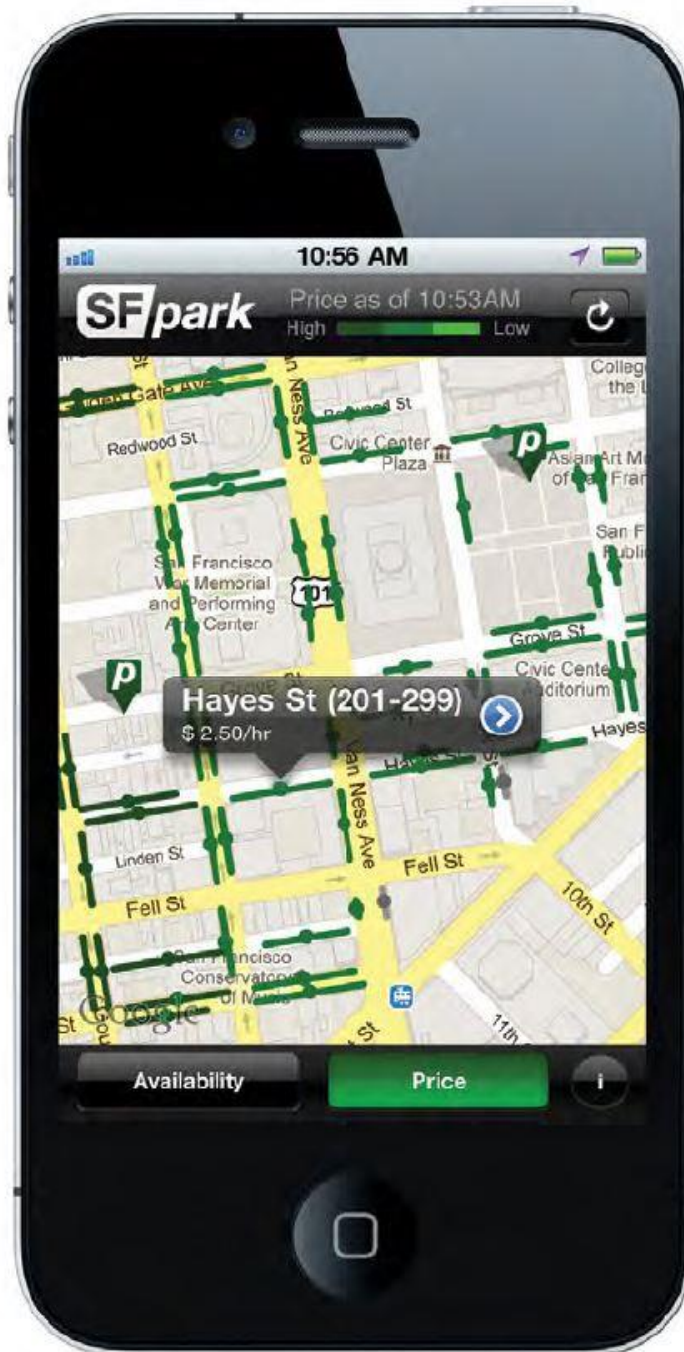
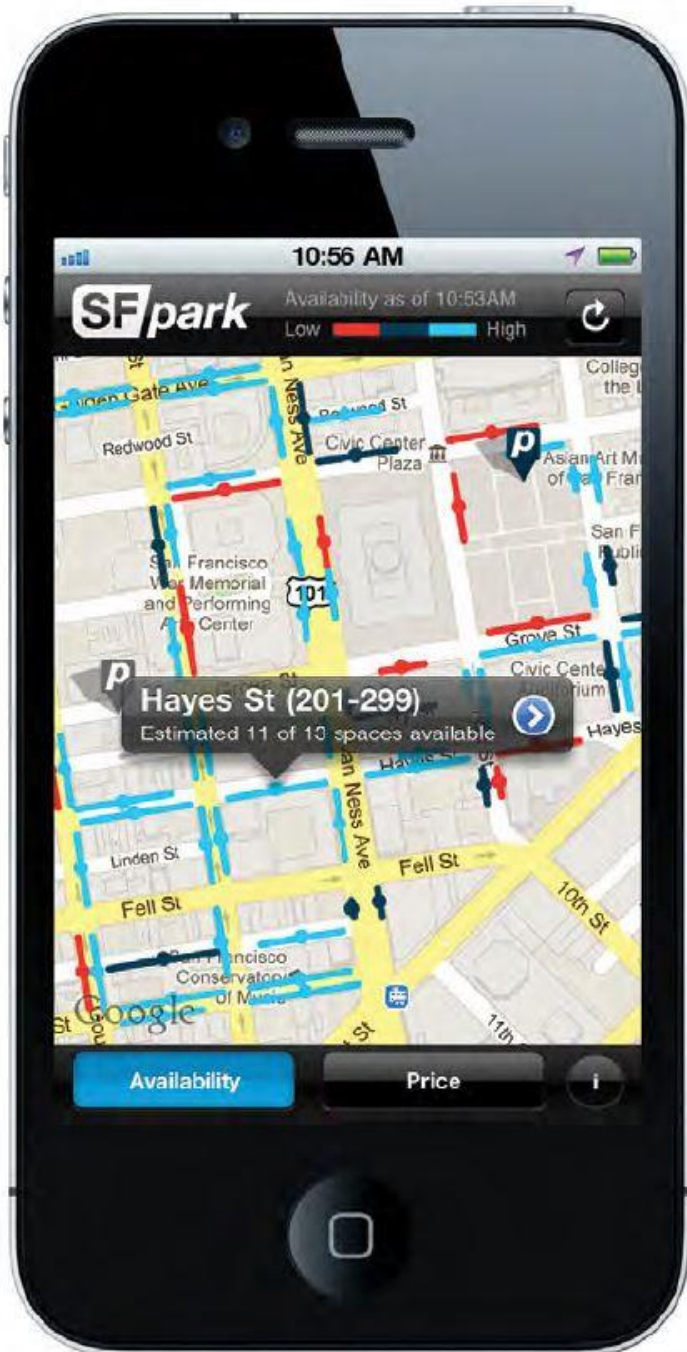
Meter Rate Changes June 2017

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



In this pilot area, on-street, non-commercial meters operate Monday through Saturday from 7am to 6pm or from 9am to 6pm.





Applicability for Christchurch

- Model suitable for adoption but consider the following
 - Cannot just be applied to CBD but must also apply to shopping centres (i.e. the streets surrounding the shopping centre)
 - Also other large traffic generators, e.g. University of Canterbury, Horncastle Arena, Sydenham industrial area
 - Needs different treatment for residents in residential streets (use Wellington model)
 - Needs to be backed up by enforcement during operating times

Details on following slides

CBD vs shopping centres

- Could not just implement in CBD, as could otherwise drive demand to suburban shopping centres
- Shopping centres instruct their staff to park off-site in residential streets
- Therefore, put ring around the CBD and shopping centres and have demand-sensitive charging

“Ultimately, demand-responsive pricing should apply where occupancy exceeds 80%.”

Residential

- Current method is to provide time-restricted parking to keep some kerbside parking free in residential streets
 - Very clumsy tool as the same time restrictions apply to residents
- Wellington sells resident parking permits and has coupons
 - Permits cost \$115/year
 - Combined with coupons, the system also works for visitors or tradespeople
 - Areas are set aside within 9 residential areas
- Auckland operates a similar scheme



Enforcement in the 3 large NZ cities



Christchurch enforcement

- Should extend enforcement so that operating hours of a parking scheme are covered
 - Also – after-hours footpath parking is common
 - Might want to consider 24/7 operation as per Wgtn & Akld



Other consideration

- Projects that involve changes in parking will become simpler
 - People perceive a “lack of parking provision”
 - Hence they fight for things not to get worse
 - Demand-responsive pricing ensures that there’s always parking

Further info

To discuss this further, please contact

Axel Wilke

ViaStrada

axel@viastrada.nz

(027) 2929 810