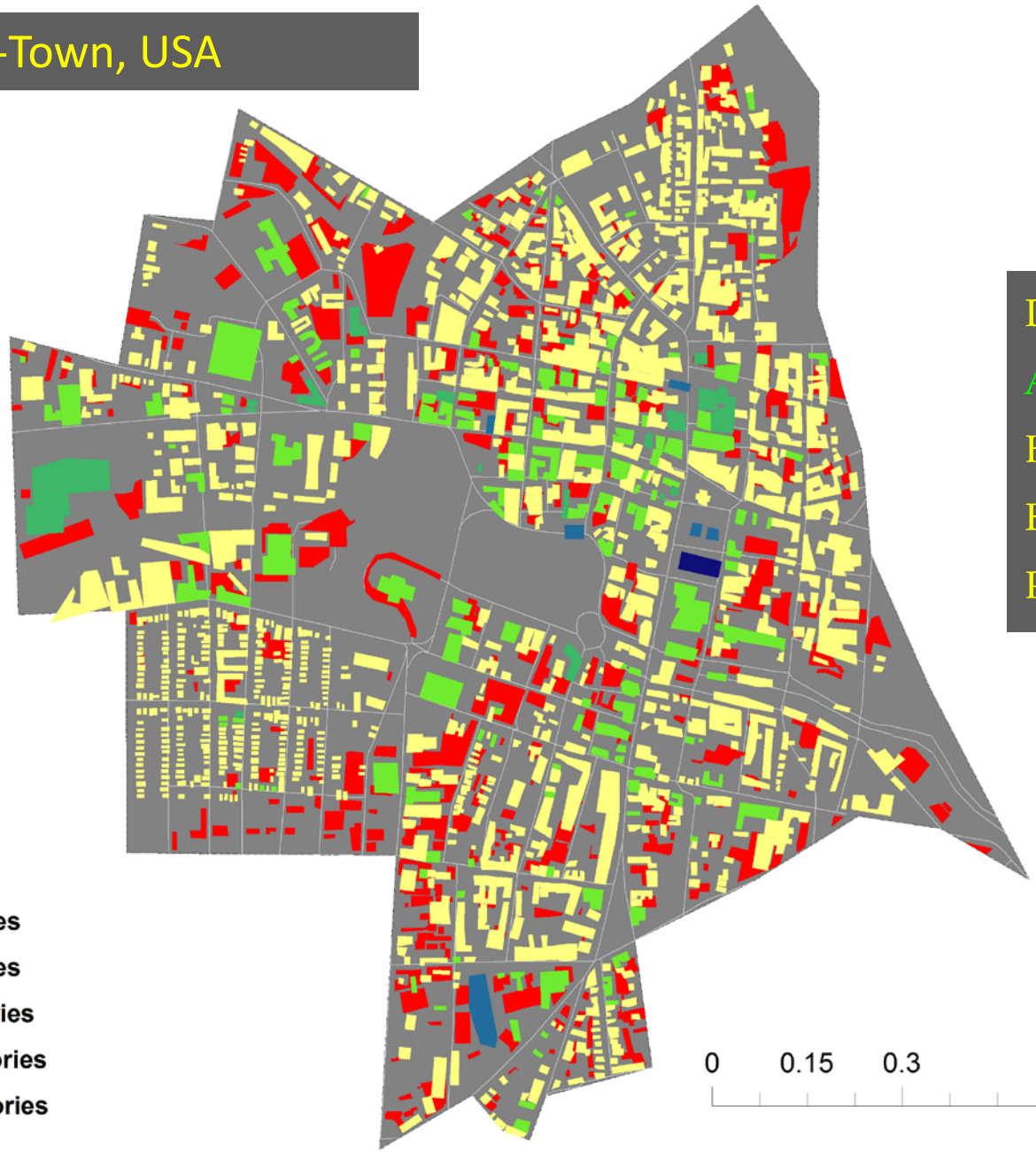
Valuing Parking *and* The Land on which it Stands

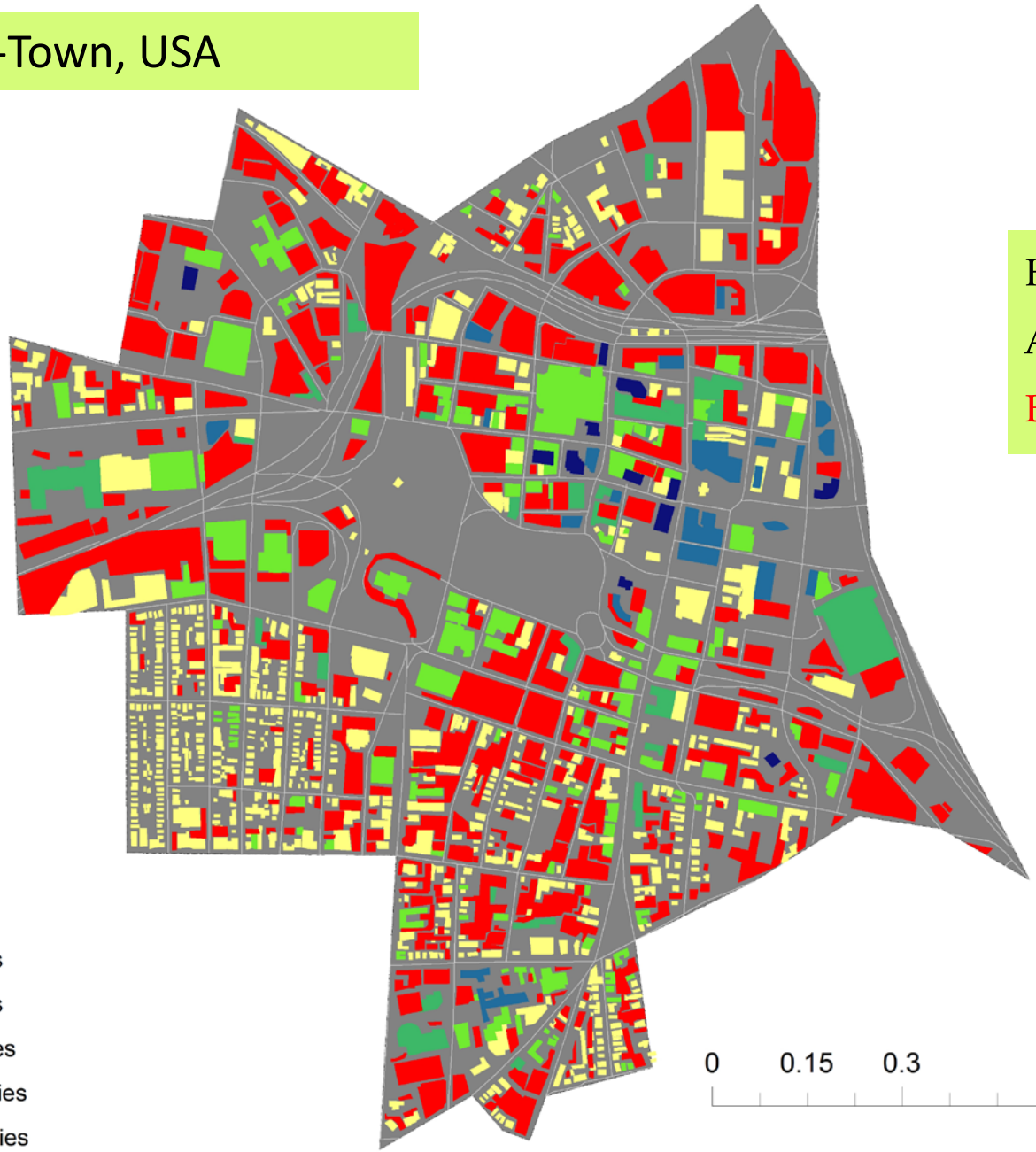
Norman W. Garrick

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

A-Town, USA


N
W
E
S
Does
A-Town
Have
Enough
Parking?
Legend
1 - 3 Stories
4 - 6 Stories
7 - 10 Stories
11 - 20 Stories
21 - 50 Stories
Parking
0
0.15
0.3
0.6 Miles

B-Town, USA



How About B-Town?

A-Town, USA

B-Town, USA

A-Town versus B-Town

How do they stack-up against each other?

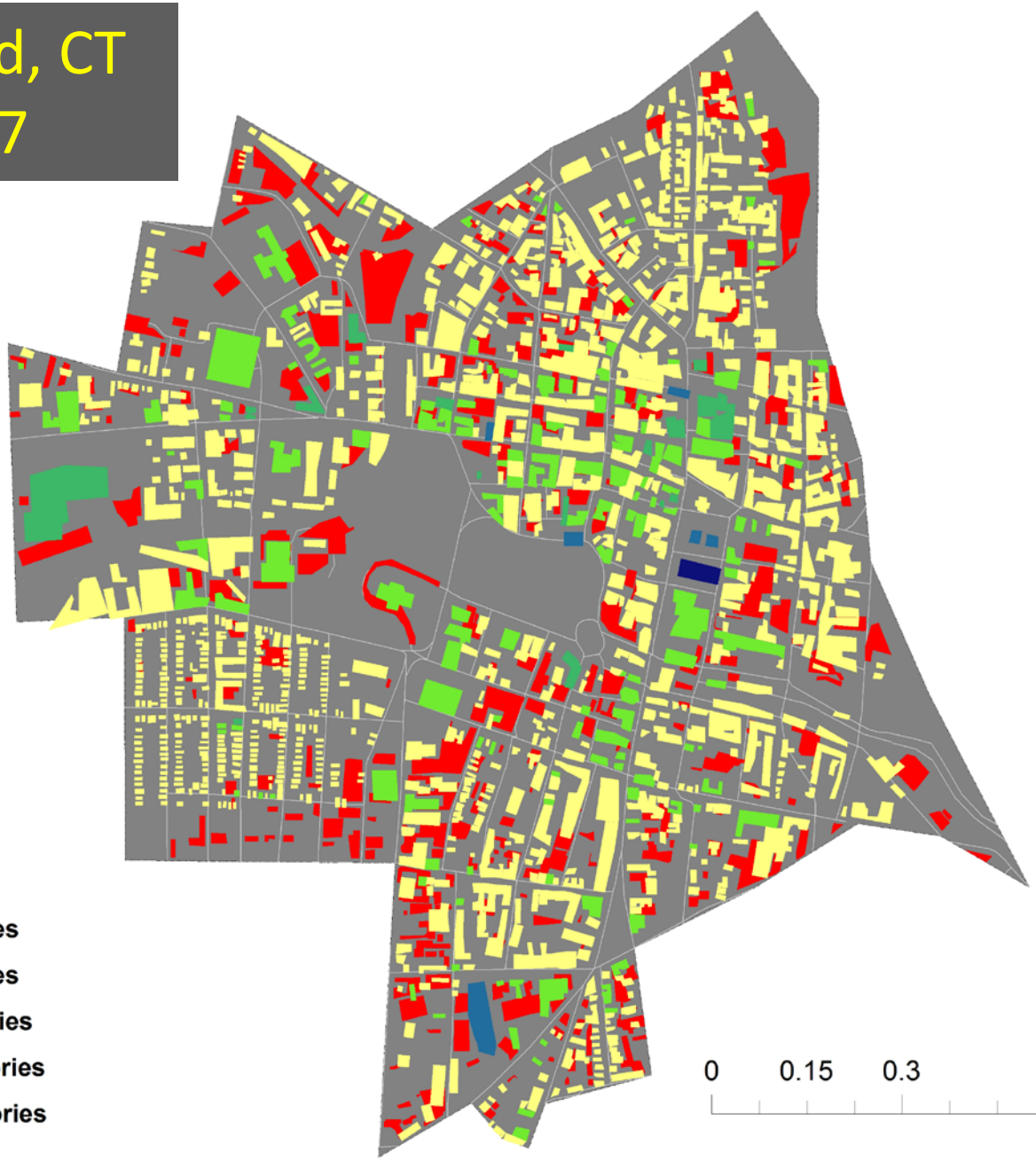
Environment? Social? Economy?

When is enough, enough?

What is the cost of too much?

A-town or B-town: accident or policy?

Hartford, CT 1957



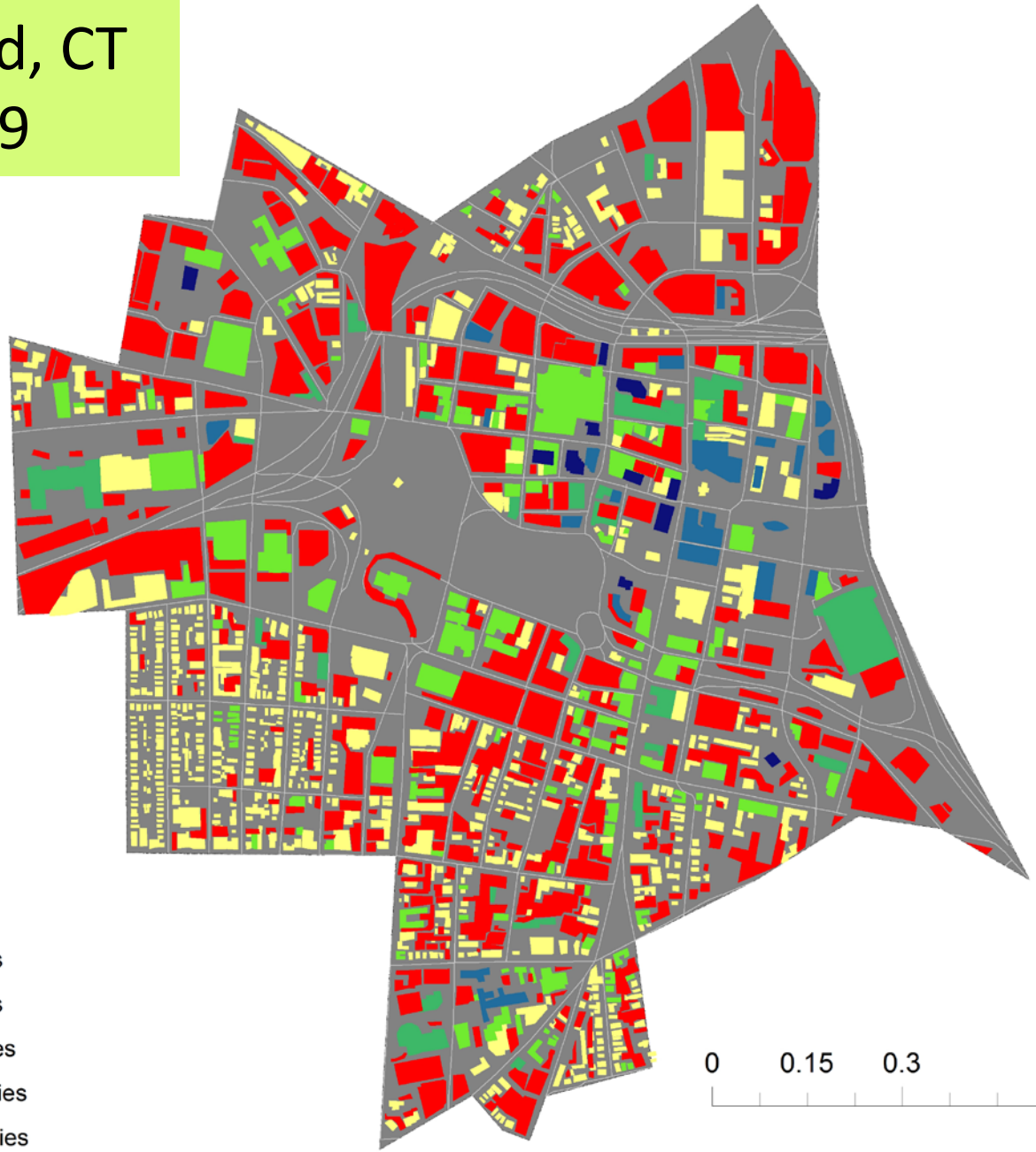
N
W
E
S

Legend

- 1 - 3 Stories
- 4 - 6 Stories
- 7 - 10 Stories
- 11 - 20 Stories
- 21 - 50 Stories
- Parking

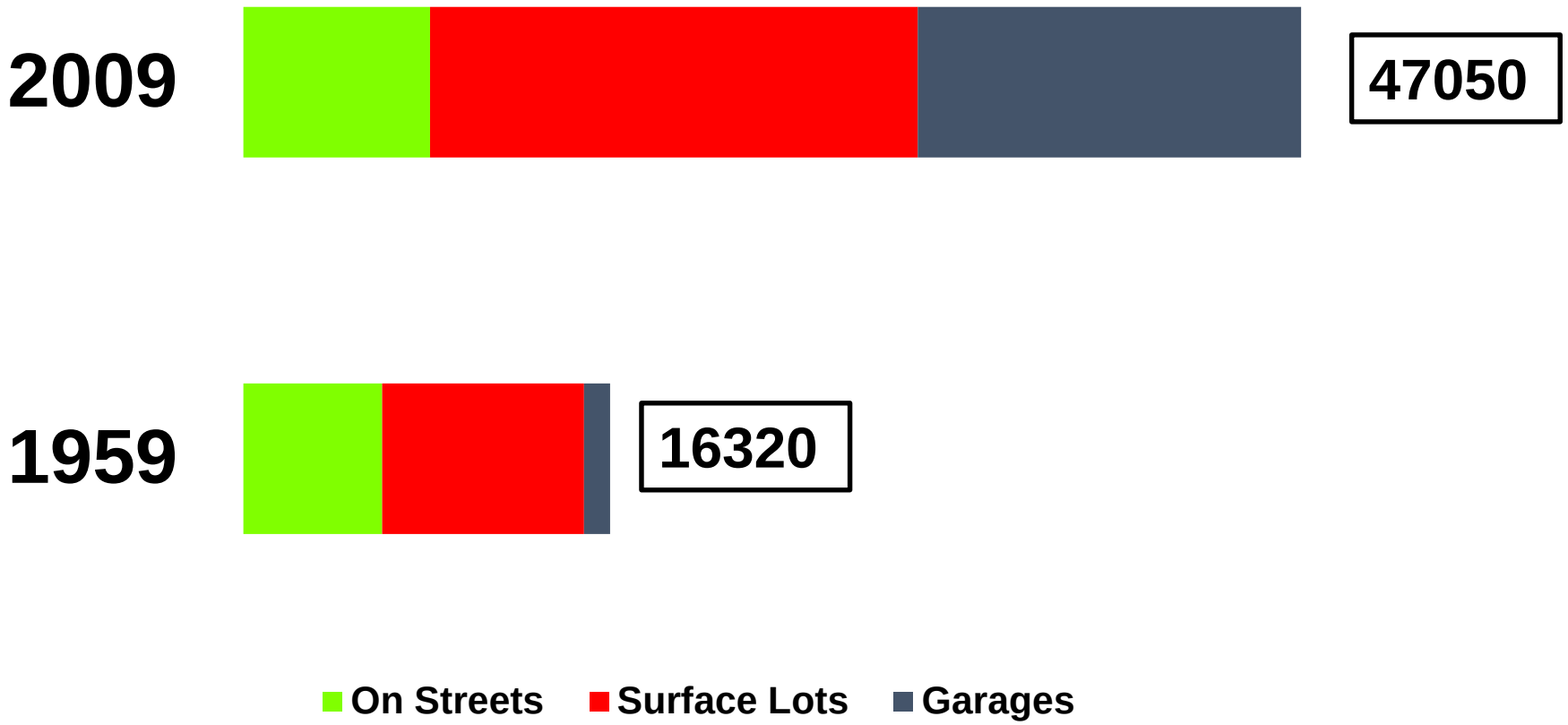
0 0.15 0.3 0.6 Miles

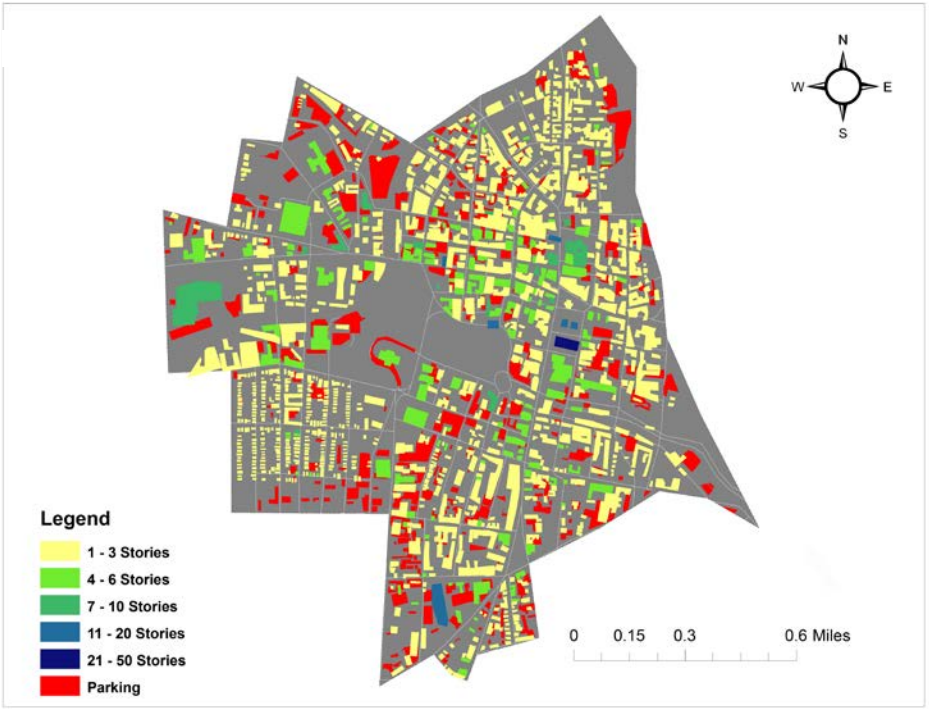
Hartford, CT 2009



Parking in Hartford

1950s versus 2000s





Hartford 1957

16,000 Parking Spaces

Population 180 K

Jobs no change

4 Major Department Stores

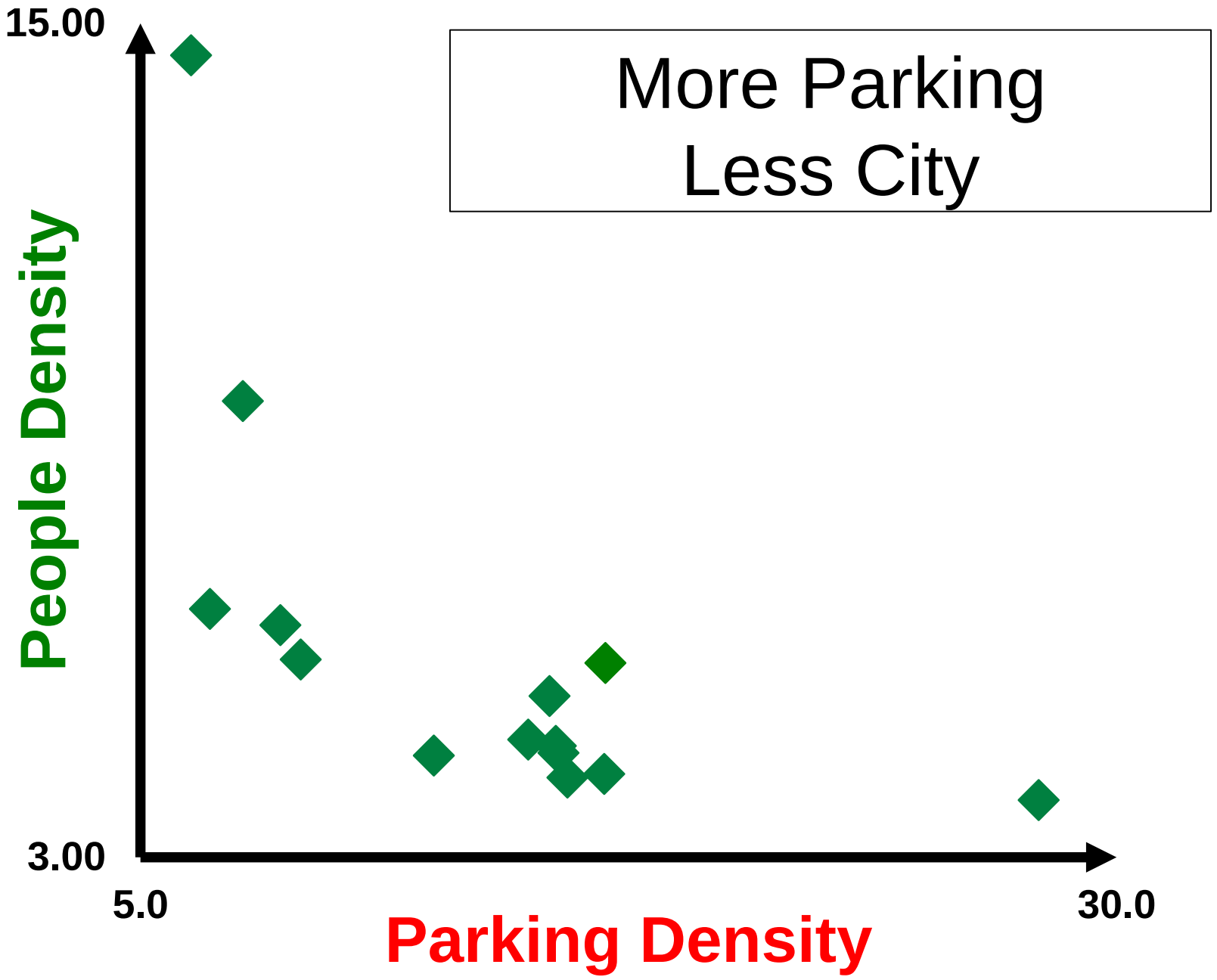
Hartford 2009

47,000 Parking Spaces

Population 120 K

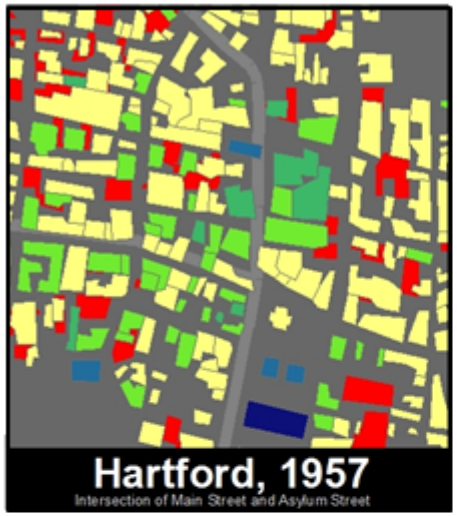
Jobs no change

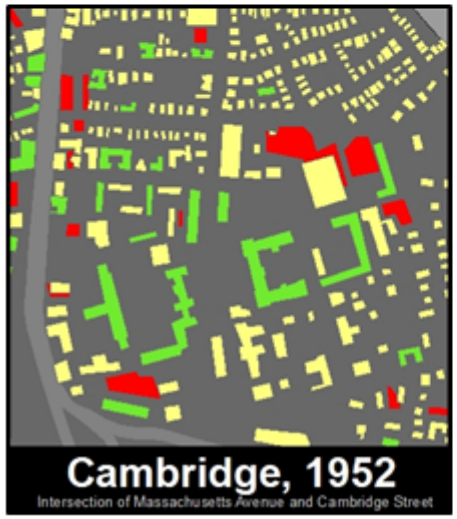
0 Department Stores


15.00
People Density
3.00
5.0
30.0
Parking Density
More Parking
Less City

Hartford and Cambridge

1950s versus 2000s

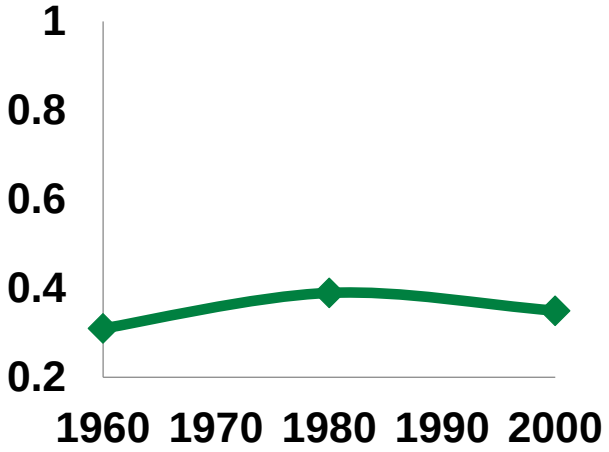




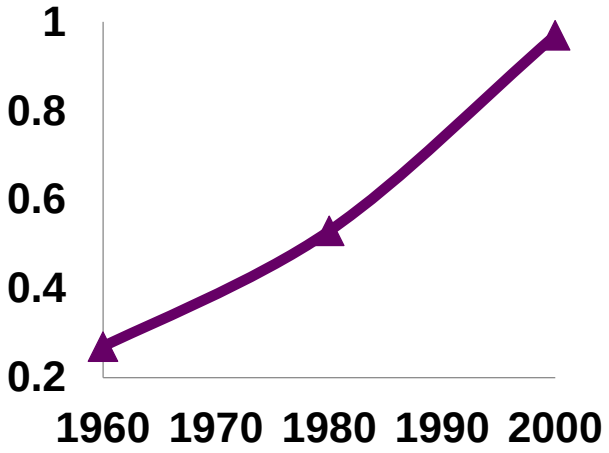
Growth in Parking

1960 to 2000

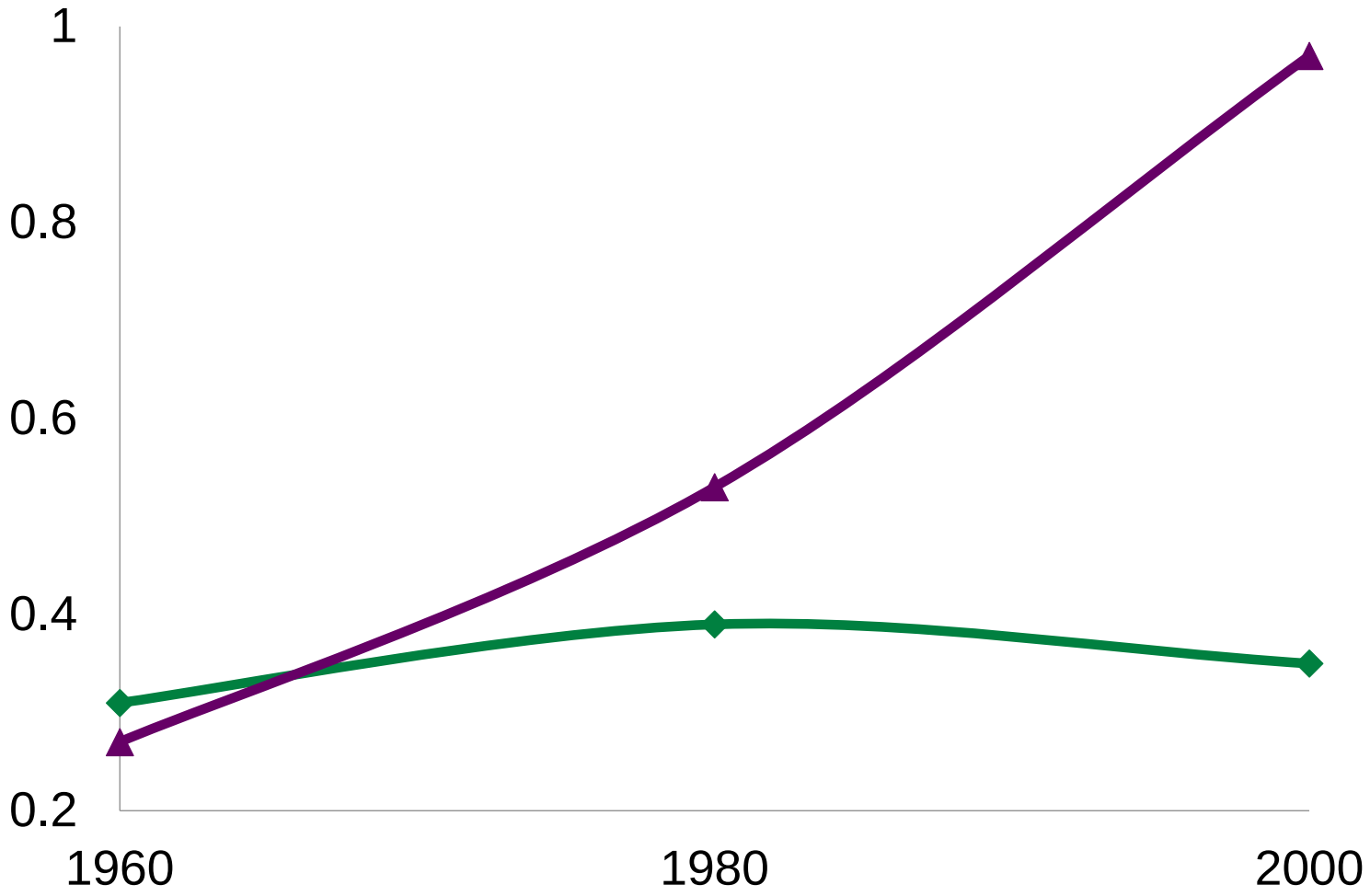
- Cambridge, MA
- Berkeley, CA
- Arlington, VA



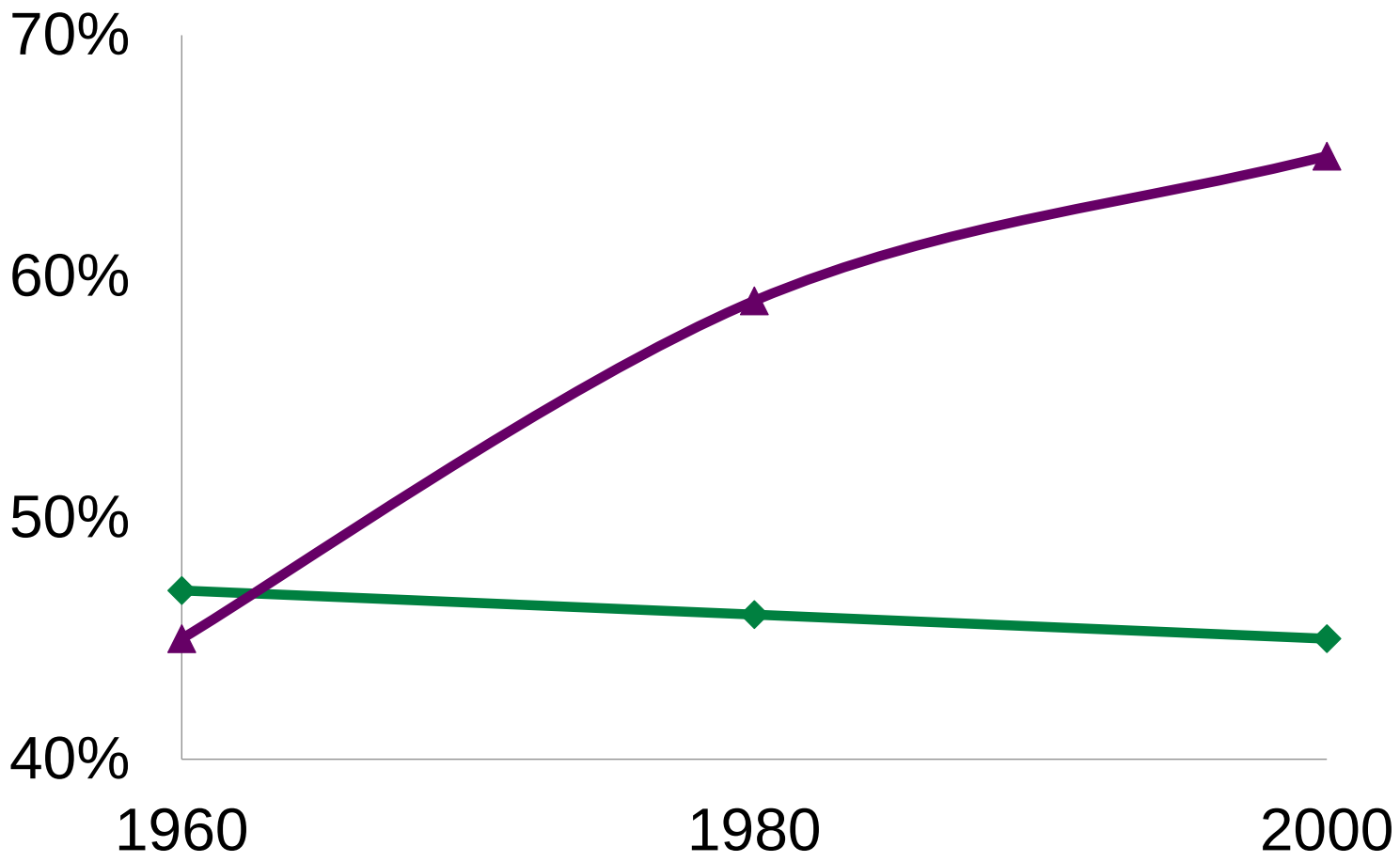
- Hartford, CT
- New Haven, CT
- Lowell, MA



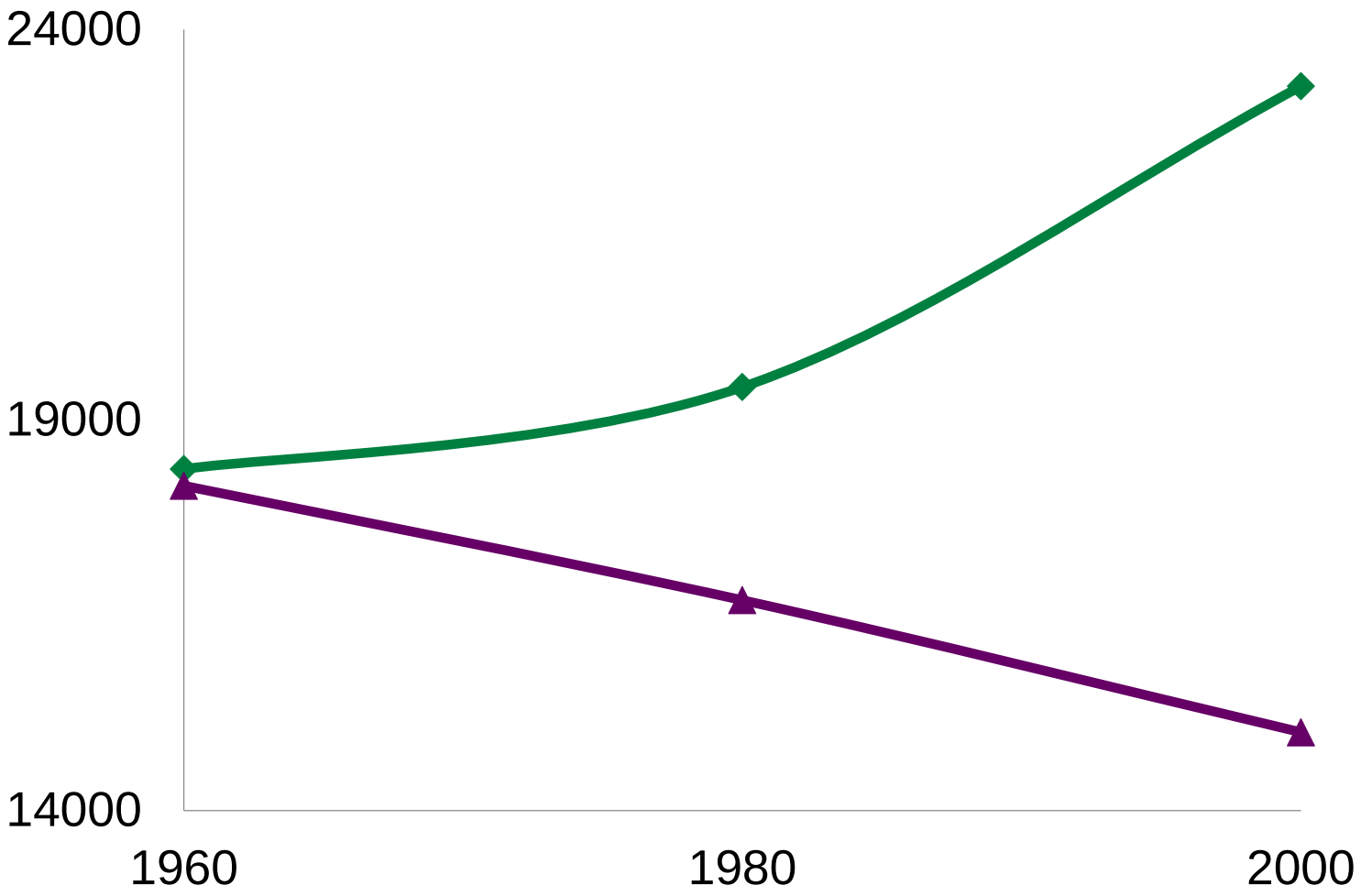
Parking Spaces for Each Commuter



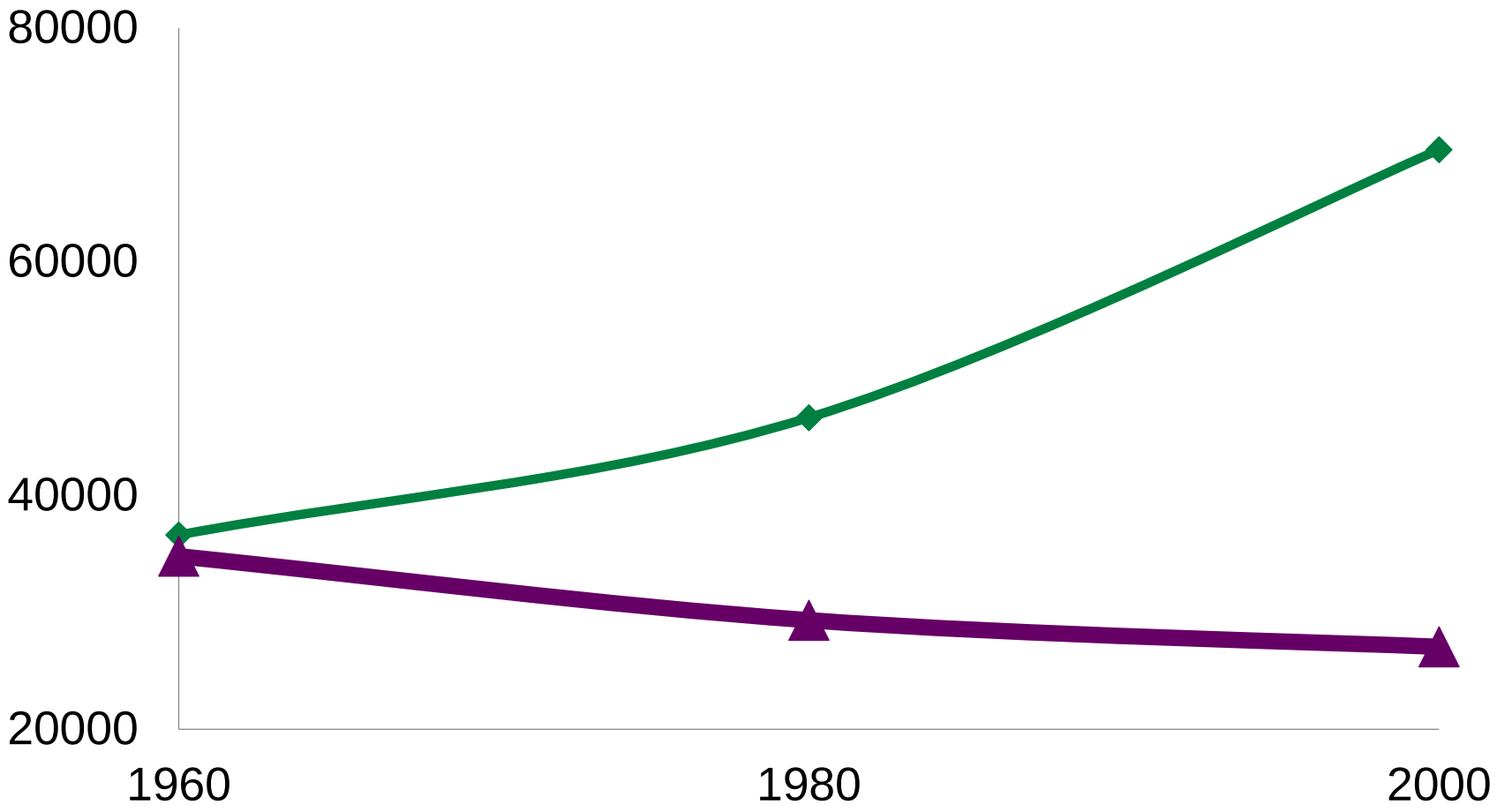
Residents Commuting by Auto



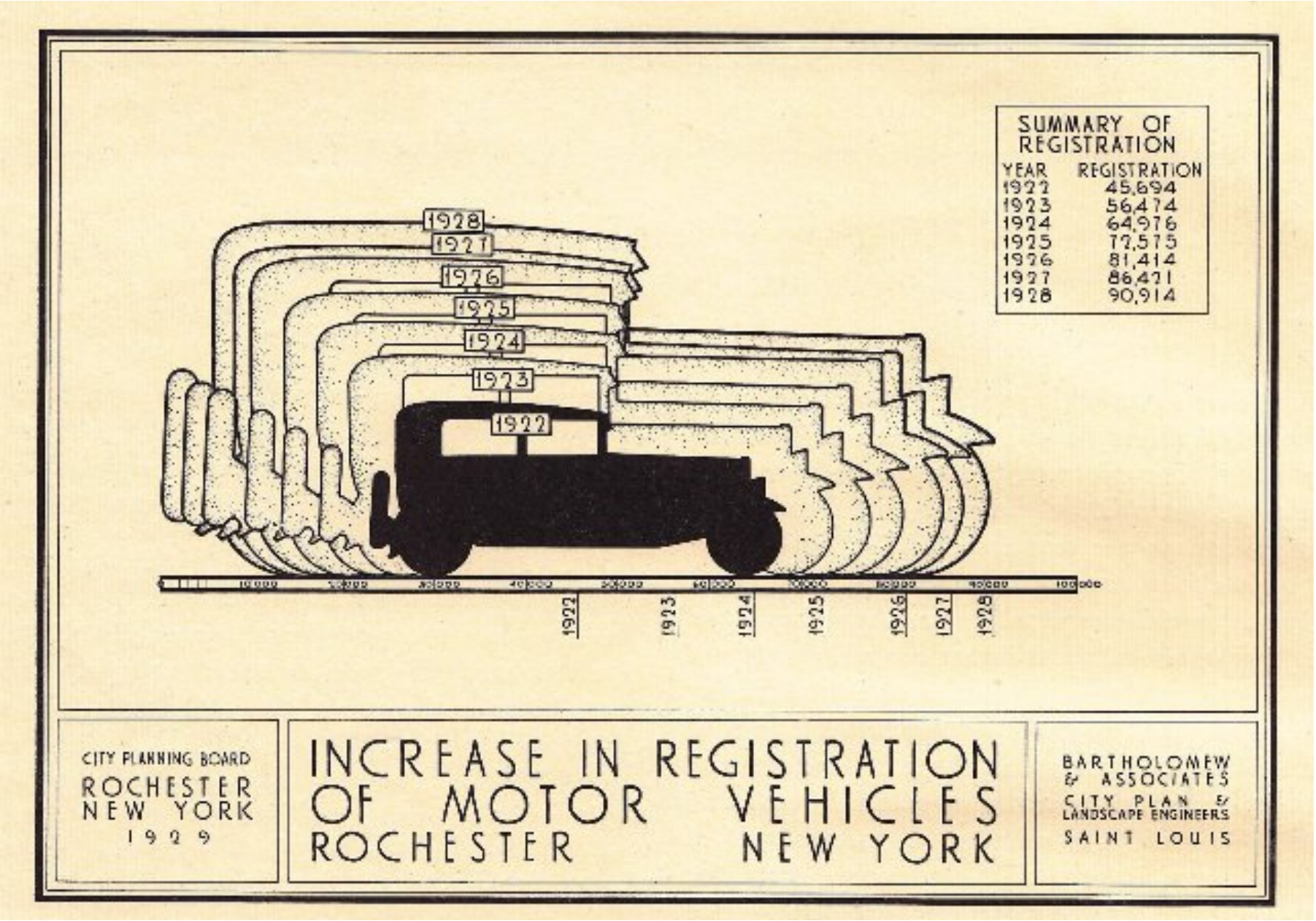
Density of People



Per Capita Income



The “Science” of Traffic Planning

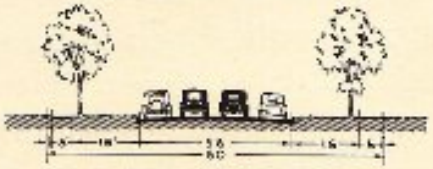


The “Science” of Traffic Planning

MAJOR STREETS

FOUR LINE STREETS

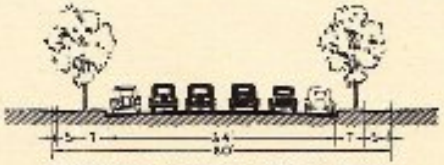
FOUR LINE THOROFARES WITH TRANSIT LINES INADEQUATE FOR MAJOR STREET PURPOSES. THERE SHOULD BE ROADWAY SPACE FOR ATLEAST ONE FREE MOVING LINE OF VEHICLES IN EACH DIRECTION



NORMAL WIDTH 80'.
MINIMUM WIDTH 60'

ALL NEW MAJOR STREETS SHOULD HAVE A MINIMUM WIDTH OF 80 FEET THE STREET SHOULD BE DEVELOPED SO THAT IT CAN ULTIMATELY BE WIDENED TO A 6 LINE THOROFARE AND PUBLIC UTILITIES SHOULD BE INSTALLED IN ACCORDANCE WITH FINAL DEVELOPMENT.

SIX LINE STREETS

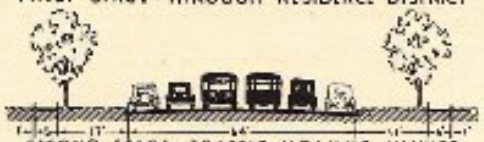


SHOWING PROPER TREATMENT THROUGH A RESIDENCE DISTRICT

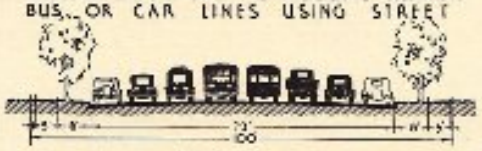
TREATMENT IN A BUSINESS SECTION MINIMUM WIDTH OF SIDEWALK 13 FEET

EIGHT LINE STREETS

FIRST STAGE - THROUGH RESIDENCE DISTRICT

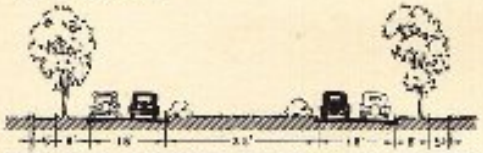


SECOND STAGE - TRAFFIC VOLUME HEAVIER BUS OR CAR LINES USING STREET

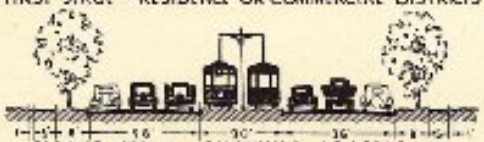


FINAL STAGE - THROUGH RESIDENCE DISTRICT

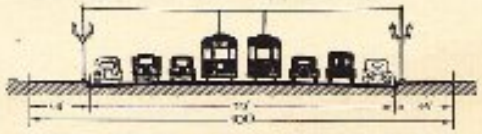
SINGLE ROADWAY TYPES



FIRST STAGE - RESIDENCE OR COMMERCIAL DISTRICTS



SECOND STAGE - SHOWING ADAPTATION TO STREET CAR OPERATION



FINAL STAGE - FULL BUSINESS USE

DOUBLE ROADWAY TYPES

“Science” of Traffic Planning = Induce Driving

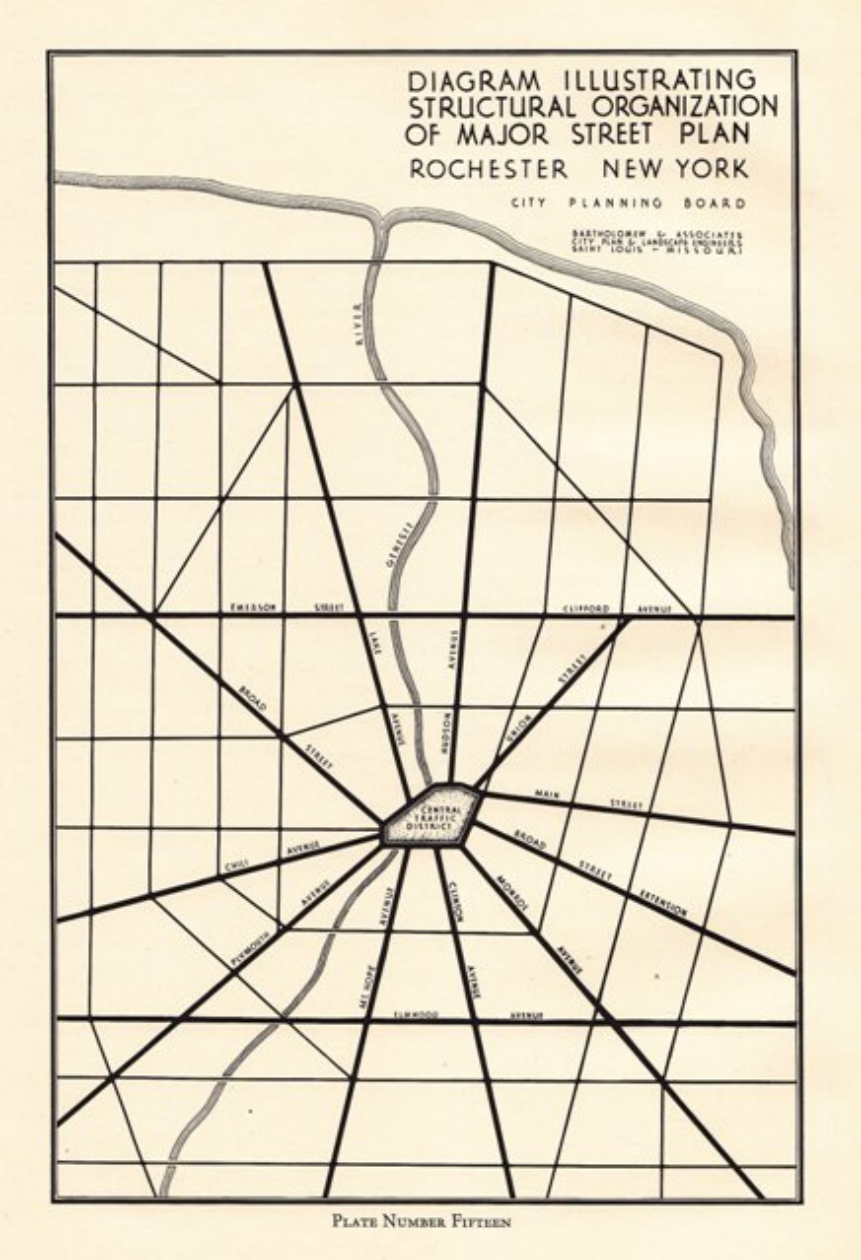
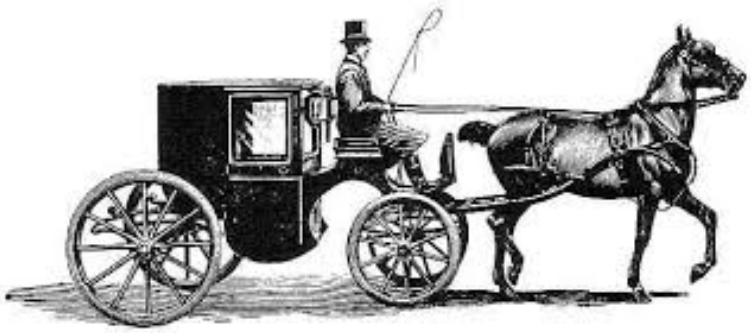


Plate Number Fifteen

Parking

But Which is Cause?

And Which is Effect?



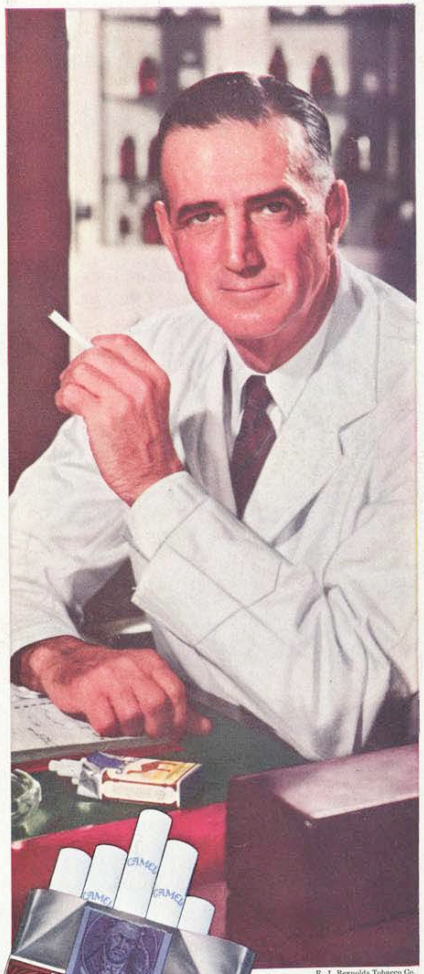
Do we build more parking because driving is increasing?

Or does more parking lead to more driving?

Epidemiology
Research
Surveillance
Study
Population
Risk
Exposure
Transmissability
causation
Virulence
Pandemic
Prevalence
Environment
Descriptive
Vector
Vehicle-borne
Vector-borne
Cohort
Science
Case-control
Incubation period
Mortality
Infectivity
Host
Agent
Acquired immunity
Quantitative
Rate
Endemic
Distribution
Outbreak
Morbidity
Patterns
Comparison
Determinants
Incidence
Pathogenicity
Cluster
Screening
Airborne
Statistics

According to repeated nationwide surveys,

More Doctors Smoke CAMELS than any other cigarette!



R. J. Reynolds Tobacco Co.
Winston-Salem, N. C.

Doctors in every branch of medicine were asked, "What cigarette do you smoke?" The brand named most was Camel!

You'll enjoy Camels for the same reasons so many doctors enjoy them. Camels have cool, cool *mildness*, pack after pack, and a *flavor* unmatched by any other cigarette.

Make this sensible test: Smoke only Camels for 30 days and see how well Camels please your taste, how well they suit *your* throat as your steady smoke. You'll see how enjoyable a cigarette can be!

THE DOCTORS' CHOICE IS AMERICA'S CHOICE!

MAUREEN O'HARA says: "I pick Camels. They agree with my throat and taste wonderful!"

DICK HAYMES states: "I get more pleasure from Camels than from any other brand!"

RALPH BELLAMY reports: "Camels suit my taste and throat. I've smoked 'em for years!"

For 30 days, test Camels in your "T-Zone" (T for Throat, T for Taste).

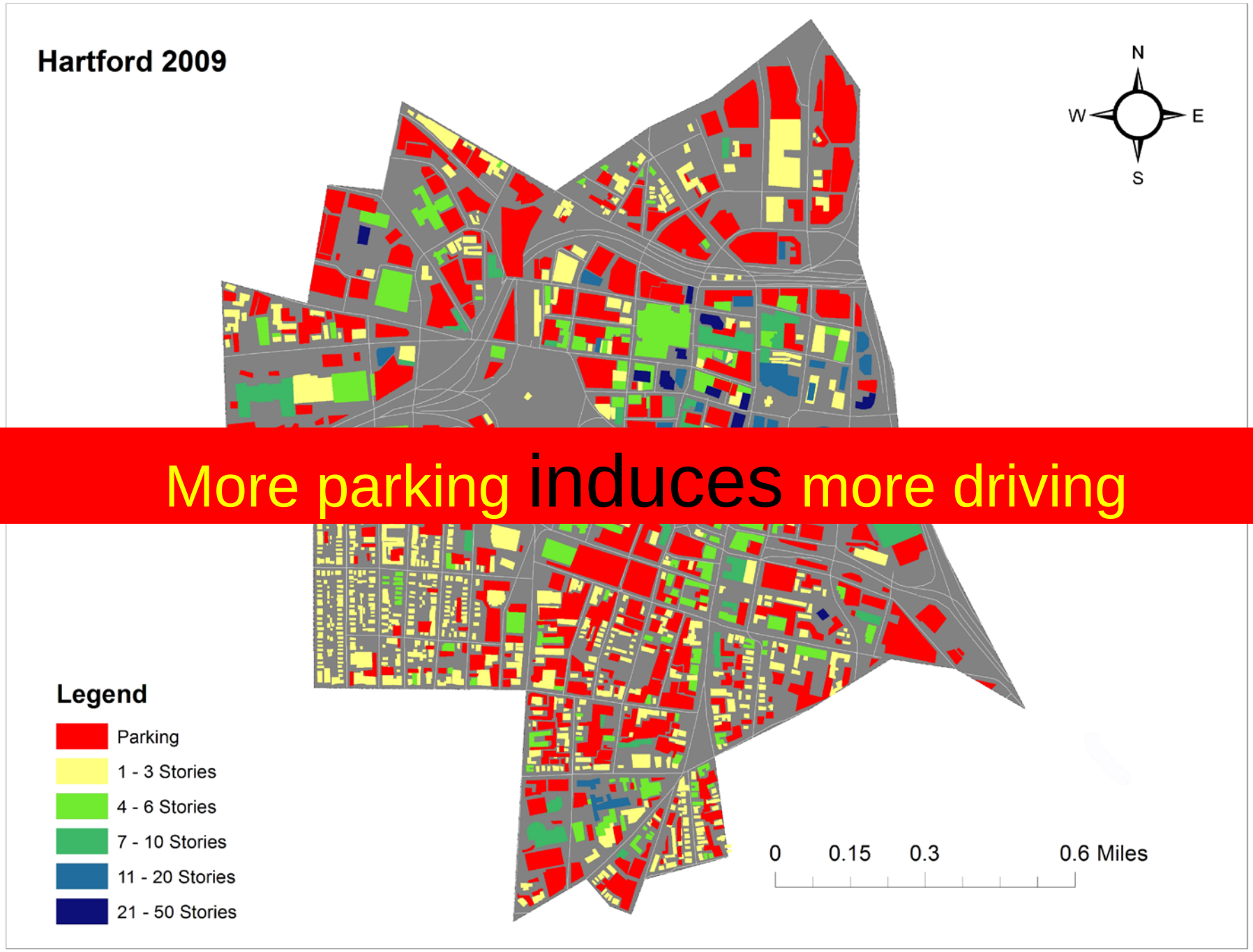
Sir Austin Bradford Hill (with Richard Doll) demonstrated the connection between **smoking and lung cancer**

The so-called **Bradford Hill Criteria** were formulated as a way to demonstrate a causal association

Bradford Hill's Criteria
For Assessing Causality

1. Strength of Association
2. Consistency
3. Specificity
4. Temporality
5. Dose Response (biological gradient)
6. Plausibility and Coherence
7. Experiment
8. Analogy

Our study found that the majority of these criteria fit when applied to parking in cities


Hartford 2009
N
W
E
S
More parking induces more driving
Legend
Parking
1 - 3 Stories
4 - 6 Stories
7 - 10 Stories
11 - 20 Stories
21 - 50 Stories
0
0.15
0.3
0.6 Miles

*Hartford's property **tax** structure makes little sense.*

By assessing vacant lots and surface parking lots at a much lower rate than commercial buildings, the city has encouraged the proliferation of what urban designers call "parking craters”

Hartford Courant Editorial

BASIL'S
AFAYETTE
PHANTOM OF THE OPERA
Mary Lincoln RESTAURANT
TEXACO
LIBRARY GARAGE

HSBC
BROADWAY

CALIFORNIA
OUTATIME
1950

RCA VICTOR
47-7035
A "NEW ORTHOPHONIC" HIGH FIDELITY RECORDING

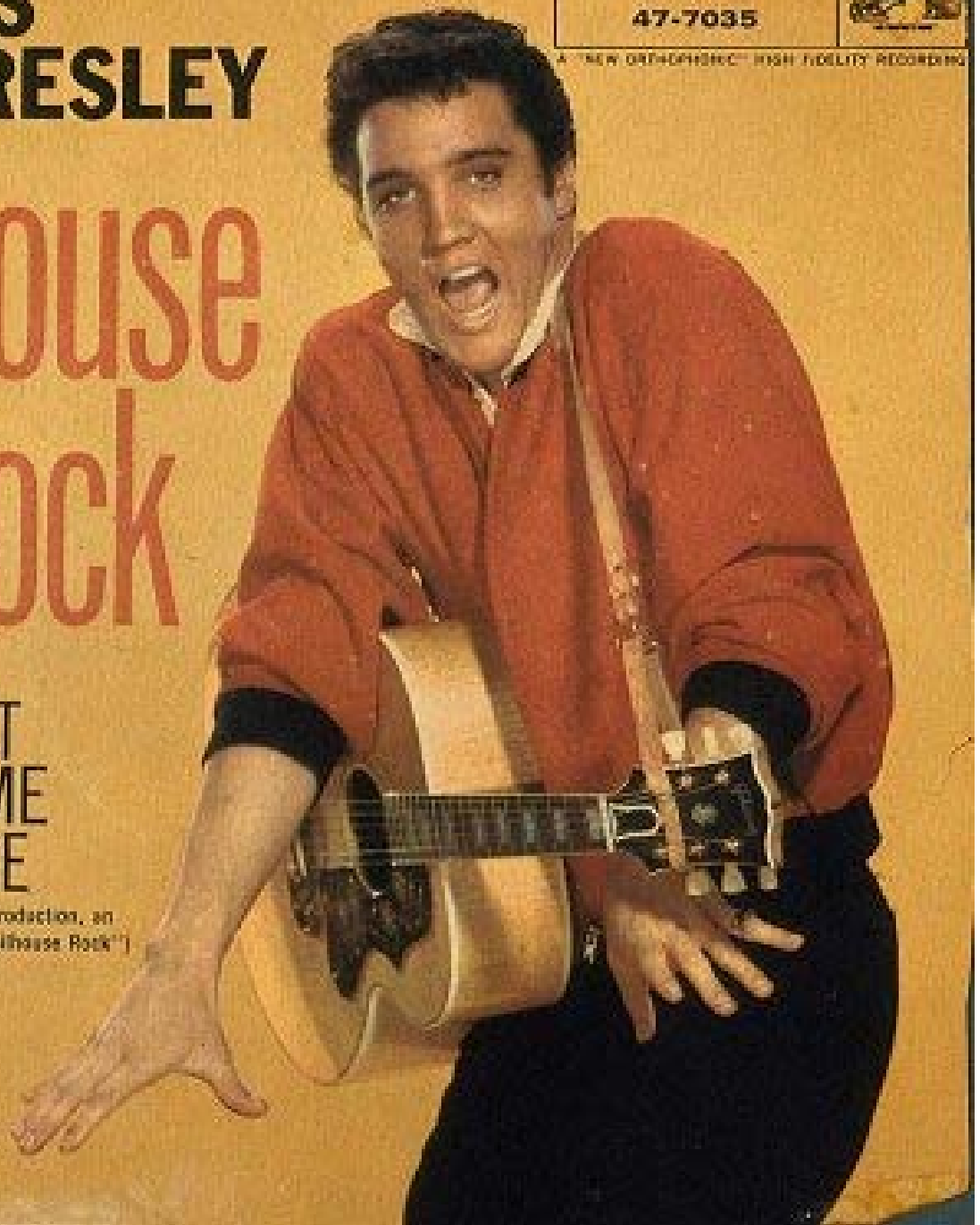
ELVIS PRESLEY

Jailhouse Rock

C/W

TREAT ME NICE

(from the Avon production, an M-G-M release, "Jailhouse Rock")



®RCA Printed In U.S.A.

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RCA VICTOR
REG. U. S. PAT. OFF. MARCAS REGISTRADAS
For best results use
RCA Victor Needles
20-3402-A
SOME ENCHANTED EVENING
(from the musical production "South Pacific")
(Oscar Hammerstein II - Richard Rodgers)
Perry Como
with Orchestra conducted by
Mitchell Ayres
RCA VICTOR DIVISION OF RADIO CORPORATION OF AMERICA, CAMDEN, N.J., MADE IN U.S.A.

Scary Lucy in Buffalo

Cary Grant, Grace Kelly

The Crisis in the Cities

in the 50s and On

440,000 1962

370,000 1980

City Population

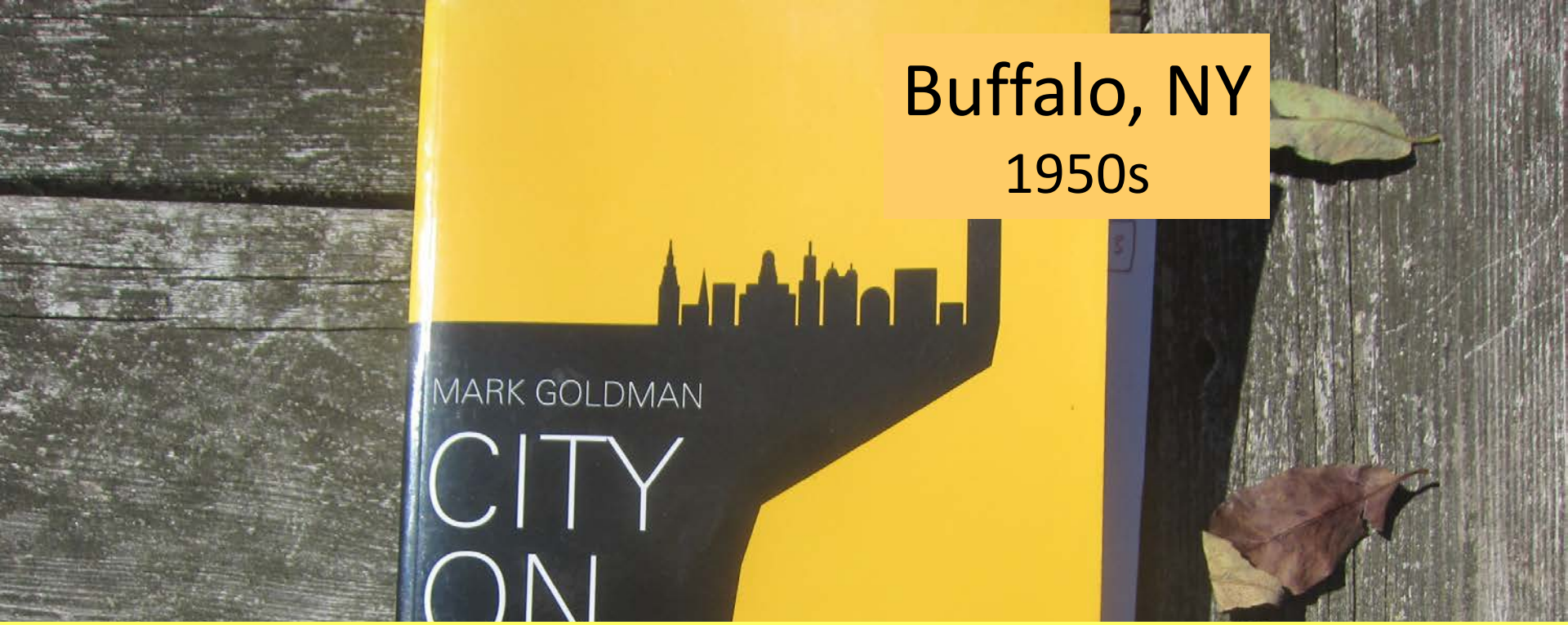
Motor Vehicles per 1000

Zürich, Switzerland in the 1950s

MARK GOLDMAN

CITY ON THE EDGE

BUFFALO, NEW YORK



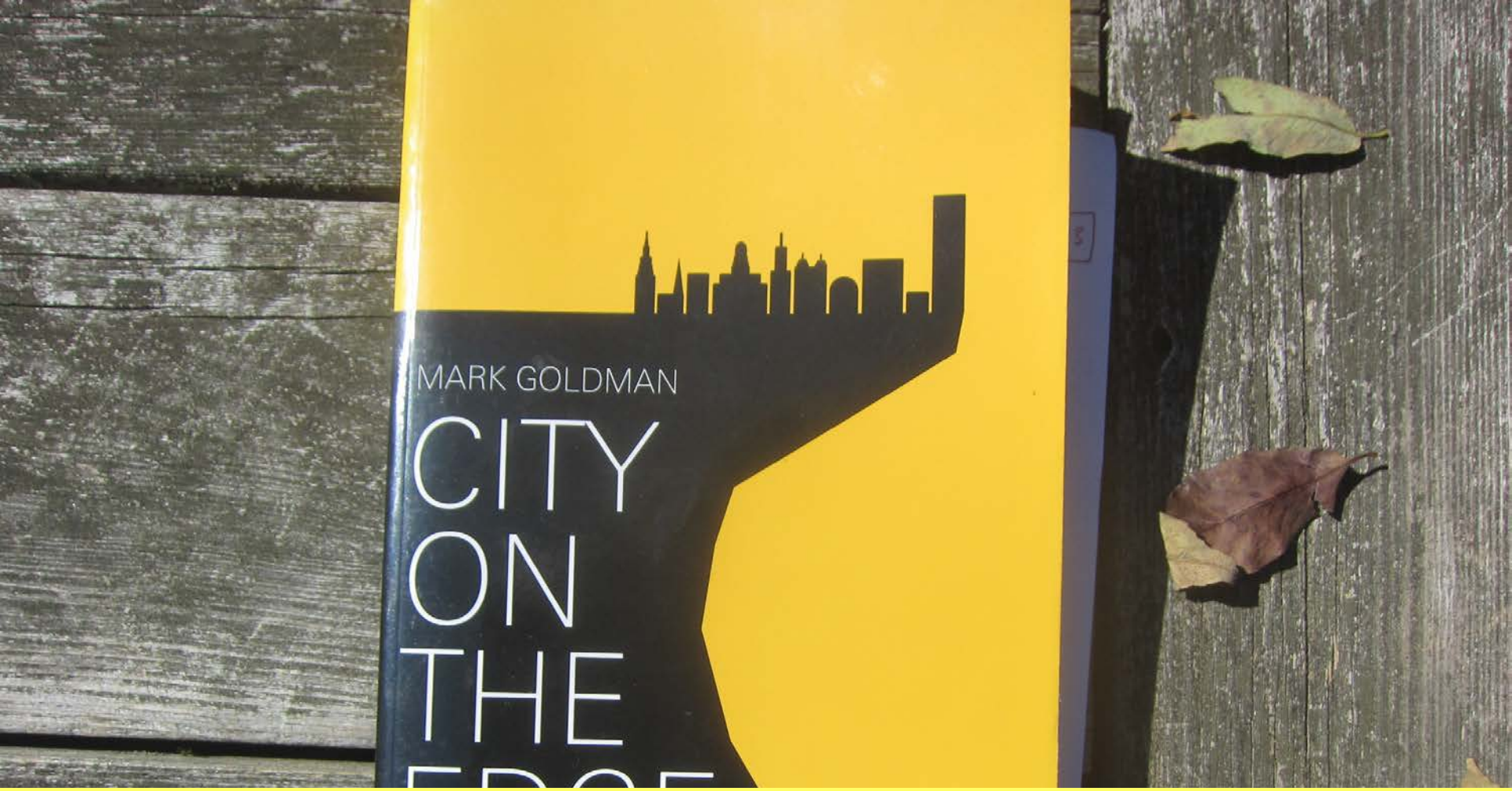
"The city projected a need for 14,000 new spaces.

According to Mayor Joseph Mruk, not only would the city build 3 parking garages but would encourage private development of parking lots by condemnation and assembly of necessary sites."

From Mark Goldman's City on the Edge

"The campaign to build parking spaces for 25,000 cars began in 1950 and 50 years later is still ongoing"

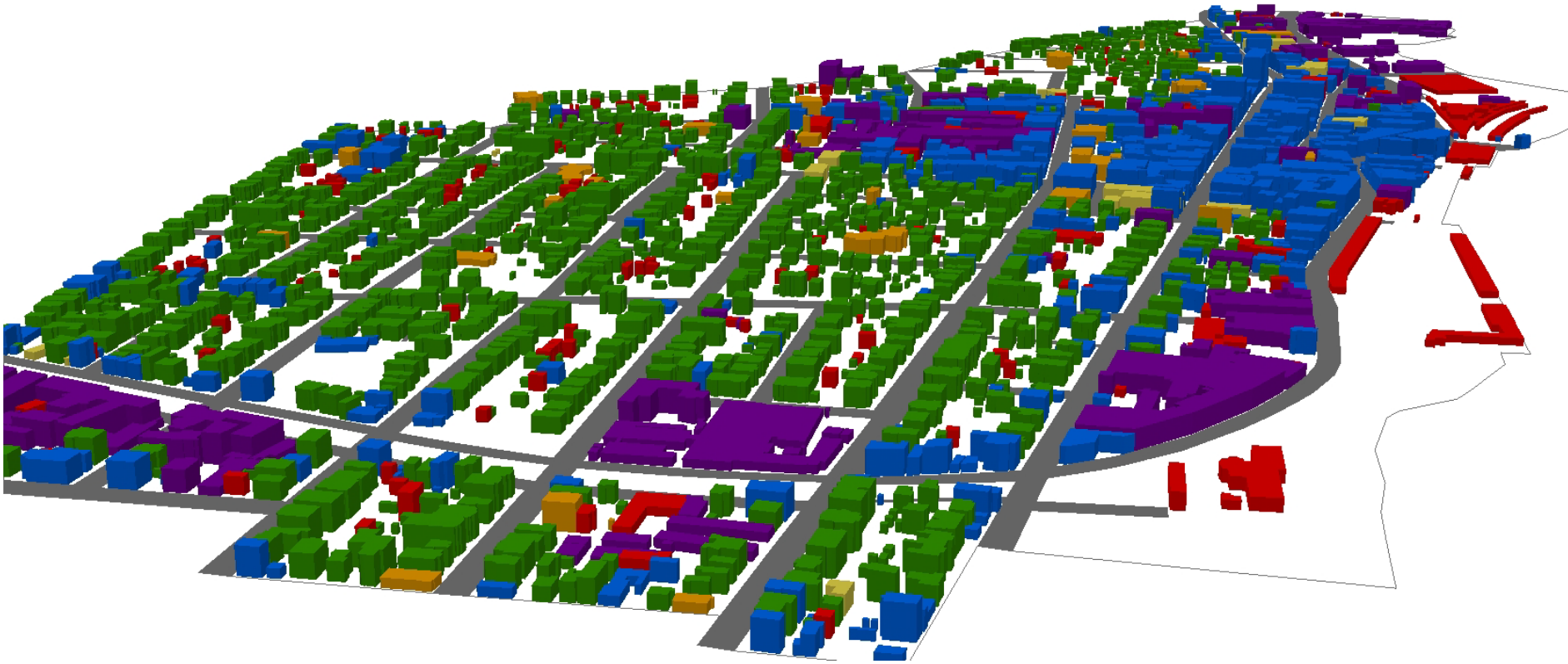
From Mark Goldman's City on the Edge



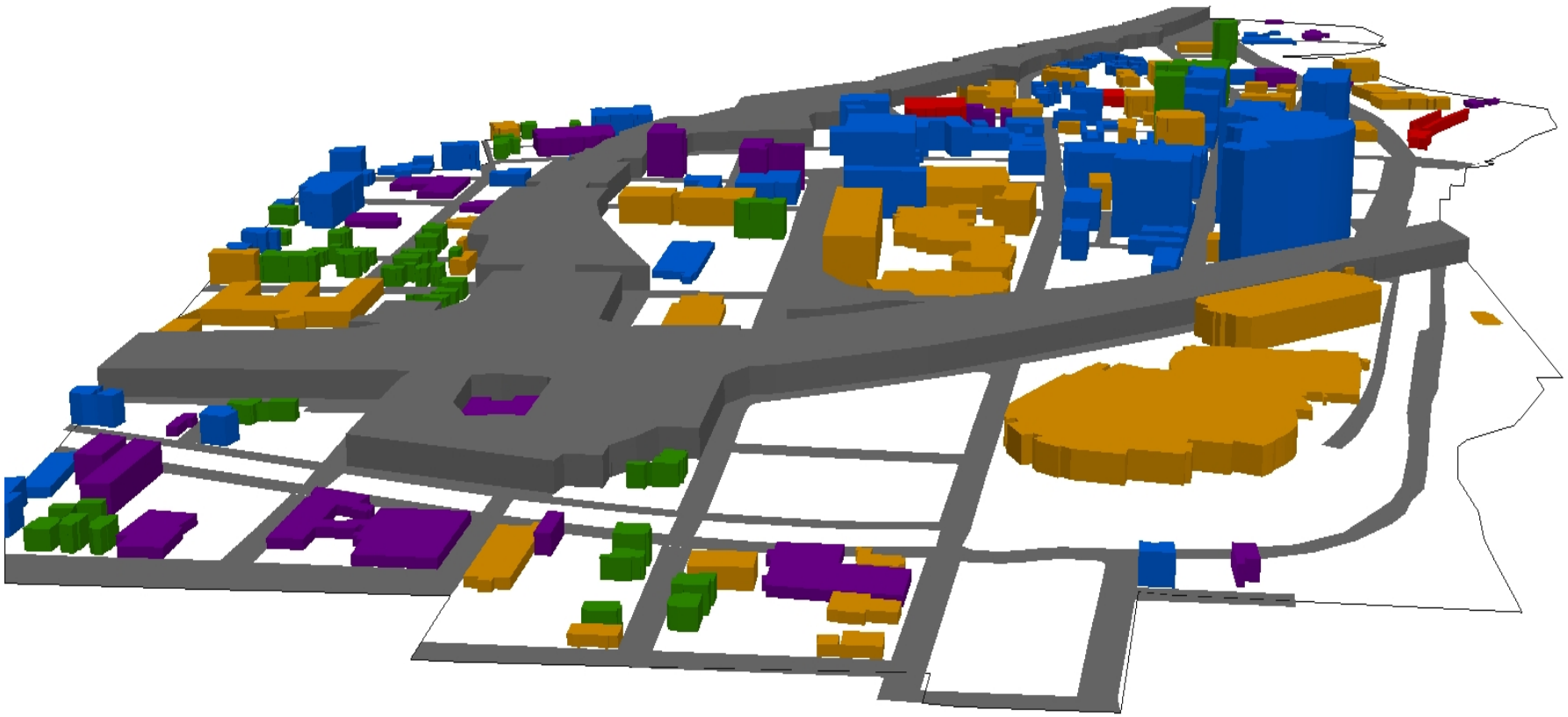
"The people of Buffalo watched as the fabric of their City came tumbling down. Falling with it was their history and their heritage and, unbeknownst to them, their future as well."

From Mark Goldman's City on the Edge

Bridgeport 1913



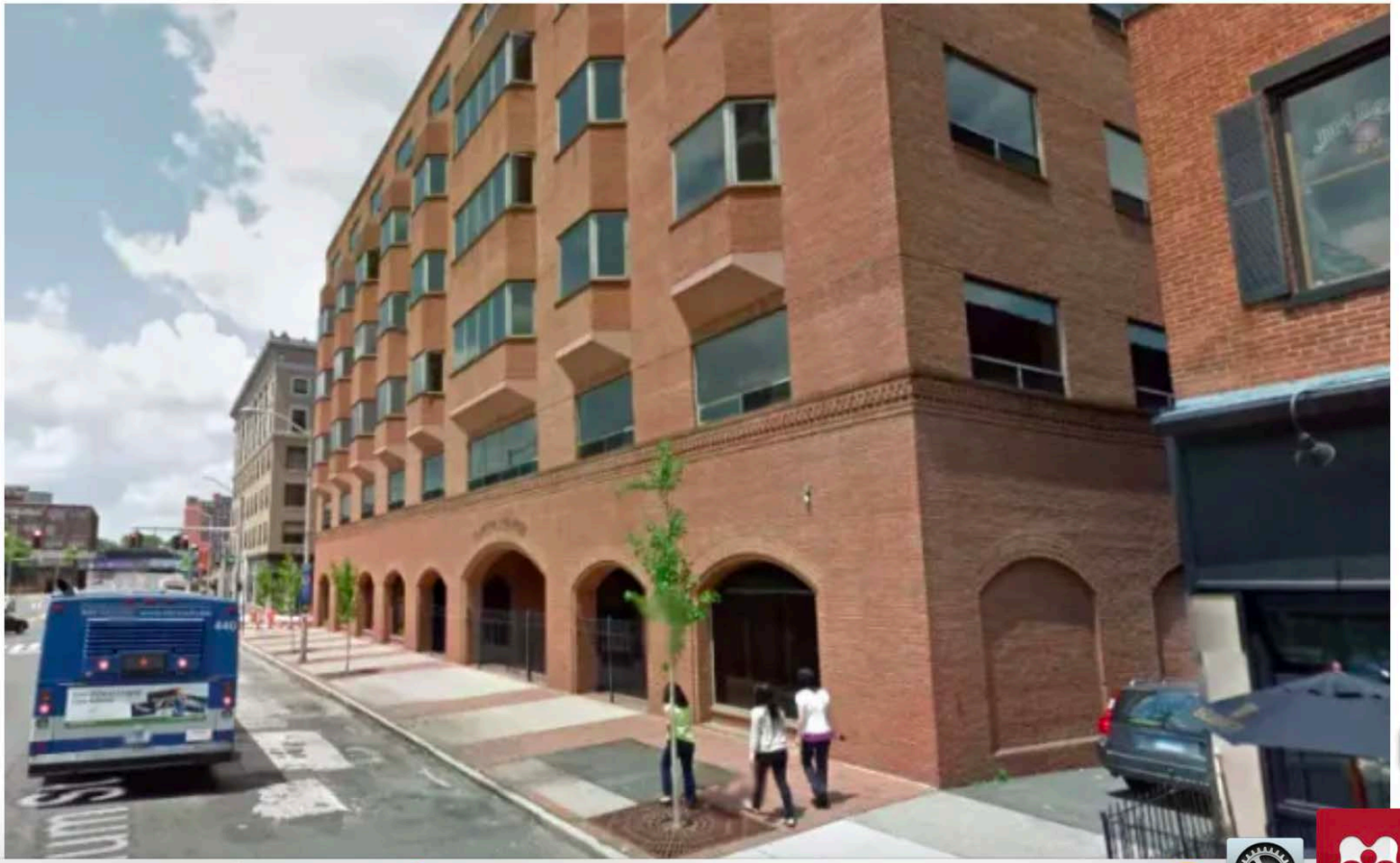
Bridgeport 2013



STREETSBLOG USA
Podcast / Transit / Bike/Ped / Smart Growth

Hartford Eliminates Parking Minimums Citywide

By Angie Schmitt | Dec 13, 2017 | 29 COMMENTS



Hartford Set to Pass New Parking Ordinance

Ordinance will impose new fee on Parking equivalent to 25 cents per space/day
This fee will go to 50 cents in 2025 and $1 in 2030

At current rate fee will raise about $2 million annually

Policies for Valuing Parking

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

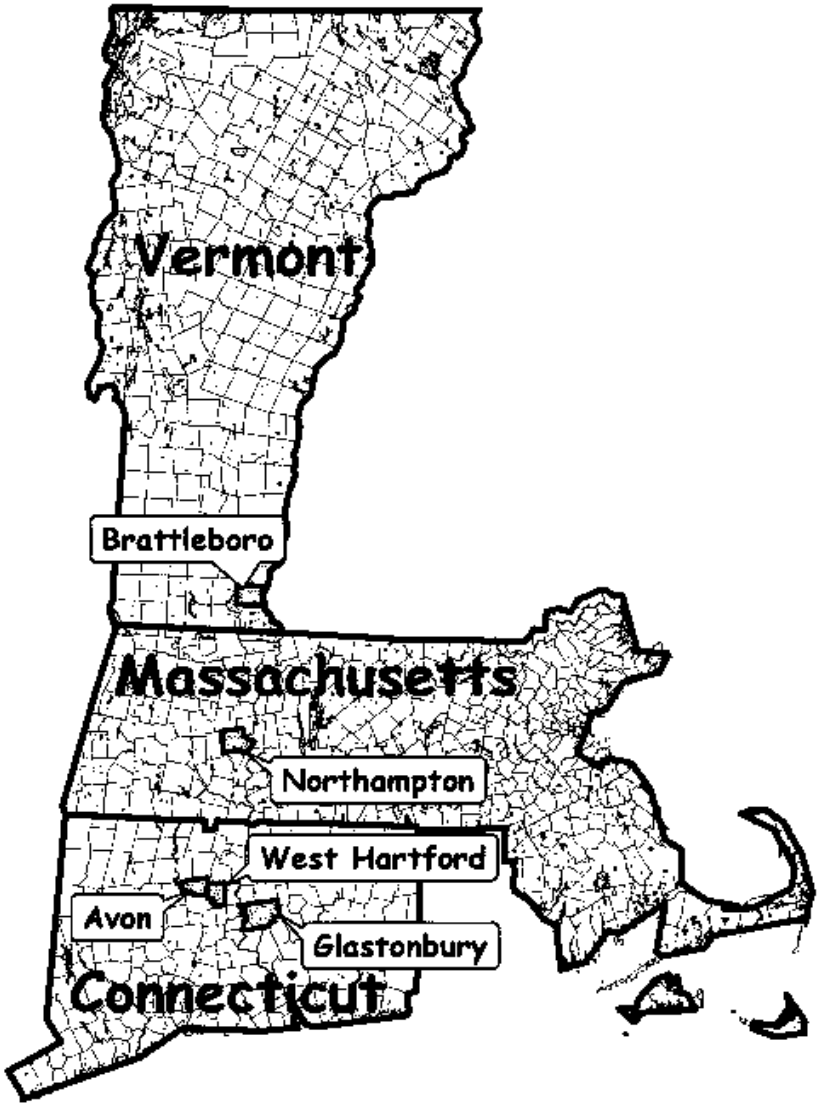
Parking
In Small New England Cities

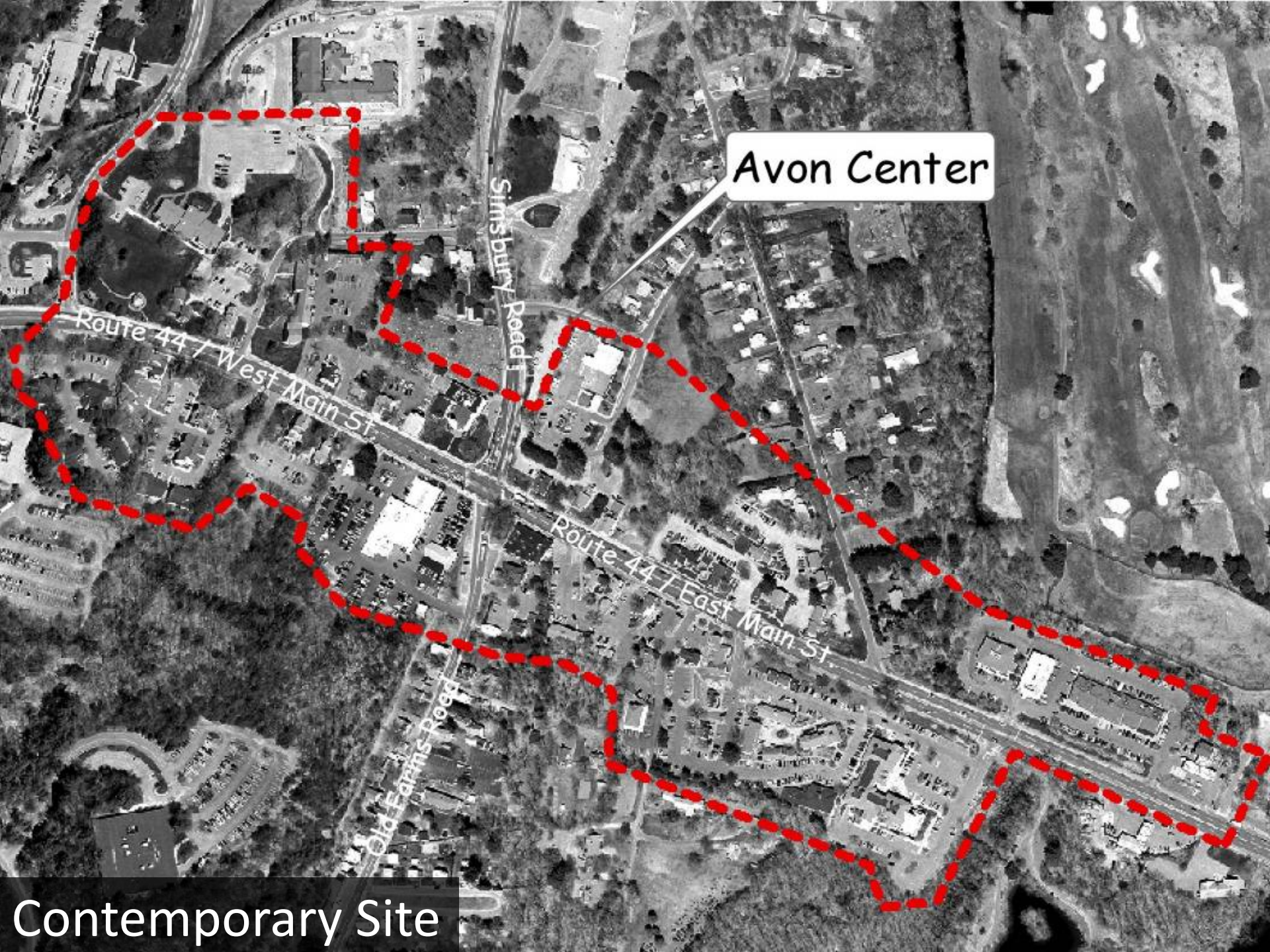
Traditional Sites:

- West Hartford, CT
- Northampton, MA
- Brattleboro, VT

Contemporary Sites:

- Avon, CT
- Glastonbury, CT
- Somerset Square in Glastonbury, CT

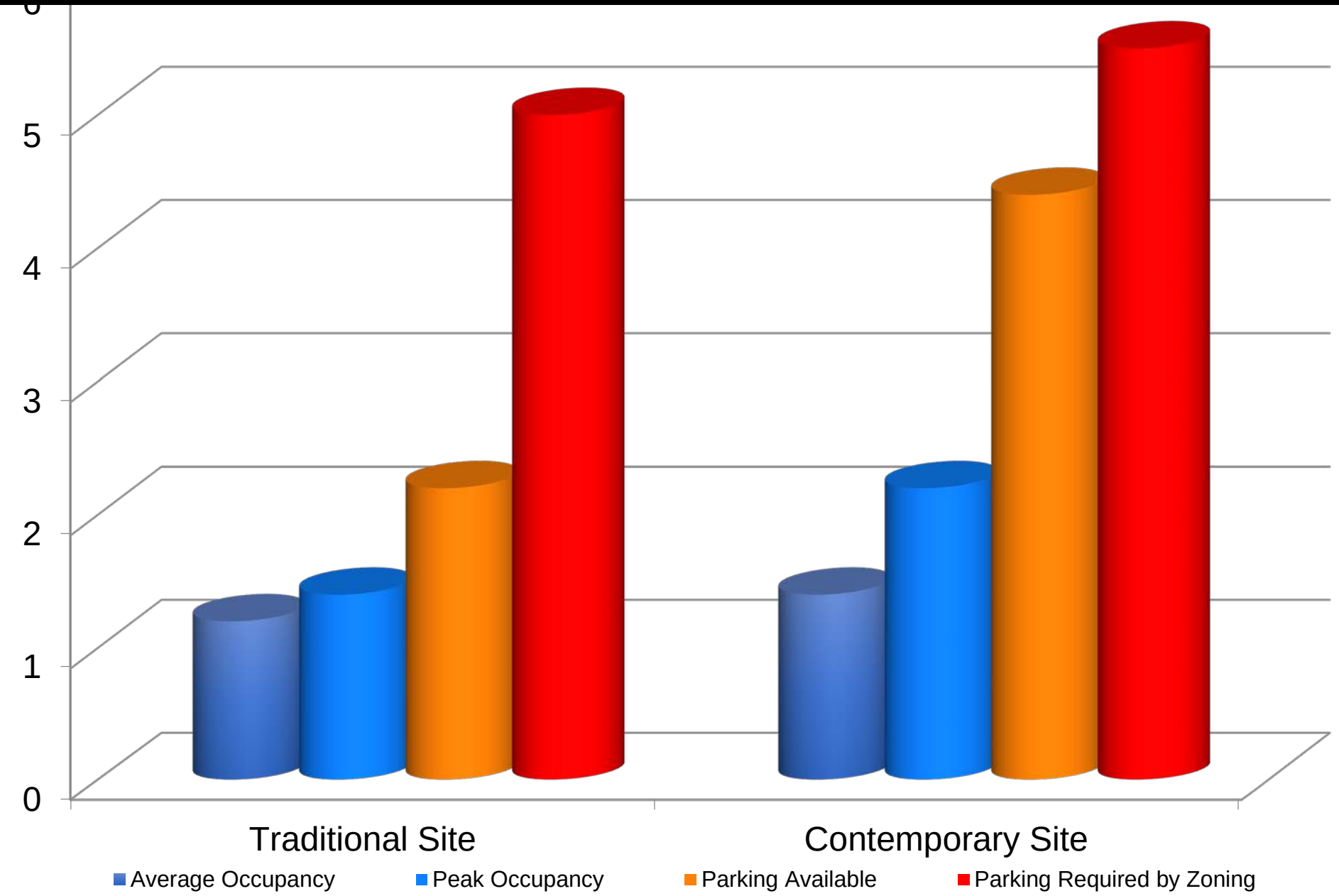




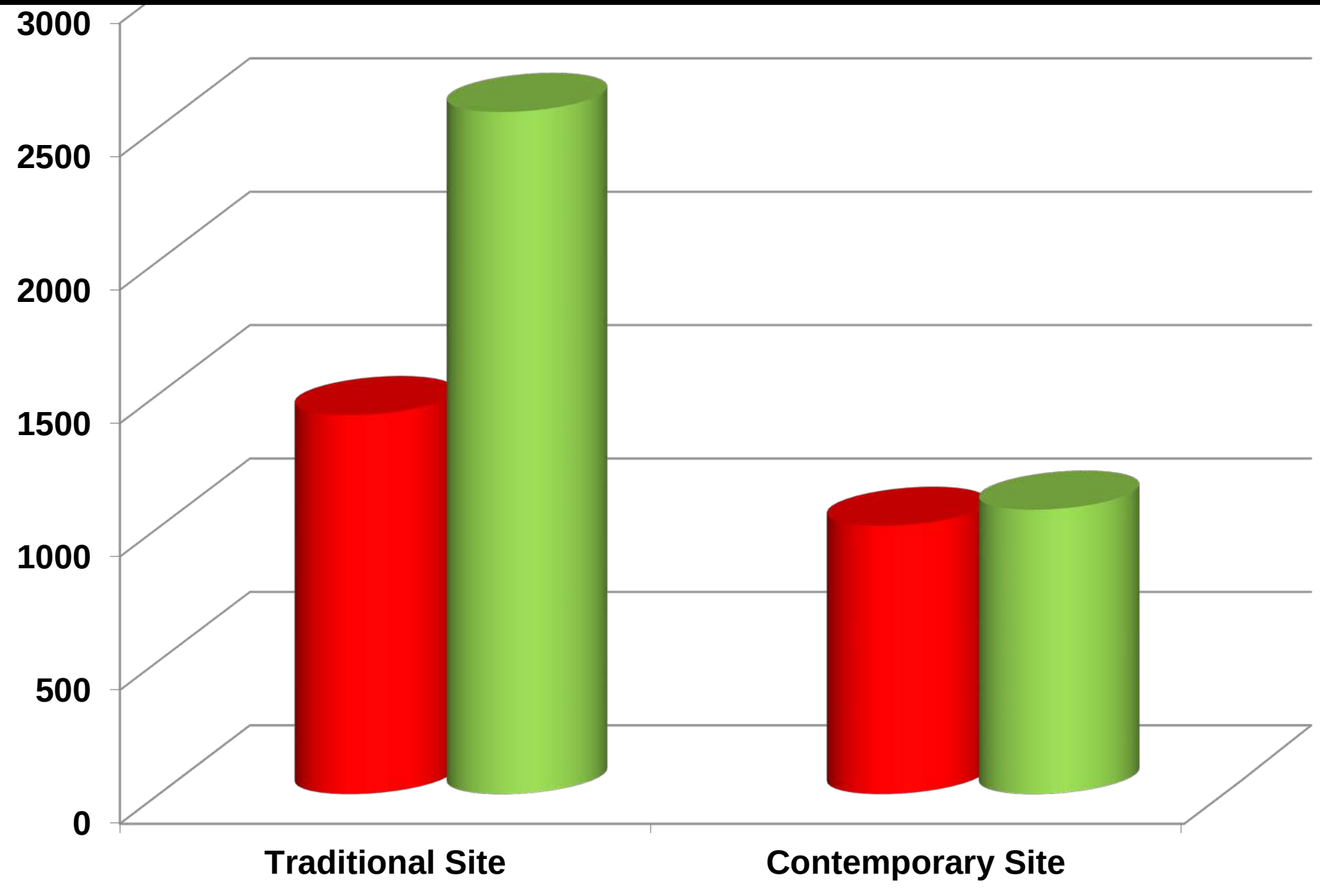
Contemporary Site

Traditional Site

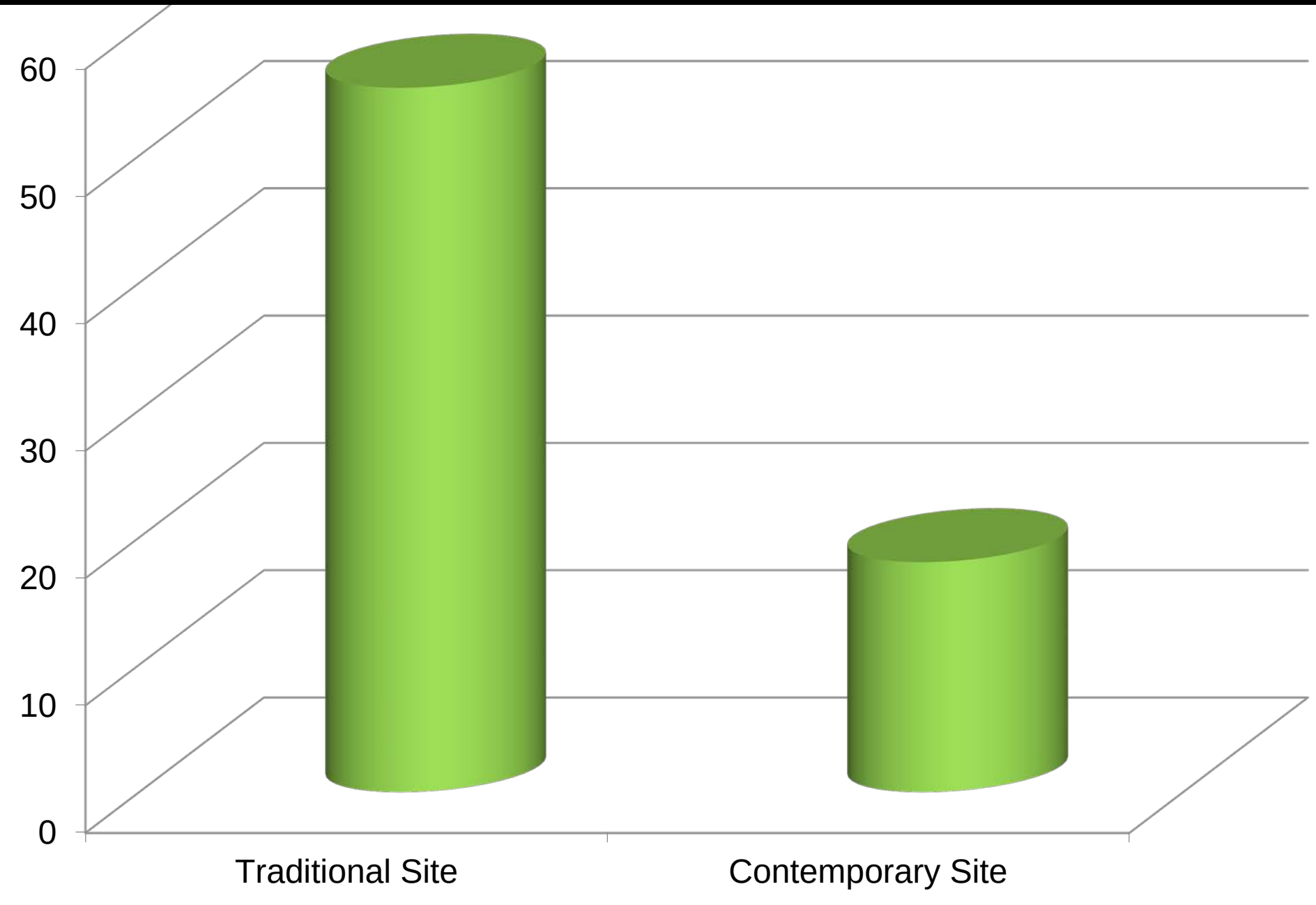
Parking Spaces per 1000 sq. feet of Building Space



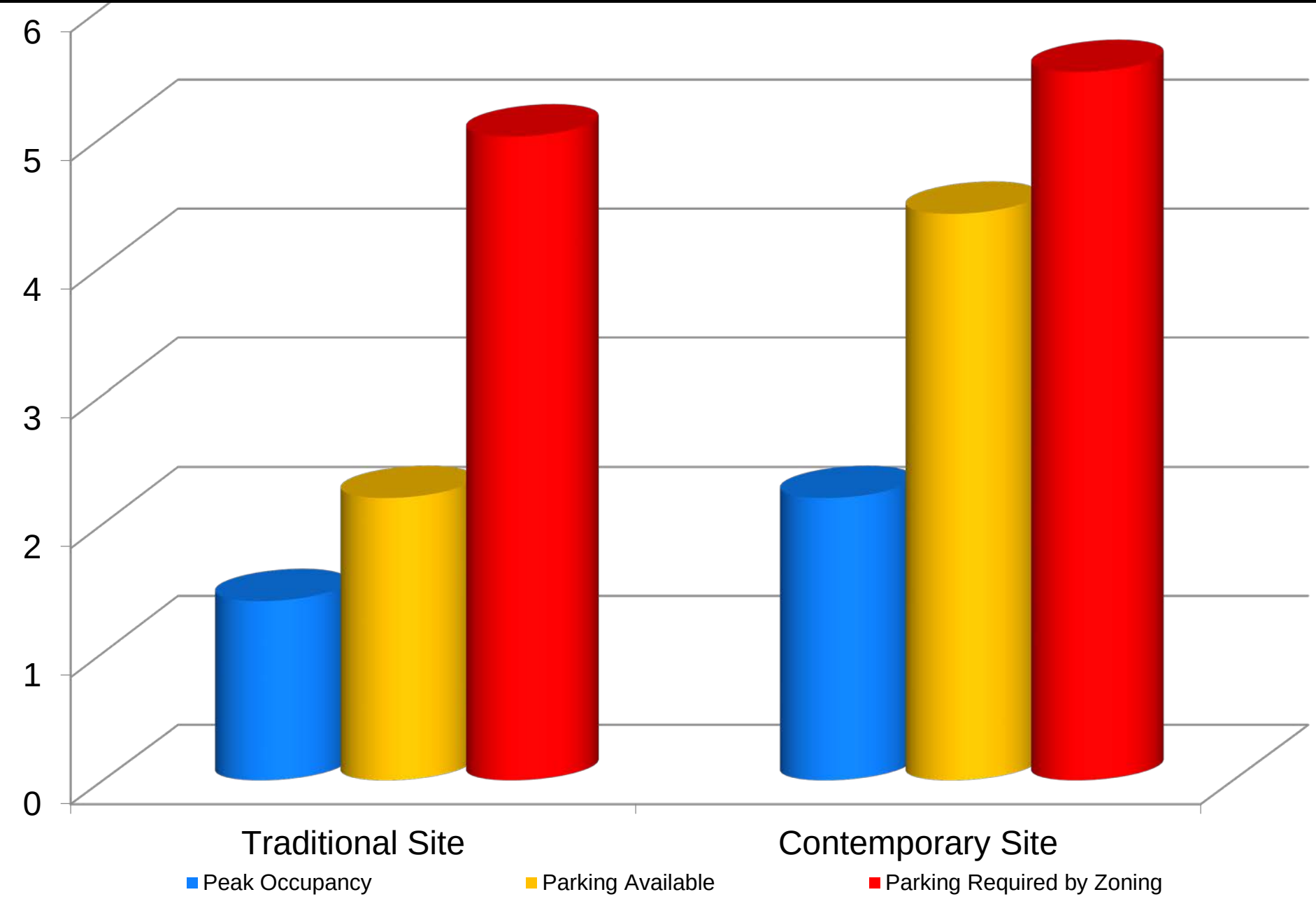
Cars versus People



People per Acre



Minimum Parking Requirements



Lessons from Parking

In Small New England Cities

Traditional Sites:

What Did They Do Well?

- Managed Parking
- Shared Parking
- Park Once, then Walk
- Charge for Parking

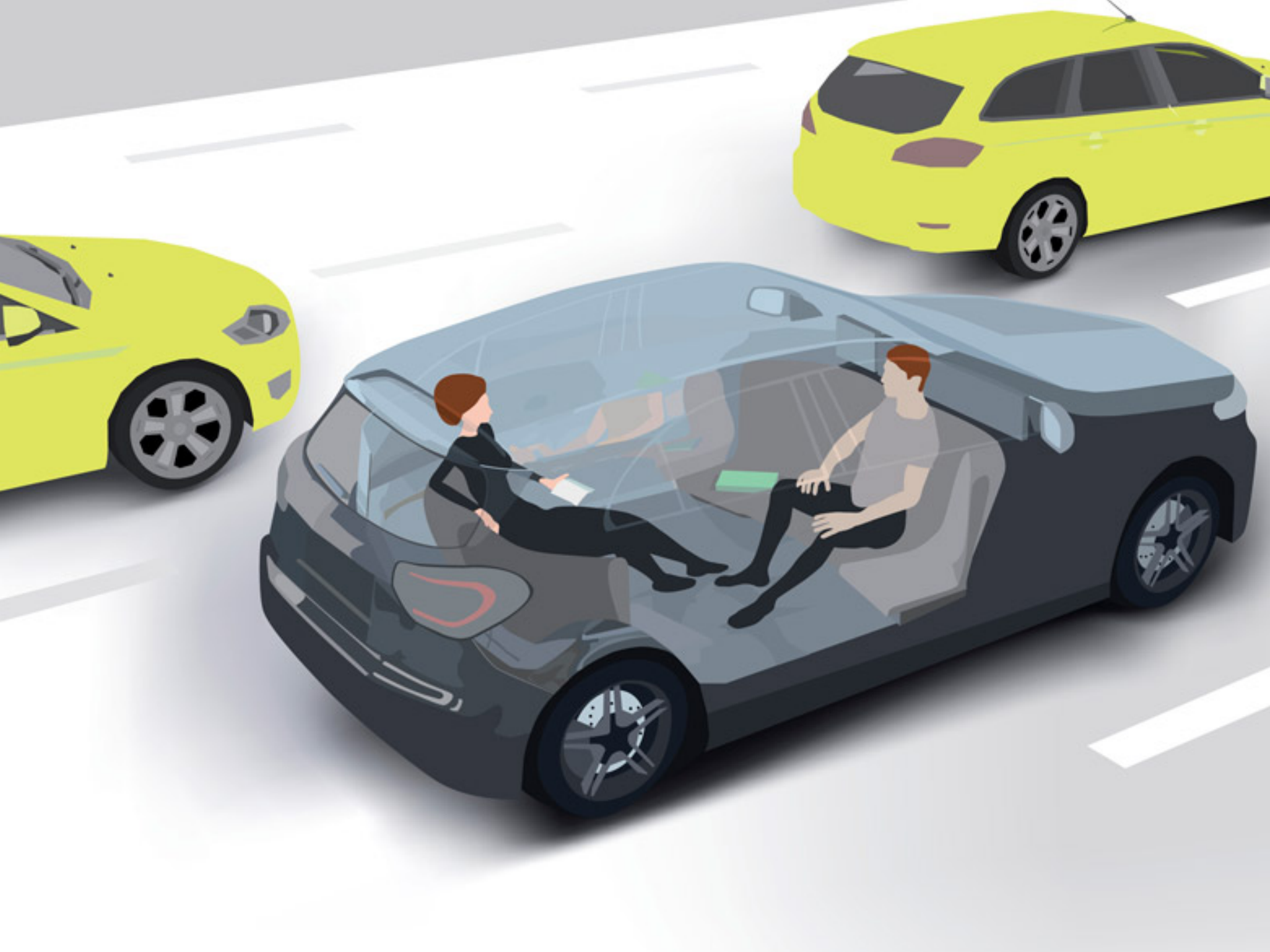
Yet they still require way too much parking

Jeep
6XKB475

BIRD

LimeBike
LimeBike

smart
On my way



WAYMO

Self-e
Self-e
navya

POWERFUL BRAKING
Freinage puissant
Scharfes bremsen
Frenado fuerte
Frenado potente
No Kidding! Really Powerful
Erfahren Sie mit uns
die Zukunft.

PIZZERIA
SAVOY
CRAFT BAR

Six Essential Rules for
Effective Parking Management

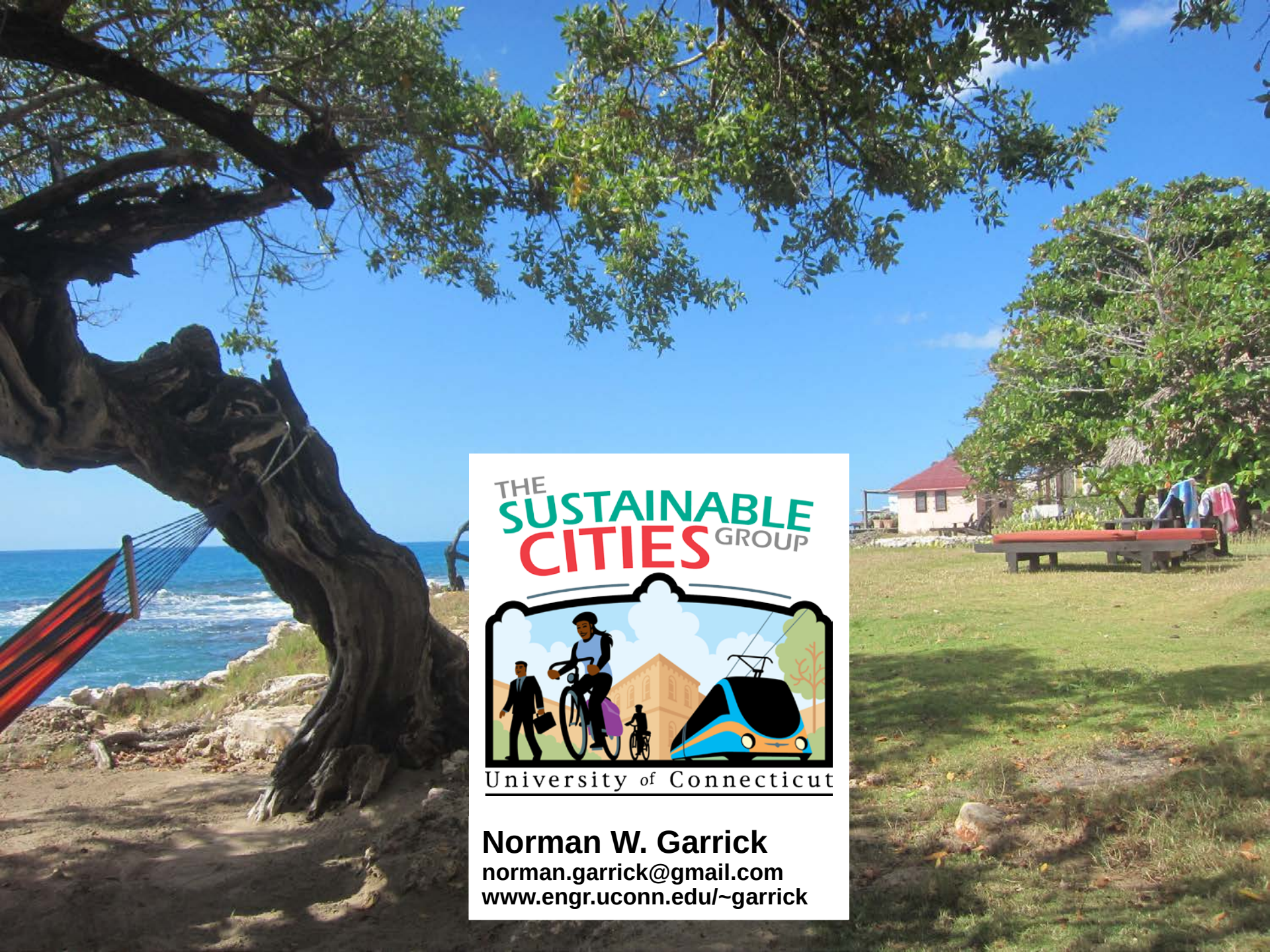
1. Base decisions on actual data
2. Eliminate minimum parking requirements
3. Optimize the use of available parking
4. Recognize that free parking is not a thing
5. Eliminate/reduce subsidies for driving
6. Subsidize more sustainable forms of travel

Para Vida

SAN FRANCISCO
NO PAYMENT
ACCEPTED
MORE
+
TIME
LESS
-
CANCEL
OK
Insert coin or credit card to start
During this test of new meters SFMTA Parking Card not accepted
Please email sfpark@sfmta.com with feedback
MasterCard
VISA
COINS

P
PAY HERE

SAGE-ALLEN



Norman W. Garrick
norman.garrick@gmail.com
www.engr.uconn.edu/~garrick