My secret life as a homeless car

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My past...

I had many, many homes...at my driver’s house, his workplace, the mall, the bowling alley, the funeral parlor, etc.

Transit agencies even paved me some spaces...
The glory years…

I never had to search. I never had to pay. I never spent a night on the street.

I made demands (shade please, but no dirty trees). Even when I lived in big cities I demanded suburban style parking.
My strategy ... 

I preyed on the fears of planners, engineers, developers, retailers, and employers:

ANARCHY!
HOMELESS CARS EVERYWHERE!
CARS ON THE STREET!
My fall from grace…

The effects of my many homes: traffic, energy, greenhouse gases, heat islands, bad urban design, low densities, unfair for those without cars.
Spiteful responses

Portland-style this, Portland-style that!
Parking maximums!
Parking bans!
Parking charges!
Parking cash out tempting my driver!
Shared parking!
The carnage continued: parks took over parking ...
Therapy: the talking cure

“I am not superior to other modes of travel”

“I must pay for the real estate that I occupy”

“I must learn how to share (parking spaces and even myself)”
The rules changed...

On-street: parking charges at a market clearing price.

Off-street: parking charges, cash-out, and unbundling.

Rules: demand-based minimums or none at all!

Sharing: “I thought I was special!”
Parking operations soothed my pain…

Real-time parking space availability information
Alternative payment forms
Partnerships for shared parking
Meter revenue for district improvement
Many cars adjusted and found happiness...

but not me,
The moral of the story

Parking is an element of an integrated system of access
Parking is policy, not a number in a book
Parking is essential element of community development
Changing perspectives

Rethinking parking:

- Minimums/deregulation
- District-based approaches
- Creative in-lieu fees
- Using parking to support transit
- Need expertise on making pricing and shared parking schemes work