How do we avoid a future crisis?

Parking can't be a transportation afterthought

Nicolas Saunier

nicolas.saunier@polymtl.ca

November 27th 2018
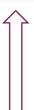
**POLYTECHNIQUE
MONTRÉAL**

TECHNOLOGICAL
UNIVERSITY

There is a global sustainability crisis and transportation is a core issue

Need for holistic thinking

Need for holistic thinking

- Parking is transportation, not a way to fund municipal services

Need for holistic thinking

- Parking is transportation, not a way to fund municipal services
- Parking (space) is expensive

Need for holistic thinking

- Parking is transportation, not a way to fund municipal services
- Parking (space) is expensive
- Parking is inextricably linked to urban design and land use

High street walking, cycling and public realm improvements can **increase** retail sales by up to **30%**

Source: Lawlor, 2013

Cycle parking delivers **5x** the retail spend per square metre than the same area of car parking

Source: Raje and Saffrey, 2016

People who **walk** and **cycle** take **more** trips to the high street over the course of a month

Source:, TfL 2014

Average number of visits to local town centre each month, by mode

16 visits

12 visits

8 visits

Over a month, people who walk to the high street spend up to **40% more** than people who drive to the high street

Source: TfL, 2013

Transport for London, Economic benefits of walking and cycling

4

By FASTILY - Own work, CC BY-SA 4.0

Dockless vehicles

Shoup's prescriptions in "The High Cost of Free Parking"

1. End parking minimums: let developers and the free market decide the right amount of parking to provide

Shoup's prescriptions in "The High Cost of Free Parking"

1. End parking minimums: let developers and the free market decide the right amount of parking to provide
2. Manage and right-price on-street public parking; charge the minimum amount necessary to keep a few spaces open at all times

Shoup's prescriptions in "The High Cost of Free Parking"

1. End parking minimums: let developers and the free market decide the right amount of parking to provide
2. Manage and right-price on-street public parking; charge the minimum amount necessary to keep a few spaces open at all times
3. Spend parking revenue hyper-locally to improve the streets that attract people to them

Approaches

- Build the right amount of parking

Approaches

- Build the right amount of parking
  - "Right size parking", King County (Seattle)

Approaches

- Build the right amount of parking
  - "Right size parking", King County (Seattle)
- Manage demand through regulation and pricing (parking and road pricing)

Approaches

- Build the right amount of parking
  - "Right size parking", King County (Seattle)
- Manage demand through regulation and pricing (parking and road pricing)
- Build modular spaces

Approaches

- Build the right amount of parking
  - "Right size parking", King County (Seattle)
- Manage demand through regulation and pricing (parking and road pricing)
- Build modular spaces
- Traveller information

How many transportation apps do you have on your smartphone?

How many transportation apps do you have on your smartphone?

Google Maps, Chrono, Transit, car2go, bixi, Uber, Teo, Communauto, P$ Mobile Service...

- We need open APIs to foster competition and let users find the best solution for them

- We need open APIs to foster competition and let users find the best solution for them
- Cities can require open APIs as a prerequisite for getting a business permit (e.g. Washington D.C.)

"New" problem of vehicles that do not park and of access to the curb

"New" problem of vehicles that do not park and of access to the curb

- Need for drop fees