

### On-Street Parking

In general, the consensus from the planning community is that on-street parking is an asset in downtown environments, as it buffers pedestrians from vehicle traffic and adds a sense of activity and vibrancy to the streetscape in emerging downtowns. However, on-street parking requires valuable real-estate that could be used for other purposes, for example, bike lanes, bioswales, or wider sidewalks. The decision of whether on-street parking is appropriate in any given location depends on a variety of factors including the availability of other parking, competition for right-of-way by other modes, and the perceived ease of access to street front businesses. Below, is a table summarizing the key benefits and downsides of providing on-street parking.

Benefits of On-Street Parking	Downsides of On-Street Parking
<ul style="list-style-type: none"> <li>• Provides a buffer for pedestrians and makes for a more comfortable walking environment <sup>i ii iii</sup></li> <li>• Provides convenient business access, which is particularly important for ADA users <sup>iv v</sup></li> <li>• On-street parking increases vitality by creating street-level activity as people go between their cars and destinations. This activity makes people feel safer <sup>vi</sup></li> <li>• On-street parking slows cars down, which increases safety in downtown <sup>vii viii</sup></li> <li>• Street revisions are expensive – removal of on street parking would require moving curb, gutter, and revising drainage</li> <li>• Elimination of on-street parking is perceived by businesses as take-away, even if it’s revenue impacts are minimal <sup>ix</sup></li> <li>• If on-street parking is replaced by wider sidewalks, it is important that the sidewalks be well used, as empty sidewalks discourage pedestrians from sticking around <sup>x</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Ingress/egress from on-street parking can negatively impact vehicle throughput at nearby intersections during congested periods <sup>xi</sup></li> <li>• Door hazard to cyclists <sup>xii xiii</sup></li> <li>• If located adjacent to a crosswalk, on-street parking creates a visual barrier between motor vehicle traffic and crossing pedestrians, especially children and people using wheelchairs <sup>xiv</sup></li> <li>• On-street parking consumes right-of-way that can be used by other modes or streetscape amenities <sup>xv</sup></li> <li>• On-street parking represents an impervious surface, which has implications for storm water runoff and the urban heat effect</li> </ul>

## Endnotes:

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<sup>i</sup> Complete Streets Manual, City of Los Angeles; Draft February 10, 2014

<sup>ii</sup> Transportation Planning Toolbox, Tool T-3.6: On-Street Parking. Transportation Authority of Marin, <http://www.tam.ca.gov/> Viewed 10/9/15

<sup>iii</sup> Urban Street Design Guide: Sidewalks, National Association of City Transportation Officers, <http://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>. Viewed 10/9/15.

<sup>iv</sup> Policies for On-Street Parking Management, San Francisco Municipal Transportation Agency, August 28, 2012

<sup>v</sup> The Obvious Advantages of On-Street Parking (editorial). Better Cities & Towns. <http://bettercities.net/news-opinion/blogs/anonymous/21714/obvious-advantages-street-parking> Viewed 10/9/15

<sup>vi</sup> Finding Space: Balancing Parking Needs and Urban Vitality in the City of Camden, Delaware Valley Regional Planning Commission, August 2011

<sup>vii</sup> On-Line TDM Encyclopedia: Traffic Calming, Victoria Transport Policy Institute, Updated April 15, 2015

<sup>viii</sup> Finding Space: Balancing Parking Needs and Urban Vitality in the City of Camden, Delaware Valley Regional Planning Commission, August 2011

<sup>ix</sup> Finding Space: Balancing Parking Needs and Urban Vitality in the City of Camden, Delaware Valley Regional Planning Commission, August 2011

<sup>x</sup> Walking Dollars, Union Square Business Improvement District, [http://www.visitunionsquaresf.com/documents/Walking-Dollars\\_4.20.2010.pdf](http://www.visitunionsquaresf.com/documents/Walking-Dollars_4.20.2010.pdf), December 2009

<sup>xi</sup> Effort of On-Street Parking on Traffic Throughput at Nearby Intersections. Cao et. al., 2014. Transportation Research Board Annual Meeting.

<sup>xii</sup> Bicycling and On-Street Parallel Parking. Wayne Pein of Bicycling Matters. January 2003

<sup>xiii</sup> The Effects of On-Street Parking on Cyclist Route Choice and Operational Behavior of Cyclists and Motorists, Torrance et. al., 2007. Center for Transportation Research, University of Texas, Austin.

<sup>xiv</sup> Pedestrian Safety Guide and Counter Measure Selection Report: On-Street Parking Enhancements. Federal Highway Administration. [http://pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=60](http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=60) Viewed 10/9/15

<sup>xv</sup> Walking Dollars, Union Square Business Improvement District, [http://www.visitunionsquaresf.com/documents/Walking-Dollars\\_4.20.2010.pdf](http://www.visitunionsquaresf.com/documents/Walking-Dollars_4.20.2010.pdf), December 2009