

# Parking Policy in Center City

Any decision on parking policy involves fundamental choices about the overall vision for Center City. Policy choices influence not just the availability and price of parking, but also economic growth, public finances, traffic congestion and historic preservation. Should Center City compete through providing low-cost, subsidized parking and easy access by automobile? Should it concentrate on its competitive advantages of a vibrant, dense, walkable urban fabric – even if this means more expensive all-day parking? Or should it leave parking as primarily a market decision for developers and parking operators?

Four alternative approaches are summarized below:

	A Great Place to Live	Commuter Convenience	Destination City	Metropolitan Center
Focus of Theme	<i>Center City should reinforce its advantage as a premier residential location.</i>	<i>Philadelphia needs to reduce or control the cost of doing business in Center City.</i>	<i>Center City's role as a major destination for shoppers, tourists, and other visitors is essential to the future of Philadelphia.</i>	<i>Center City achieves its greatest potential when the needs of residents, businesses and visitors are balanced.</i>
Summary of Approach	Center City neighborhoods offer a residential lifestyle that is unique within the region. Therefore, preserving the quality of the urban environment is more important than low parking prices and generous supply.	Center City employment is the primary economic engine for the City and the region. Limiting the cost of commuting, including parking, is more important than controlling negative effects of more auto use and storage.	Short-term access needs to be cheap and convenient to attract more visitors; but parking must not be allowed to detract from or destroy the environment that makes Center City worth visiting. Better information about parking and transit services is especially important for visitors, since they are often unfamiliar with Center City.	The close proximity of jobs, housing, attractions, and services provides many mutual benefits, but also some negative impacts on the other sectors. In general, the market is the best means of allocating parking resources, but the public sector needs to help mitigate the long-term consequences of excessive, inadequate, or poorly designed parking.
Specific Strategies and Actions	<ul style="list-style-type: none"> <li><input type="checkbox"/> New public parking to serve residents</li> <li><input type="checkbox"/> Require parking in new residential development to be deeded to individual owners.</li> <li><input type="checkbox"/> Institute stricter design regulations and more incentives for good design and underground parking</li> <li><input type="checkbox"/> Limit supply of residential parking permits and price accordingly</li> <li><input type="checkbox"/> Neighborhood review of on-street parking rules</li> <li><input type="checkbox"/> Use increased meter revenue or parking taxes to fund improved CC transit</li> <li><input type="checkbox"/> Require uniform format for parking rate signage</li> <li><input type="checkbox"/> Establish bicycle parking and Car Share requirements</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> New public garages serving commuters</li> <li><input type="checkbox"/> Eliminate zoning and design requirements that make parking development more costly</li> <li><input type="checkbox"/> Reduce parking tax</li> <li><input type="checkbox"/> Require uniform format for parking rate signage</li> <li><input type="checkbox"/> Where “early bird specials” exist, require extension into evening hours</li> <li><input type="checkbox"/> Require employers that subsidize parking to offer a cash or transit pass alternative</li> <li><input type="checkbox"/> Establish bicycle parking requirements</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Cheap short-term parking in public garages (existing and new), extensively marketed</li> <li><input type="checkbox"/> Institute stricter design regulations and more incentives for good design and underground parking</li> <li><input type="checkbox"/> Raise meter rates to increase availability of short-term on-street parking</li> <li><input type="checkbox"/> Use increased meter revenue or parking taxes to fund improved CC transit</li> <li><input type="checkbox"/> Require uniform format for parking rate signage</li> <li><input type="checkbox"/> Regulate rates to lower short-term parking cost in lots and garages</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Cheap short-term parking in public garages (existing and new), extensively marketed</li> <li><input type="checkbox"/> Encourage shared-use parking</li> <li><input type="checkbox"/> Institute stricter design regulations and more incentives for good design and underground parking</li> <li><input type="checkbox"/> Raise meter rates to increase availability of short-term on-street parking</li> <li><input type="checkbox"/> Use increased meter revenue or parking taxes to fund improved CC transit</li> <li><input type="checkbox"/> Require uniform format for parking rate signage</li> <li><input type="checkbox"/> Regulate rates to lower short-term parking cost</li> <li><input type="checkbox"/> Where “early bird specials” exist, require extension into evening hours</li> <li><input type="checkbox"/> Require employers that subsidize parking to offer a cash or transit alternative</li> <li><input type="checkbox"/> Establish bicycle parking and CarShare requirements</li> </ul>
Key arguments in favor	<ul style="list-style-type: none"> <li><input type="checkbox"/> Improves parking availability for most residents</li> <li><input type="checkbox"/> Preserves attractive, pedestrian-friendly urban environment</li> <li><input type="checkbox"/> Makes it easier to live in Center City without a car</li> <li><input type="checkbox"/> Uses on-street parking efficiently</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Reduces cost disparity between Center City and suburban employment locations by limiting cost of all-day parking</li> <li><input type="checkbox"/> Offers more transportation alternatives for commuters</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Reduced cost of short-term parking will attract more visitor trips and spending</li> <li><input type="checkbox"/> Preserves continuous, active, interesting shopping and tourist areas</li> <li><input type="checkbox"/> Better information to improve comfort level for visitors</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Encourages balanced transportation system</li> <li><input type="checkbox"/> Efficient use of both on- and off-street parking supply</li> <li><input type="checkbox"/> Improved information allows for more effective competition</li> <li><input type="checkbox"/> Least net public cost</li> <li><input type="checkbox"/> Lowers short-term parking costs</li> <li><input type="checkbox"/> Preserves attractive downtown environment</li> </ul>
Key arguments against	<ul style="list-style-type: none"> <li><input type="checkbox"/> Inefficient use of off-street spaces</li> <li><input type="checkbox"/> Higher permit parking prices will narrow options for some residents</li> <li><input type="checkbox"/> Fails to address short-term parking cost</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Adverse impact on historic buildings and the pedestrian environment</li> <li><input type="checkbox"/> Highest net public cost</li> <li><input type="checkbox"/> Added traffic congestion, air pollution</li> <li><input type="checkbox"/> Fails to address short-term parking cost</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> All-day parking rates would rise</li> <li><input type="checkbox"/> Complex to implement (many different strategies)</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> All-day parking rates would rise</li> <li><input type="checkbox"/> Complex to implement (many different strategies)</li> </ul>