**Hixon Center for Urban Sustainability**

CASE STUDY

# Reducing Parking to Increase Public Transit Use

**Built Environment**

## Climate Issue: Transport Emissions

To address the climate crisis, private vehicle usage must decrease.

- Cities across the United States are seeking to increase public transit ridership
- This goal often clashes with long-held cultural preferences for private vehicle use
- The perceived convenience of driving is strongly tied to the availability of parking
- Reducing the availability of parking can shift transport behaviors toward a more sustainable model.

## Solution: Reduce Residential Parking

- Currently, many cities require housing developments to construct a certain number of parking spots per residential unit
- This encourages residents to rely on private cars for transportation
- Reducing the availability of residential parking can encourage instead the use of public transportation.

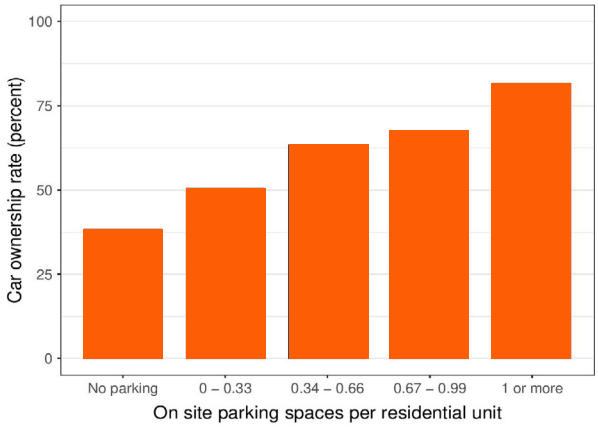
**81%** of households that own a vehicle in buildings with onsite parking

**38%** of households that own a vehicle in buildings without onsite parking

## San Francisco: Putting a Cap on Parking

- San Francisco recently introduced a parking cap of one space for every two or four residential units in neighborhoods with plentiful public transit
- The data shows that these reductions in residential parking dramatically increase public transit use
- Reduced car usage has social, economic and environmental benefits
- It is important for these policy changes to be accompanied by efforts to increase public transit accessibility.

## Data from San Francisco:




Millard-Ball et al., 2022

## IN A NUTSHELL

- Science shows that private car usage is directly linked to parking availability
- To encourage the use of public transportation, cities can reduce residential parking
- San Francisco did this by introducing parking caps on residential developments
- Reducing residential parking can lead to long-term change in transportation behavior.

## WHAT CAN YOUR CITY DO?

**REPEAL** local statutes that require parking quotas per residential unit for housing developments

**INTRODUCE** maximum permissible parking quotas

**INVEST** in infrastructure to ensure that public transit is equitably distributed and accessible throughout different neighborhoods

**PRIORITIZE** equity as you reduce residential parking. It is critical that these changes do not further disadvantage neighborhoods without easy access to public transit.

**To find out more information** about sustainable transport visit https://millardball.its.ucla.edu/research/. Case study based off Millard-Ball, A., et al. (2022). What do residential lotteries show us about transportation choices? Urban Studies, 59(2), 434–452. https://doi.org/10.1177/0042098021995139.