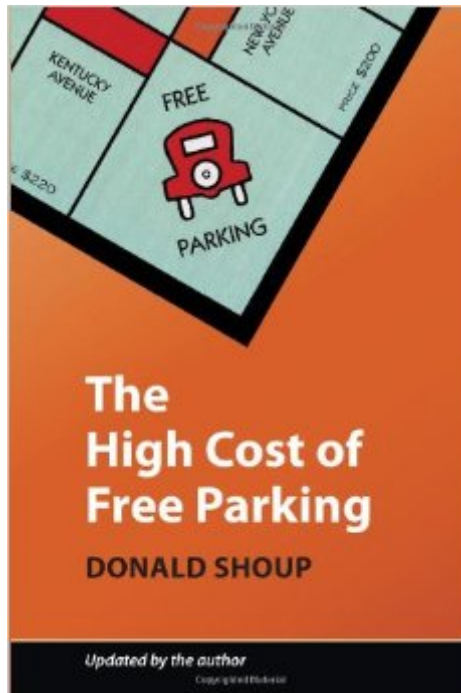


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The High Cost Of Free Parking, Updated Edition



Synopsis

One of APA's most popular and influential books is finally in PAPER, with a new preface from the author on how thinking about parking has changed since this book was first published. In this no-holds-barred treatise, Shoup argues that free parking has contributed to auto dependence, rapid urban sprawl, extravagant energy use, and a host of other problems. Planners mandate free parking to alleviate congestion but end up distorting transportation choices, debasing urban design, damaging the economy, and degrading the environment. Ubiquitous free parking helps explain why our cities sprawl on a scale fit more for cars than for people, and why American motor vehicles now consume one-eighth of the world's total oil production. But it doesn't have to be this way. Shoup proposes new ways for cities to regulate parking - namely, charge fair market prices for curb parking, use the resulting revenue to pay for services in the neighborhoods that generate it, and remove zoning requirements for off-street parking. Such measures, according to the Yale-trained economist and UCLA planning professor, will make parking easier and driving less necessary. Join the swelling ranks of Shoupistas by picking up this book today. You'll never look at a parking spot the same way again.

Book Information

Paperback: 800 pages

Publisher: APA Planners Press; Updated edition (June 21, 2011)

Language: English

ISBN-10: 193236496X

ISBN-13: 978-1932364965

Product Dimensions: 6.2 x 1.5 x 9.2 inches

Shipping Weight: 2 pounds (View shipping rates and policies)

Average Customer Review: 4.5 out of 5 stars [See all reviews](#) (33 customer reviews)

Best Sellers Rank: #119,396 in Books (See Top 100 in Books) #93 in [Books > Arts & Photography > Architecture > Urban & Land Use Planning](#) #236 in [Books > Politics & Social Sciences > Sociology > Urban](#) #268 in [Books > Textbooks > Humanities > Architecture](#)

Customer Reviews

This book is a detailed analysis of parking problems and their solution. Shoup zeroes in on the reason for such problems: we assume that parking should be free. Shoup points out that if we decided that gasoline should be free, the result we would expect would be obvious: people would drive too much, shortages of gasoline would develop, fights would break out over scarce gas, and

governments would go broke trying to pay for it all. Shoup shows that parking is no different. Providing free parking leads to overuse, shortages, and conflicts over parking. Cash-strapped local governments and neighborhoods lose out, too. Free parking is like a fertility drug for cars. Many people don't realize how much of the high price of housing is due to requirements by local governments that a certain number of parking spaces must be provided. These costs are paid by everyone, including those who don't own a car. I agree with Shoup that free parking is the great blind spot of American local politics. I recall vividly a couple of years ago I was attending a church service when it was suddenly interrupted by a person from the neighborhood, screaming that churchgoers had used all the parking spaces in front of his house AGAIN. I could understand why he was upset, because Sunday mornings did cause a serious parking shortage in the streets around the church. Shoup shows how to solve such difficulties: instead of putting in burdensome regulations about who can park where and when, just charge the market price for parking spaces, and make sure most or all of the money goes to the local neighborhood for improved public services. A high price for parking spaces on Sunday would have led churchgoers to find other options, like walking or carpooling.

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