

CURBSIDE MANAGEMENT STRATEGY

Redefining Edmonton’s Curbside and Public Parking Space

RECOMMENDATION

That the August 23, 2022, Urban Planning and Economy report UPE00228, be received for information.

Requested Council Action	Information Only		
ConnectEdmonton’s Guiding Principle	ConnectEdmonton Strategic Goals		
CONNECTED This unifies our work as we work to achieve our strategic goals.	Healthy City and Urban Places		
City Plan Values	LIVE and ACCESS		
City Plan Big City Moves	A Rebuildable City Greener as we Grow	Relationship to Council’s Strategic Priorities	Mobility Network Climate Adaptation and Energy Transition
Corporate Business Plan	Transforming for the Future		
Council Policy, Program or Project Relationships	<ul style="list-style-type: none"> ● Bylaw 5590 - Traffic Bylaw ● City Policy C602 - Accessibility for People with Disabilities ● Council Policy C624 - Fiscal Policy for Revenue Generation ● Residential Parking Programs 		
Related Council Discussions	<ul style="list-style-type: none"> ● CR_7229 Open Option Parking Implementation (Urban Planning Committee, January 28, 2020) ● CO00607 Mass Transit System—Sustainable Funding and Growth Plan (Executive Committee, April 13, 2022) ● CR_8390 Shared Parking Impact to High Demand Parking Areas (Urban Planning Committee, March 23, 2021) 		

CURBSIDE MANAGEMENT STRATEGY - REDEFINING EDMONTON'S CURBSIDE AND PUBLIC PARKING SPACE

Executive Summary

- Achieving the goals of The City Plan will require treating curbside space as a strategic public asset in order to balance and prioritize the growing and competing demands for this space.
- The Curbside Management Strategy provides seven actions that will influence the use and management of curbside spaces and public parking, including City-owned off-street parking.
- The seven actions will redefine how the City manages curbside space while emphasizing accessibility, consideration of the surrounding neighbourhood and diversifying transportation options.
- Administration will prioritize Action 1, Action 2 and Action 3 of the Curbside Management Strategy as a result of logical sequencing of actions and current service needs, however other actions may proceed simultaneously depending on resources.

REPORT

The City Plan sets a bold vision for how Edmonton will grow to a city of two million people that is urban, environmentally resilient and has a mobility system that provides choice and moves people and goods in an efficient and accessible way. To achieve the vision and targets set out in The City Plan (such as 50 per cent of trips made by transit and active transportation), Edmonton will need to evolve and adjust how emerging urban transportation demands and opportunities are approached.

One of the ways the city will need to evolve is by changing the use of its roadway network to optimize infrastructure investments and respond to evolving mobility needs. Curbsides are a part of the roadway network and serve a number of functions depending on the roadway role and context, and together they create one of the city's biggest public assets.

Public curbside parking is an important part of the mobility system. However, an increasing number of uses for the curbside space are emerging as a result of e-commerce, on-demand transportation services, active transportation and transit facility needs, and the desire for activation or programming of space adjacent to the curbs. Given the increased demand for the limited curb space available, it is prudent to examine and redefine how the City uses its public curb spaces to support the implementation of Edmonton's strategic plans.

Administration began to explore how the management of curbside space and public parking could be modernized and treated as a strategic public asset, as identified in The City Plan. Administration considered strategic mobility plans and public feedback heard during the Open Option Parking discussion to inform the Curbside Management Strategy. The Curbside Management Strategy explores how to strategically manage and prioritize the competing demands for curbside space such as parking and other mobility and programming space needs. This allows curbside space to be used efficiently and effectively to meet city-building goals.

Curbside Management Strategy

The Curbside Management Strategy contains seven strategic actions that will bridge the policies outlined in The City Plan with the corresponding necessary operational changes. Strategic

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curbside management and parking policy can help equalize all modes of transportation and provide for a wider range of uses of public curbside space to support resident, business, and overall community outcomes.

The seven actions and the intended outcome for each action are as follows:

Action 1: Develop guidelines for the use of public curbside space that identify prioritization and programming in alignment with The City Plan, including amending any relevant City of Edmonton policies, guidelines, bylaws, and design and construction standards.

- Outcome: More multi-functional curbside spaces and streets that support residents and businesses with more equitable and reliable mobility options and vibrant urban places.

Action 2: Review and update the on-street and off-street public parking pricing framework to support Action 1 and align with Edmonton's City Plan and Policy C624 - Fiscal Policy For Revenue Generation.

- Outcome: It is easier to find a parking space by improving the availability and management of the existing public parking supply. In areas of higher parking demand, this is accomplished through more frequent parking space turnover as a result of parking pricing.

Action 3: Modernize the existing Residential Parking Program with an enhanced program that manages curb congestion in local areas, yet aligns with broader city-building goals identified in The City Plan.

- Outcome: An improved program that balances the consideration of individual private residents' needs with efficient and equitable uses of publicly-owned curbside space for all Edmontonians. Considerations will include an examination of program eligibility criteria including the current exclusion of buildings higher than three storeys, number of permits per residence, exploration of potential fees to help balance curb space supply and residential parking demand into the future.

Action 4: Use technology as a lever to manage the flow and utilization of on- and off-street public paid parking spaces and make it easier to find available parking in high demand areas.

- Outcome: It is easier and more convenient to find a parking space through better technology and management of the whole system. This is accomplished through such items as the ability to collect regular data on parking occupancy, adjust parking prices up or down in different zones on a regular basis and based on the collected data, and communicate to users about prices and typical demand. This will manage and improve the availability of parking.

Action 5: Explore opportunities and potential strategies for implementing "Parking Benefit Districts" and assess their impacts and other considerations.

- Outcome: "Parking Benefit Districts" facilitate the returning of collected parking fees to the area where they were charged to be used for implementation of defined public

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realm amenities (such as lighting, benches, plants and trees, and public art), improving local areas and making paid parking more publicly acceptable.

Action 6: Implement actions to improve curbside and public parking accessibility to fulfill Policy - C602 Accessibility for People with Disabilities.

- Outcome: Better accessibility for all Edmontonians through better managed accessible parking spaces, helping to ensure equitable opportunity.

Action 7: Explore options, in conjunction with The Bike Plan, to enhance guidelines and standards for transportation demand management initiatives including active transportation end-of-trip facilities in public and private developments, that help reduce automobile parking demand.

- Outcome: Better end-of-trip facilities for active transportation users, and other potential transportation demand management initiatives, are used to support mode shift and a reduction in parking demand and space allocated to parking lots.

For more information, please see the full Strategy in Attachment 1.

Next Steps

Administration will work to fully plan and implement the seven actions in the strategy, with execution of the actions beginning now and expected completion of all actions in the next five to seven years. Many of the actions will require communications, public engagement and service design.

Administration is prioritizing actions one, two, and three, as a result of logical sequencing of actions and current service needs; the other actions may proceed simultaneously depending on resource availability. An update on the implementation activities will be provided to Council, tentatively planned for Q4 2023.

Budget / Financial Implications

Actions 2 and 5 provide an opportunity to redefine the parking pricing framework in addition to exploring different ways to allocate parking fee revenues. The implementation of these two actions can have financial implications that require further consideration. For instance, Action 5 involves reinvestment of parking revenues back into the area in which they were collected (parking benefit districts) in order to create positive outcomes within these areas as described in Attachment 1. This would reduce the parking revenues available to support tax-supported operations, potentially resulting in an increase in the net operating requirement (tax-levy) or cost reductions. Such implications will need to be explored in more detail through the implementation of Actions 2 and 5. This will include ongoing discussions with City Council regarding changes to city policies that facilitate the implementation of Actions 2 and 5.

Specific budget implications will be further considered as part of the detailed future planning. The future implementation of these actions may require funding requests during the course of the 2023-2026 budget. Funding requests are not currently contemplated in the 2023-2026 budget.

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COMMUNITY INSIGHT

The development of the Curbside Management Strategy relied on direction provided in The City Plan and the robust public engagement conducted for Open Option Parking in 2019 and 2020. This approach aligns with the City's direction to use The City Plan as a guiding document, leverage previous engagement data to inform decision making, and be more efficient in its operations. Additional public and stakeholder engagement will be included as part of the implementation and execution of the seven actions in the strategy.

Conversations that highlight the tradeoffs in prioritizing and managing curbside space will be critical to success in implementing the Curbside Management Strategy. The City has heard through public engagement that parking is an important part of the mobility system and that there are expectations regarding the proximity and availability of parking in business areas and residential neighbourhoods. These expectations will be considered when assessing the growing and competing demands on public curbside space for parking and other uses, especially as more people are accommodated through future city growth.

GBA+

While a GBA+ analysis was not conducted as part of the work to date, GBA+ along with public engagement is planned for future work associated with the implementation of the seven actions in the Curbside Management Strategy.

Implementation of the Curbside Management Strategy will provide an opportunity to examine, reimagine, and modernize how we manage our city curbside lanes and parking spaces to support provision of an equitable balance of uses for all Edmontonians.

ATTACHMENT

1. Curbside Management Strategy