



CURBSIDE MANAGEMENT STRATEGY

Redefining Edmonton's
Curbside and Public
Parking Space

[edmonton.ca/
CurbsideManagementStrategy](http://edmonton.ca/CurbsideManagementStrategy)

Edmonton

Table of Contents

INTRODUCTION	3
PURPOSE	6
DEVELOPING THE CURBSIDE MANAGEMENT STRATEGY	8
Project Research	8
Project Timeline	8
CURBSIDE MANAGEMENT STRATEGY ACTIONS	10
Actions Summary	10
Curbside Management Strategy Overview	12
NEXT STEPS	23
APPENDICES	24



Introduction

The City Plan sets a bold vision for how Edmonton will grow to two million people—a city that is urban, environmentally resilient and has a mobility system that provides choice and moves people and goods in an efficient and accessible way. The City Plan identifies Big City Moves with targets that include net-zero per person greenhouse gas emissions, 50 per cent new growth added as infill, and 50 per cent of trips made by transit or active transportation. To achieve this vision, we will need to evolve and adjust how we approach emerging transportation demands and opportunities.

One of the ways we will need to evolve is the way we use our roadway network in order to maximize infrastructure investment, respond to emerging trends and technology, and support The City Plan goals. Roadways accommodate the movement of people and goods to homes, businesses, and amenities. Edmonton's curbsides are a part of the roadway network and one of its biggest public spaces, serving multiple purposes. They can also be a destination in their own right, such as when they are used to accommodate temporary patios for bars, cafes and restaurants.

This makes curbside street space an important civic asset.

Edmonton, like all big cities, is at a crossroads: Which activities should be prioritized in this limited curbside space, and when and how? Public curbside parking is an important and valued part of our mobility system

as many Edmontonians rely on it every day in residential neighbourhoods and business areas. However, an increasing number of activities are in competition with curbside parking, and with one another, for the limited curb space available.

These include:

- Dedicated lanes for transit reliability;
- Vehicle for-hire pick-up and drop-off zones;
- Access for loading, curbside pick-up, and commercial deliveries;
- Separated and protected active transportation lanes, shared streets;
- Vehicle parking (accessible, paid, unpaid, time-restricted and residential permitted);
- Bike parking, e-scooter and e-bike corrals;
- Temporary patios for restaurants, bars, cafes and retail spaces;
- Street activations, food trucks; and
- Increased greening and trees, among other activities.

In order to ensure curbside space is being used efficiently and effectively to meet our city-building goals, a new approach is needed to manage our street curbsides for safe, liveable, and connected communities; we can no longer continue with business as usual.

The City Plan calls on us to treat our curbsides and public parking as strategic public assets—assets for which there are growing and competing needs. Curbside management is a crucial element to help



achieve several of the targets in The City Plan.

Curbside management is a critical building block in helping to achieve more equitable, affordable, and space and energy efficient modes of transportation. For example, the target of 50 per cent of trips by transit and active transportation is unmistakably related to whether or not transit and active transportation have dedicated space within the public street right-of-way, often placed at the curbside lane.

And the presence of dedicated space with more reliable mass transit buses and safer active transportation lanes for all ages and abilities, then, influences the modal choices of Edmontonians and how much they spend on transportation as a proportion of their household expenditures—another City Plan target. All of these elements have an impact on the amount of greenhouse gas emissions from urban transportation, a further target.

Curbside management and parking policy can help put all modes of transportation on more equal footing and provide for a wider range of uses of our public curbside space.

Purpose

The City Plan challenges us to use roadways, curbsides, and parking as strategic public assets—increasing the efficacy and efficiency of valuable public space and infrastructure:

“Edmonton will maximize the efficiency of existing road infrastructure and implement targeted improvements in the road network using innovative technology and operational improvements. We will move past traditional ways of measuring network performance aimed exclusively at improving vehicle delay and will pursue a holistic approach that also evaluates the mobility system in terms of public health and safety, equity, impacts to climate, the natural environment and urban form.

Increasing efficiency of publicly owned facilities will also mean managing and treating parking, curbside space and roadways as strategic public assets.

Our road network will evolve in step with our city. In a rebuildable city we will need to reimagine some of our road rights-of-way, from being primarily auto-oriented thoroughfares to complete streets that act as both a travel way for people and a destination in their own right. Nowhere will this be more true than in the system of nodes and corridors where roads will be designed with that in mind. This could mean narrower lanes, slower speeds, restrictions on turning movements or reductions in parking.”

—Policy 2.4.2.5, and Mobility section p. 126, The City Plan



The purpose of this Curbside Management Strategy is to lay out a series of necessary actions to reimagine and reform public parking and street curbsides as strategic public assets in order to get more out of this infrastructure for residents, businesses, and their customers.

This report is the framework and strategy that will guide adjustments to curbside and City-owned off-street parking policy in Edmonton in order to:

- Treat streets, curbsides, and parking as strategic public assets—aligned with [The City Plan](#);
- Make parking easier to find and more convenient for all;
- Use technology to open up parking availability on each street block with high parking demand;
- Respond to and direct the intensifying competition for limited curbside space, with emphasis on accessibility, efficiency, and mobility equity;
- Support The City Plan target of 50 per cent of trips by transit and active transportation through developing a framework to enable some reallocation of curbside space to other modes of urban mobility, where appropriate and safe;
- Reduce emissions and pollution from combustion motor vehicles through dedicated space for Zero-Emission Vehicles (ZEVs); and
- Respond to Edmonton's move to [Open Option Parking](#) and minimize potential spillover effects.

Developing the Curbside Management Strategy

PROJECT RESEARCH

The City undertook four stages of work, including a review of (1) strategic City policies, (2) pertinent publicly-available engagement records, (3) current practices in Edmonton, and (4) practices in other jurisdictions documented in the literature. These stages of work helped in identifying four important cross-cutting themes, which provide the foundation for each of the actions identified in the Curbside Management Strategy.

PROJECT TIMELINE

PROJECT RESEARCH

Strategic Policy Alignment
Engagement Alignment
Jurisdictional Scan
Current Practices in Edmonton



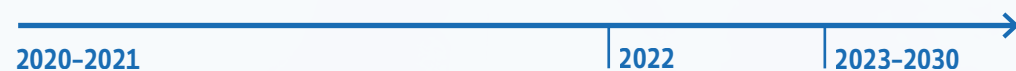
CROSS-CUTTING THEMES



CURBSIDE MANAGEMENT STRATEGY



IMPLEMENTING THE CURBSIDE MANAGEMENT STRATEGY





Below is a brief summary of how each stage of work supported the development of the actions in the Curbside Management Strategy. For further information, please see the appendices.

Strategic Policy Alignment

Policies related to curbsides, public parking, and mobility within [Connect Edmonton](#), [The City Plan](#) and their associated implementation strategies were consolidated and reviewed to establish the policy foundation for how future public parking programs and services should be aligned.

Engagement Alignment

Previously-published public engagement reports from work on The City Plan and [Open Option Parking](#) (also referred to as “What We Heard Reports”) were reviewed for feedback shared about public parking, mobility and transportation needs, and other relevant city-building considerations. This review helped provide an understanding of the baseline expectations of the public when amending or creating new curbside public parking programs and services.

Current Practices in Edmonton

A review of Edmonton's public parking programs, tools, and tactics was undertaken to establish the baseline of challenges and opportunities facing the City's current public curbside parking management approach and assess whether these programs, tools, and tactics align with policies and public feedback/input identified in the stages noted above. Understanding gaps in current practices will help in deciding whether programs, tools, and tactics should be continued, refined, or retired.

Jurisdictional Scan

Parking programs, tools, and tactics in select North American municipalities that have undertaken an “Open Option Parking” approach similar to Edmonton were reviewed and assessed against alignment to policy and public engagement themes established in the stages above. This analysis helped to identify curbside and public parking management practices that could potentially be adapted and/or refined to work within Edmonton's context.

Cross-Cutting Themes

Major themes arising from the background research undertaken were reviewed and categorized, with the following cross-cutting themes emerging:



Strategically manage public infrastructure to ensure it is being used efficiently and effectively to achieve the city-building outcomes outlined in The City Plan.



Develop a connected mobility system that supports various modes of transportation, with a focus on transit and active transportation infrastructure.



Ensure the mobility system is accessible, safe, efficient, and barrier-free for Edmontonians.



Encourage modal shift by providing opportunities for transit or active transportation.

Curbside Use and Public Parking Advisory Group

To support the analysis of the background research noted above and the development of potential actions to modernize Edmonton's curbside management approach, a group of subject matter experts from within City Administration were assembled to form the Curbside Use and Public Parking Advisory Group (the Advisory Group). The Advisory Group was instrumental in developing and refining the set of actions contained in the Curbside Management Strategy.

Curbside Management Strategy Actions

STRATEGY SUMMARY

Actions in the Curbside Management Strategy were developed by the Curbside Use and Public Parking Advisory Group upon review and consideration of the background research undertaken. The actions articulated in this report help to bridge the gap between The City Plan policy directions and intentions, and the necessary operational changes needed to modernize the City's curbside and public parking management approach.

Cross Cutting Themes



Strategically manage public infrastructure to ensure it is being used efficiently and effectively to achieve the city-building outcomes outlined in The City Plan.



Ensure the mobility system is accessible, safe, efficient, and barrier-free for Edmontonians.



Develop a connected mobility system that supports various modes of transportation, with a focus on transit and active transportation infrastructure.



Encourage modal shift by providing opportunities for transit or active transportation.



The Actions

Alignment with Cross-cutting Themes



ACTION 1: Develop guidelines for public curbside space use 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 as necessary.



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



ACTION 3: Modernize the existing Residential Parking Program with an enhanced program that balances managing curbside congestion in local areas with broader city-building goals identified in The City Plan.



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.



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



ACTION 6: Implement actions to improve curbside and public parking accessibility in fulfillment of [Council Policy C602: Accessibility for People with Disabilities](#).



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 amenities in public and private developments that help reduce automobile parking demand.



CURBSIDE MANAGEMENT STRATEGY OVERVIEW

Opportunities for public participation and engagement on specific actions will be assessed as part of the development of the forthcoming implementation plan.

ACTION 1



Develop guidelines for public curbside space use 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.

CROSS-CUTTING THEMES



ACTION DESCRIPTION

Public curbside parking is an important and valued component of our streets as many Edmontonians rely on it every day. We know, from [Edmonton's Open Option](#) Parking project, that residents highly value parking in front of their homes, and this serves an important purpose particularly in neighbourhoods with higher residential unit density.

On the other hand, much of the public curbside space on city streets is currently dedicated to private motor vehicle parking, which influences the ability of both residents and businesses to discuss, propose, and implement alternative, valid uses for this public curbside space.

¹Existing and potential future curbside uses include but are not limited to:

- On-street parking, including free, paid, time-restricted and residential permitted;
 - Curbside pick-ups and vehicle-for-hire pick-ups and drop-offs;
 - Loading zones for commercial vehicles;
 - Accessible parking stalls (Accessible placard required);
 - Bus stops and dedicated transit lanes for reliable transit service;
 - Dedicated bike lanes and secure bicycle parking infrastructure, including e-scooter and e-bike corrals;
 - Temporary patios for restaurants, bars, cafes and retail spaces, or pedestrian detours to accommodate patios on the sidewalk;
 - Summer Streets;
 - Vision Zero Street Labs (Shared streets, curb extensions);
 - Parklets;
 - Mobile washroom facilities; and
 - Business Improvement Area street activations.
-

¹Institute of Transportation Engineers (ITE), [Curbside Management Practitioners Guide, p. 4](#)

ACTION 1 CONT'D

All of the above are valid uses of public street curb lanes, depending on the street type, nearby land uses and buildings, and other factors.

Further, while many of the City of Edmonton's existing policy documents, like the Complete Streets Design and Construction Standards provide useful direction, there are gaps in guidance for how curbside assets should be prioritized across different use cases. For example, while pedestrian and active transportation activities are encouraged in multiple planning documents, there is no corresponding operational priority decision-making system to identify where and when a certain use case or mode should be prioritized within the curbside space.

²The City of Edmonton understands that there is growing demand and competition for use of limited public curb space—identified as a strategic public asset in The City Plan. This action is about examining different methodologies of prioritizing the many competing potential uses for curb space on Edmonton's streets.

Through the review of existing planning tools related to street design and management, and in consideration of The City Plan, this action will develop a system of clear guidelines for determining where, when, and how public curbside parking is prioritized—in context with all other competing uses.

CROSS-CUTTING THEME ALIGNMENT

- Strategically manage public infrastructure to ensure it is being used efficiently and effectively to achieve the city-building outcomes outlined in The City Plan.
- Ensure the mobility system is accessible, safe, efficient, and barrier-free for Edmontonians
- Encourage modal shift by providing opportunities for transit or active transportation

STRATEGIC POLICY ALIGNMENT

Prioritizing the use of curbside space is an explicit way to strategically manage municipal infrastructure assets and enable non-automobile uses within curbside spaces. This supports The City Plan's policy directions of enabling mode shift and encouraging active transportation and public transit uses in alignment with the Safe Mobility Strategy. Additionally, through this work, non-transportation uses could be prioritized to enhance urban, social and natural environments.

ENGAGEMENT ALIGNMENT

Engagement records punctuate the importance of a well-connected mobility system with multiple options that support Edmontonians of all ages and abilities to navigate throughout the city. The expansion of the active transportation network and the public transit system was a sentiment shared across multiple engagement sessions and cited as critical steps towards achieving a more connected and urban city.

JURISDICTIONAL SCAN ALIGNMENT

The strategic use of curbside space and accessibility to a variety of users and uses was a common precedent in the jurisdictions explored. Like Edmonton, many of the municipalities are opting to move away from solely prioritizing automobile usage to more active and public transportation modes. In Seattle, a curbside prioritization system called "Flex Zones" explicitly identifies modal priority and curbside space use preferences.

² National Association of City Transportation Officials (NACTO), [Curb Appeal, p.1](#)

ACTION 2



Review and update the on-street and off-street public parking pricing framework to support Action 1 and align it with [Edmonton's City Plan](#) and [Council Policy C624 on Fiscal Policy For Revenue Generation](#).

CROSS-CUTTING THEMES



ACTION DESCRIPTION

Public parking spaces—on-street and off-street—require resources to build, maintain, and operate, just like streets, highways, transit, and all mobility infrastructure. The City can charge a user fee for use of public parking spaces to offset these costs, either in whole or in part.

Parking pricing is employed as a parking demand management tool. Pricing can help manage parking demand for a finite parking supply, reduce or remove the need to build additional parking facilities at public expense, and decrease the subsidy on unpriced or underpriced parking—which influences travel demand and mode choice.

Residents, visitors, and businesses need parking opportunities. Better parking pricing can help to open up existing parking spaces, encourage more frequent turnover, and in so doing, provide more parking availability within the existing infrastructure. Pricing can and should also be reduced where and when parking demand is low.

"Pricing parking can be a powerful tool—especially when used in conjunction with other travel demand management strategies—to influence travelers' decisions about whether to drive alone, carpool, use transit, or use non-motorized travel modes. Reductions in drive-alone travel can subsequently reduce emissions and congestion and improve access and revenue generation."

—³United States Federal Highway Administration, Department of Transportation

Existing policy and regulation to guide the parking pricing framework and user fees include Council Policy C624: Fiscal Policy For Revenue Generation, and City Bylaw 5590. Action 2 will comply with Council Policy C624 and will initiate a review of City [Bylaw 5590](#) to better align it with [The City Plan](#) and [Connect Edmonton](#).

This action will include a review of existing fees other than parking pricing levied by the City for public parking space and other curbside uses (such as temporary parking permits, On-Street Construction and Maintenance

³ U.S. Federal Highway Administration, [Contemporary Approaches to Parking Pricing: A Primer](#), p. 3

ACTION 2 CONT'D

(OSCAM) permits, vending permits, Licence of Occupation, and carshare parking fee agreements) as well as an exploration of any additional fees not currently being levied that may be required for the effective management of curbside space.

This action will also include consideration of such items as COVID-19 pandemic-related travel pattern changes and parking demand impacts, existing stipulations on maximum rates for parking pricing, and the relationship between The City Plan targets and parking policy.

CROSS-CUTTING THEME ALIGNMENT

- Strategically manage public infrastructure to ensure it is being used efficiently and effectively to achieve the city-building outcomes outlined in The City Plan.
 - Develop a connected mobility system that supports various modes of transportation, with a focus on transit and active transportation infrastructure
 - Ensure the mobility system is accessible, safe, efficient, and barrier-free for all Edmontonians
 - Encourage modal shift by providing opportunities for transit or active transportation
-

STRATEGIC POLICY ALIGNMENT

Reviewing how the City considers its public parking spaces through a financial lens, in particular the demand-responsive pricing model, supports the themes of strategically managing municipal infrastructure assets while encouraging alternative transportation modes, including active transportation and public transit. Updating the public parking pricing framework would also support the local economy and businesses (especially in dense urban areas) by accommodating customers with various mobility needs and preferences, and promoting short-stay turnover.

ENGAGEMENT ALIGNMENT

Engagement feedback highlights the importance of alternative modes of transportation, like active transportation and public transit, while also providing opportunities for single-use automobile choices. Reviewing the current demand-responsive pricing model would support this need.

JURISDICTIONAL SCAN ALIGNMENT

Demand-responsive pricing systems are a common tool used by many municipalities. Like Edmonton, many of the jurisdictions researched are striving to balance available parking in prime business areas while supporting broader city-building goals of urban intensification and mode shift.

ACTION 3



Modernize the existing [Residential Parking Program](#) with an enhanced program that balances managing curbside congestion in local areas with broader city-building goals identified in [The City Plan](#).

CROSS-CUTTING THEMES



ACTION DESCRIPTION

The City currently uses several approaches to managing curbside spaces, including the [Residential Parking Program](#) (RPP). The RPP was established to manage and balance on-street parking for residents and visitors in the areas where demand for on-street parking is high, while maintaining equitable parking for both groups. The RPP is typically installed in areas at least 10 square blocks in size that are experiencing parking congestion and two-thirds support for impacted residents is required for the installation of the program.

Given that this program was last updated in 1998, it is an appropriate time to explore opportunities to align the program to achieve new city-building goals established in [The City Plan](#).

This action, to be consistent with the results of the curbside prioritization work in Action 1, will include but not be limited to:

- A review of residential parking needs in consideration of public parking and other curbside uses, and an assessment of the strengths and weaknesses of current RPPs;
- An update of program eligibility with an equity lens including the current exclusion of multi-residential buildings greater than three storeys in height;
- A review of the number of permits issued per household, in alignment with active transportation and transit mode shift objectives as articulated in [The City Plan](#);
- Exploration of fees to use the program to help balance public curbside space supply and demand; and
- Consideration of non-residential applications of the program.

CROSS-CUTTING THEME ALIGNMENT

- Strategically manage public infrastructure to ensure it is being used efficiently and effectively to achieve the city-building outcomes outlined in [The City Plan](#).
 - Encourage modal shift by providing opportunities for transit or active transportation
-

ACTION 3 CONT'D

STRATEGIC POLICY ALIGNMENT

This action supports the Urban Places, Healthy City and Climate Resilience strategic goals within [Connect Edmonton](#). This action supports The City Plan through policy directions that speak to the need to: manage curbside spaces in a strategic way; operate public infrastructure to facilitate movement and universal accessibility in all seasons; manage roadways to be adaptable to future mobility and land use needs; support the local economy; and to advance equity through access to universally accessible spaces.

ENGAGEMENT ALIGNMENT

The engagement feedback reviewed identified the need for accessibility to important areas in the city, including the North Saskatchewan River Valley and ravine system, as well as local business areas. In addition, feedback observed included the need to shift away from automobile usage to other mobility methods, like active transportation and public transit. A reimagined residential parking program could be used to help encourage mode shift and provide equitable access to these and other areas.

JURISDICTIONAL SCAN ALIGNMENT

Through the jurisdictional scan review process, it was observed that a number of the cities reviewed had some form of parking permit program. The programs ranged from being used in specific residential areas adjacent to major civic entertainment venues or major transit hubs, to also being used in commercial areas to support local business activities. In almost all cases, permit holders were required to pay to use the permit system.

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.

CROSS-CUTTING THEMES



ACTION DESCRIPTION

Currently, the City of Edmonton uses a wide array of tools and techniques to educate and share information about parking in the city and to manage curbside assets. To help make informed decisions and better manage public parking spaces, improvements to existing tools and an exploration of other best practices and leading technologies will be undertaken.

This action may include improvements to the EPark paid parking system app, automated parking enforcement improvements and enhanced wayfinding and educational materials found on the City's website. Integration of existing and/or future tools for parking, active transportation, and public transit will be explored and encouraged to improve service delivery while concurrently reducing expenditures.

Collection and analysis of data should be a top priority in order to support improved decision-making around the strategic management of public parking spaces. This action should consider how technological advances can simultaneously support data collection.

CROSS-CUTTING THEME ALIGNMENT

- Strategically manage public infrastructure to ensure it is being used efficiently and effectively to achieve the city-building outcomes outlined in [The City Plan](#).
- Develop a connected mobility system that supports various modes of transportation, with a focus on transit and active transportation infrastructure
- Ensure the mobility system is accessible, safe, efficient, and barrier-free for all Edmontonians
- Encourage modal shift by providing opportunities for transit or active transportation

STRATEGIC POLICY ALIGNMENT

Policies in [Connect Edmonton](#) and The City Plan concerning the strategic management of curbside space and a more connected and accessible mobility network can be achieved through the use of technology.

ENGAGEMENT ALIGNMENT

Engagement feedback reflects the need to improve the user experience for those navigating Edmonton's various mobility networks while also improving the efficiency and accessibility of said networks. Leveraging technology is one way of achieving this.

JURISDICTIONAL SCAN ALIGNMENT

All cities that were reviewed incorporated technology to improve the user experience, with respect to education, wayfinding, and electronic payment options. Some cities also used technology to better manage parking assets through tools like performance-based pricing and electronic enforcement for public parking spaces.

ACTION 5



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

“Parking Benefit Districts are a parking measure where revenues from on-street [and City-owned off-street] parking charges are returned to the area where they are charged, and stakeholders in the area [may] participate in prioritizing how the revenues are to be spent [or other mechanisms to allocate the revenue are determined].”

CROSS-CUTTING THEMES



ACTION DESCRIPTION

Revenues from curbside on-street parking and City-owned off-street parking are currently budgeted for under the Parks and Roads Services (PARS) Branch. These revenues are used to repay the Parking Technology Capital Profile and reduce requirements for tax levy funding. This action proposes to explore opportunities for Parking Benefit Districts, which would reinvest the fee revenues, or a portion thereof, to the area where they were charged.

Research shows that when users can more clearly see where their parking fees are going—to such items as enhanced sidewalks, secure bicycle parking, and local amenities like benches, lighting, plants, and trees—they may be more likely to support parking prices that help to manage the parking demand. This, in turn, allows the City to more efficiently manage the parking space resource for maximum public benefit.

CROSS-CUTTING THEME ALIGNMENT

- Strategically manage public infrastructure to ensure it is being used efficiently and effectively to achieve the city-building outcomes outlined in The City Plan.
- Encourage modal shift by providing opportunities for transit or active transportation

STRATEGIC POLICY ALIGNMENT

Policies in [The City Plan](#) outline the importance of strategically managing municipal assets, encouraging active transportation and public transit, enhancing the local economy and nurturing local nodes and corridors to support residents. To support this policy direction, parking revenues obtained could potentially be allocated to programs, initiatives and infrastructure upgrades in the same community from which the fees were obtained.

ENGAGEMENT ALIGNMENT

Engagement feedback noted the importance of the shift toward the use of active transportation and public transit, while also echoing the need for local nodes and corridors to foster thriving communities and districts. Action 5 will help to achieve these things through Parking Benefit Districts.

JURISDICTIONAL SCAN ALIGNMENT

In the jurisdictional review undertaken, several cities used a community benefit model of public parking fees collection and allocation wherein fees collected in specific areas would be invested back into the same catchment area to improve the public realm..

⁴ [Transport and Environment](#)

ACTION 6



Implement actions to improve curbside and public parking accessibility in fulfillment of [Council Policy C602: Accessibility for People with Disabilities](#).

CROSS-CUTTING THEMES



ACTION DESCRIPTION

[The City Plan](#) envisions a well-connected city that is welcoming to people of all ages and varying mobility capacities. While the use of the active and public transportation networks is encouraged, this may not be practical for all Edmontonians, especially those who may have mobility needs that would be best supported by designated accessible curbside parking spaces.

To support these needs, designated accessible curbside parking spaces should be located and designed to best support those in need of these spaces. [Council Policy C602: Accessibility for People with Disabilities](#) and the [Complete Streets Design and Construction Standards](#) will be used to help improve accessible curbside parking spaces.

This may include the positioning or design of curbside parking spaces on the near and far sides of intersections where sidewalk ramps exist, or improving the demarcation and visibility of designated accessible parking spaces for easier usage. Universal design recommendations will also be made for new infrastructure and renewal projects.

CROSS-CUTTING THEME ALIGNMENT

- Strategically manage public infrastructure to ensure it is being used efficiently and effectively to achieve the city-building outcomes outlined in [The City Plan](#).
- Ensure the mobility system is accessible, safe, efficient, and barrier-free for Edmontonians

STRATEGIC POLICY ALIGNMENT

The Urban Places and Healthy City strategic goals within [Connect Edmonton](#) support the improved design, function and location of accessible parking spaces for Edmontonians with limited mobility needs. Furthermore, [The City Plan](#) supports this action as it achieves the policy directions of designing, building and maintaining infrastructure to facilitate movement in all seasons, while also advancing equity through access to universally accessible spaces and transportation networks.

ENGAGEMENT ALIGNMENT

The engagement feedback reviewed contained themes relating to accessibility to the mobility network, including for people with limited mobility. Engagement feedback suggested that the design, location and function of accessible parking spaces could be enhanced to better support Edmontonians who have limited mobility.

JURISDICTIONAL SCAN ALIGNMENT

In all the cities reviewed, accessible parking was provided in some fashion. In San Francisco, accessible parking spaces were enhanced by painting the accessible parking spaces clearly so that they could be easily seen by users. Tactics of this nature will be considered as part of this action.

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 amenities in public and private developments that help reduce automobile parking demand.

CROSS-CUTTING THEMES



ACTION DESCRIPTION

[The City Plan](#) identifies a clear need and direction to shift away from private vehicle usage as a primary means of transportation, and encourage and increase use of active transportation, like cycling and walking, and public transit networks. Research shows that the provision of amenities like safe and secure bicycle, e-bike, trike, quadricycle and cargo bike storage, personal lockers, and showers and washrooms are necessary inclusions for successful active and public transportation networks.

Encouraging such facilities in both private development, at key public transit locations, and within curbside spaces would help support end-to-end amenities for users of these networks. The provision of such amenities may further reduce parking demand and the need to provide on-site parking for private developments—encouraging more efficient use of land and building spaces. Other transportation demand management initiatives can also be explored as part of this action to complement those related to end to end amenities for active modes.

Working collaboratively with stakeholders and service partners, City Administration will explore opportunities to enhance the policy and regulatory environment to enable more and better active transportation amenities in the mobility system from a transportation and parking demand management perspective. Opportunities to pilot new initiatives to reduce parking demand, among other possible transportation demand management initiatives, will also be explored.

CROSS-CUTTING THEME ALIGNMENT

- Strategically manage public infrastructure to ensure it is being used efficiently and effectively to achieve the city-building outcomes outlined in [The City Plan](#).
- Develop a connected mobility system that supports various modes of transportation, with a focus on transit and active transportation infrastructure
- Ensure the mobility system is accessible, safe, efficient, and barrier-free for Edmontonians
- Encourage modal shift by providing opportunities for transit or active transportation

STRATEGIC POLICY ALIGNMENT

The pertinent policies identified through the strategic policy review noted that both [Connect Edmonton](#) and [The City Plan](#) support a diversification of additional mobility options in addition to automobile usage.

ACTION 7 CONT'D

**ENGAGEMENT
ALIGNMENT**

Engagement feedback highlighted the importance for physical infrastructure (e.g. dedicated bicycle and bus lanes), as well as the inclusion of supportive amenities like showers, lockers and secure bicycle parking in lending to improved safety and accessibility of the mobility network.

**JURISDICTIONAL
SCAN ALIGNMENT**

Through a review of municipal best practices, active transportation infrastructure and amenities were all identified as top priorities. In European cities, well-connected mobility systems are supported and complemented with active transportation amenities.

Next Steps

The City will develop a comprehensive implementation plan. Opportunities for public and stakeholder participation and engagement on each specific action will be assessed as part of the forthcoming implementation plan.



Appendices

APPENDIX 1

[Strategic Policy Review](#)

APPENDIX 2

[Engagement Review](#)

APPENDIX 3

[Current Practices Review](#)

[Current Practices Gap Analysis Matrix](#)

APPENDIX 4

[Jurisdictional Scan](#)

[Municipal Practices Gap Analysis Matrix](#)

APPENDIX 5

[Cross Cutting Themes Report](#)

[Cross Cutting Themes Chart](#)

APPENDIX 6

[From ideas to actions: project themes summary](#)

