

Paid Park & Ride

Recommendation:

That Transportation Committee recommend to City Council:

That the following changes to the City of Edmonton's LRT Park and Ride parking lots be implemented effective September 1, 2016:

1. That up to 50 percent of parking stalls in the LRT Park and Ride parking lots be made available for paid parking.
2. That the fee charged for a parking stall at LRT Park and Ride parking lots be increased from \$40 to \$50 per month (plus GST).
3. That paid hourly parking stalls be provided at LRT Park and Ride parking lots at a rate reflecting the combined transit fare and local short term parking market rates.

Report Summary

This report provides information and recommendations for changes to the LRT Park and Ride parking lots, including increasing the number of paid parking stalls, increasing the fee for paid parking and adding an hourly paid parking option.

Previous Council/Committee Action

At the March 9, 2016 Transportation Committee meeting, the following motion was approved:

That the Transportation Committee recommend to City Council:

That Administration proceed to implement the following solutions by September 2016:

1. Conversion of free Park and Ride stalls to paid reserved stalls
2. Increasing the price to park in reserved Park and Ride stalls
3. Designing time limits and/or charging fees for unreserved stalls

Report

Background

Paid parking at some LRT stations was introduced in January 2011. The paid parking option was intended to:

- Generate revenue to offset the cost of operating and maintaining the LRT Park and Ride parking lots
- Recognize the added convenience of parking near transit service
- Manage the demand for parking with limited parking options

Currently, four LRT stations offer free and paid Park and Ride: Clareview, Belvedere, Stadium and Century Park.

Reserved paid parking stalls are valid weekdays and statutory holidays from 6 a.m. to 5 p.m. The monthly fee is set at \$42 (\$40 plus \$2 GST). The fee has not changed since it was implemented in 2011. Paid parking generates \$267,000 in revenue per year.

Each of the four LRT Park and Ride lots is comprised of free and paid parking stalls. All parking is free on weekends and evenings. A detailed breakdown of each parking lot capacity and makeup is shown in *Attachment 1*.

The City maintains the LRT Park and Ride lots and adjacent green spaces, and provides snow removal in winter. The cost to maintain the four LRT Park and Ride parking lots is \$799,000 per year. A detailed breakdown of the maintenance costs can be found in *Attachment 2*.

On March 9, 2016, the Edmonton Transit System Advisory Board presented a report to the Transportation Committee outlining the current situation and parking demands at the four LRT Park and Ride parking lots. Administration received direction to review the situation and report back to Transportation Committee with recommended changes.

There is a very high demand for free and paid parking at these lots. All parking lots are over capacity with demand exceeding supply. During the work week, lots are usually full by 7 a.m.

There is a waiting list for paid parking stalls at all Park and Ride locations. As of May 2016 the waitlist is:

- Clareview - 410 people
- Belvedere - 220 people
- Stadium - 149 people
- Century Park - 3,540 people

Current Status

Demand for parking at LRT stations, both free and paid, far outweighs the inventory of parking stalls currently available. The factors considered in the design of the recommended staged approach to paid Park and Ride include:

1. Free parking stalls, especially at Century Park, are full by 7 a.m. each weekday morning.
2. Transit users make personal decisions to use LRT based on their individual thresholds for total cost/convenience/total time of commute equation. Customers wanting to use the LRT station who are unable to find a stall may choose to drive

- downtown, park in adjacent neighbourhoods or park in surrounding commercial areas.
3. The City released a series of discussion papers to inform “*The Way We Finance*” including the User Fees White Paper that provides perspective on subsidies for private or public benefit.
 4. The City is currently engaging citizens in the development of a Transit Strategy and the results expected in 2017 will influence future decisions concerning park and ride.
 5. Retaining a portion of free stalls will permit Administration to monitor the supply and demand impacts to inform future decisions particularly concerning temporary, hourly parking rates.

Trade-Offs to Balance the Approach

Due to these competing opinions and objectives, there is no single solution regarding paid or free parking that meets expectations of all groups. For example:

- Increasing the volume and fee of parking offsets operational costs, reduces tax funding requirements and manages demand, but it increases the cost for transit users, makes the system less affordable and accessible, and does not increase supply.
- Building more LRT parking is contrary to the City's goal of moving towards more Transit Oriented Developments surrounding LRT stations.

Based on these competing issues, Administration is recommending a balanced approach by making all LRT Park and Ride lots split 50/50, between free and paid parking.

Additionally, to help offset the cost of operations; Administration is recommending the monthly paid parking fee be increased from \$40 plus GST to \$50 plus GST.

The rate increase of \$10 is being recommended to reflect:

- The cost of parking lot maintenance and contracted management
- The demand and market value of the parking stalls at LRT stations
- Parking rates in peer transit systems:
 - Calgary - \$85/month
 - TransLink, Vancouver - \$3/day
 - Ottawa - \$55/month
 - Go Transit, Toronto - \$95/month

The recommended rate of \$50 plus GST per month will be consistently applied across all LRT Park and Ride lots.

If all paid parking stalls are utilized, the proposed changes will have the following impacts:

Paid Park & Ride

- Total paid parking stalls will increase from 556 to 1,978.
- Total free parking stalls will decrease from 3,441 to 1,977.
- Annual paid parking revenue generated will increase from \$266,880 to \$1,186,800 (Gross revenue increase of \$919,920).

The current waiting lists will be used to allocate the new paid parking stalls. *Attachment 1* shows the increased revenue impact from current state to the recommendation.

Administration was also directed to review the need for time restricted parking to encourage turnover and availability at LRT stations. This parking option would accommodate the occasional transit user who only requires parking for a short duration.

Administration has not been able to determine the extent of the demand for this parking option. Recognizing that there is a need, Administration is recommending a small number of stalls be made available for time restricted parking. This time restricted parking option would be managed using the current onsite contractor (IMPARK). The agreement with IMPARK will need to be amended to add this parking option.

Time restricted parking will be offered at all four LRT Park and Ride lots:

- Time restricted to 6 a.m. to 5 p.m. weekdays and Statutory holidays
- 4 hour time limit
- Hourly rate to be determined
- IMPARK will install payment stations at each of the LRT Park and Ride parking lots
- IMPARK will enforce this parking option

The uptake on paid parking and time restricted parking will be monitored and both the number of stalls and the prices could be adjusted in the future, subject to Council approval. Rate recommendations would be included in future operating budget submissions.

Administration has developed a timeline and communication plan to complete these changes over the summer and to take effect on September 1, 2016. Hourly paid parking will commence later in 2016 due to the time required to order and install payment vending machines.

Alternative Options

1. Provide free parking at all LRT Park and Ride parking lots. This option would:
 - Make transit more affordable and accessible
 - Provide parking on a first come first serve basis
 - Reduce revenue by \$267,000 per year

2. Further increase the number of paid parking stalls and/or the monthly fee. This option would:
 - Make transit less affordable and accessible
 - Increase revenue and reduce tax funding requirements
 - Recognize the value and convenience of parking next to the LRT stations
3. Expedite the construction of additional park and ride lots and/or parkades. This option will address the high demand for LRT station parking. This option would require capital funding and time to complete.
4. Make no changes to the current paid parking program. Any change to paid parking or price will not resolve the current high demand for parking. The Transit Strategy will provide recommendations on future of transit service. Park and Ride lots and supporting infrastructure may be impacted by future changes.

Policy

City of Edmonton - Park and Ride Policy C554A

The Way We Move, Edmonton's Transportation Master Plan:

- Strategic Action 4.1(b): Encouraging land uses that are compatible and complementary to the surrounding transportation network.
- Strategic Action 4.1(c): Designing the transportation network to ensure it is compatible and complementary to the surrounding land uses.
- Strategic Action 5.1(f): Pursuing opportunities, alone or in partnership with others, to provide and improve pedestrian and cycling connections between LRT stations/stop, transit centre and adjacent developments.
- Strategic Action 5.4: The City will develop Park and Ride facilities located towards the extremities of LRT lines or at key transit centres where land cannot be used for more intensive transit oriented development.
 - a. Developing a Park and Ride Strategy
 - b. Developing Park and Ride facilities in conjunction with LRT extension to attract regional commuter trips in locations where the land cannot be used for transit oriented development, particularly within the transportation utility corridor
 - c. Considering Park and Ride facilities at key transit centres where direct service to LRT or major destinations is provided
 - d. Redeveloping selected Park and Ride Lots into transit oriented development sites over time as LRT lines are extended, as supported by market demand
 - e. Considering fees for parking at Park and Ride facilities where demand exceeds supply, ancillary services are provided, and/or parking demand management is implemented.

The Way We Live, Edmonton's People Plan:

- Objective 1.3: The City of Edmonton integrates public transit with economic, social, residential and recreational hubs.
- Objective 3.3: The City of Edmonton reduces physical and financial barriers to housing, transportation, libraries, recreation, social and leisure opportunities for residents.

Corporate Outcomes

The changes to the paid parking at LRT Park and Ride parking lots contributes to the corporate outcomes of "Edmonton has a resilient financial position" and "has sustainable and accessible infrastructure".

Public Consultation

ETS undertook a survey regarding Park and Ride facilities during the week of May 2 through 8, 2016. Over 4,000 individuals (both users and non-users) completed the survey, demonstrating a high level of interest in this issue. Results of the survey did not provide a clear direction as the results were mixed, competing and varied, with a group of users that are requesting that the parking lots remain free of charge to ensure transit is affordable and others who are willing to pay for a reserved parking stall to ensure they have a parking spot for a worry-free commute. The complete survey results can be found in *Attachment 3*.

Budget/Financial Implications

Increasing the number of paid parking stalls and increasing the monthly fee will impact the operating budget.

Upon full uptake on all paid parking stall the following operating budget amendments will be required:

- \$919,920 of additional paid parking revenue
 - \$306,640 in 2016 representing four months of the new paid parking operations
 - \$919,920 in 2017 representing the annualization of the revenue increase
- Contracted parking management fees (7.5 per cent) due to increased number of paid parking stalls. (Estimated at \$22,998 for 2016 and \$68,994 for 2017)

Other operating budget impacts unknown at this time include:

- Increased revenue from hourly paid parking sales
- Increased costs for contractor management of hourly paid parking
- Details need to be negotiated and finalized with the parking contractor. Amendments to the agreement will be required.

Legal Implications

The solutions proposed to be implemented by Administration are consistent with City Policy C554A.

Justification of Recommendation

Administration has reviewed the current situation at the four LRT Park and Ride parking lots and found:

1. The demand for parking exceeds supply in all four parking lots.
2. The demand for a paid parking stall is very high and the current waiting lists for paid parking are long.
3. The fee charged for a paid parking stall is less than other peer transit systems.
4. There is a demand for an hourly paid parking option.

Attachments

1. Current State LRT Park and Ride Parking Lots - Breakdown of Parking Stalls
2. LRT Park and Ride Parking Lots - Annual Maintenance Costs
3. Paid Park and Ride Survey Topline Report – May 17, 2016

Others Reviewing this Report

- T. Burge, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- R. G. Klassen, Deputy City Manager, Sustainable Development
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services