

Review of On-Street Parking Implications

On-street parking is a public asset and the City is responsible for managing it. Strategic management of on-street parking is required as municipalities grow in size and complexity. The City currently uses a number of curbside parking management tools to tailor parking management to community-specific needs. These tools support efficient traffic flow, promote the use of alternate transportation choices, manage parking congestion, and facilitate curbside turnover through the promotion of shorter duration parking sessions as required.

Existing Tools To Manage On-Street Parking

The City currently uses a variety of tools to manage the supply and demand constraints of on-street parking in commercial, residential, and mixed use districts. These tools include:

- time restricted parking zones,
- paid parking/EPark zones,
- loading zones,
- residential parking programs, and
- parking enforcement.

Time restricted parking

Time restricted parking limits the amount of time that a vehicle can be parked in an on-street parking zone. An example of time restricted parking is a two hour parking maximum in a commercial district. Time restricted parking facilitates turnover, with the goal of maintaining the availability of spaces for short term parking, thereby maintaining the availability of parking for as many users as possible. Conversely, those looking for longer term parking are encouraged to find alternative off-street locations. Current industry best practice dictates that municipalities should strive for approximately 85 percent on-street parking utilization.

When congestion is prevalent in a time restricted zone, paid parking is introduced as a successive on-street management tool in order to more effectively achieve desired occupancy rates and parking turn over.

Paid Parking and EPark Zones

The City of Edmonton owns and operates the EPark paid parking system to manage paid parking zones. The system is a critical tool for the effective management of on-street parking, and allows for the administration of demand-responsive pricing. This is achieved through the collection of parking occupancy and utilization data, which was previously unavailable prior to 2015, when coin meters were used to manage on-street parking stalls.

As on-street parking is typically structured to appeal to short-term parkers and to preclude long-term parking, paid parking can be an effective management tool in achieving target occupancy rates for on-street zones and parking turn over.

Combinations of time-restricted parking, paid parking, fully restricted parking, and loading zones are often used to manage complex parking challenges in mixed-use districts where curbside parking may be required simultaneously for residents, their visitors, patrons to local businesses, employees of local businesses, and commercial vehicles.

Residential Parking Programs

The Residential Parking Program is currently designed to maintain exclusive availability of parking in residential areas for residential use and accommodate short term non-resident use. Historically, the residential parking program has been implemented in low density areas where, due to proximity to high demand destinations, there are on-street parking pressures. The program aims to guarantee that residents have an ability to park on the street within a short walking distance from their house. The program is not available to residents who live in multi-unit housing over 4 storeys in height.

Parking Enforcement

Effective enforcement is critical for the success of any of the above-mentioned on-street parking management tools. Anticipated introduction of Automated Parking Enforcement in 2020 is expected to bolster the City's capacity for enforcement of areas where on-street parking management tools are in place.

Outcomes of Open Option Parking and Impact to On-Street parking management

Administration anticipates that demand for on-street parking will increase where new developments have under-provided for parking, as is the case today in some areas. Existing on-street parking management tools such as time-restricted parking, paid parking, and the establishment of residential parking programs will continue to be mobilized to address new on-street parking supply and demand constraints.

Alignment is required between the City's on-site approach to parking regulation and on-street parking management programs and tools, in order to ensure that the on-street parking resources are being effectively used in support of compact, walkable urban places. A partial review of on-street parking management is scheduled for completion by the end of 2020 through the Residential Parking Program Review. The development of the Residential Parking Management Policy and Program will include a robust public engagement and education

campaign, and will look to co-create on-street parking management strategies with communities.

In non-residential or mixed-use locations, Administration will continue to be attentive to areas that are experiencing supply and demand constraints, and will continue to apply existing on-street parking management tools - including in new developments with reduced on-site parking.

As the need for on-street parking management increases, additional resources may be required to undertake this work. Required resources could be found through implementation of cost recovery mechanisms through the development application process, or through the introduction of cost-recovery fees via the modernized Residential Parking Program. Administration will be conducting further analysis on a resourcing approach in 2020.

Public Education and Strategic Communications

In addition to the employment of curbside parking management strategies, strategic communications will be required to help build public understanding of the role of both on-site and on-street parking in achieving long-term city-building objectives. On-street parking has historically been a sensitive topic for many residents who have expectations for on-street parking availability, and any impacts on availability may present communications challenges. Change management is an important component of any significant change, and a comprehensive and integrated approach to communication will support the success of both changes to on-street parking management and the implementation of Open Option Parking.