



ETS Park & Ride Origin Report – Fall 2017

by Monitoring and Geospatial Services

Urban Form and Corporate Strategic Development | City Planning
City of Edmonton

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ETS Park and Ride Origin Survey aims to understand the travel behaviors of Park and Ride users.

Edmonton Transit Service (ETS) provides park and ride services at nine locations adjacent to major LRT stations and transit centres. These park and ride locations include Clareview East, Clareview West, Belvedere, Stadium, Century Park, Meadows, Lewis Farms, Eaux Claires and the Davies City Lot.

To understand the origin of park and ride users and their travel behaviors and to ultimately further understand the needs of our diverse and growing urban and regional population, Monitoring and Geospatial Services designed and conducted a Park and Ride Origin Survey. During this survey, the team collected license plate data from all nine park and ride locations between the times of 6:00 AM – 11:00 AM. The Fall 2017 survey was conducted on a weekday in late October, when universities and schools are in session and most people are working.

At the time of this survey, ETS had a total of 5,670 available parking spaces for access to the transit system by vehicle.

For reference purposes, at the time of the survey, ETS offered 5,670 parking spaces for access to the transit system by vehicle. This figure does not include “Reserved Stalls” which can be the following: loading zone stalls, Kiss & Ride stalls, time-limited parking, taxi stalls, ETS inspector stalls and Transit Centre Kiosk stalls.

Table 1: ETS Park & Ride Total Capacity:

Type	Site Name	Capacity	% Change from Last Year
LRT Station	Clareview East	523	0.0%
	Clareview West	870	0.0%
	Belvedere	761	0.0%
	Stadium	520	0.0%
	Century Park	1282	-3.1%
	Total	3956	-1.0%
Transit Centre	Meadows	254	0.0%
	Lewis Farms	613	0.0%
	Eaux Claires	391	0.0%
	Total	1258	0.0%
Standalone	Davies City Lot	456	0.0%
	Total	456	0.0%
TOTAL SUPPLY		5670	-0.7%

The results of the survey are displayed below in figures 1-4. Figure 1 divides the origins of all park and ride users into the following three categories: City of Edmonton, Edmonton Metropolitan Region and Out of Region.

Figure 1: Park & Ride Total Origin Distribution:

Edmonton Metropolitan Region includes the following municipalities in this report:

- City of Fort Saskatchewan
- City of Leduc
- City of Spruce Grove
- City of St. Albert
- Lamont County
- Leduc County
- Parkland County
- Strathcona County
- Sturgeon County

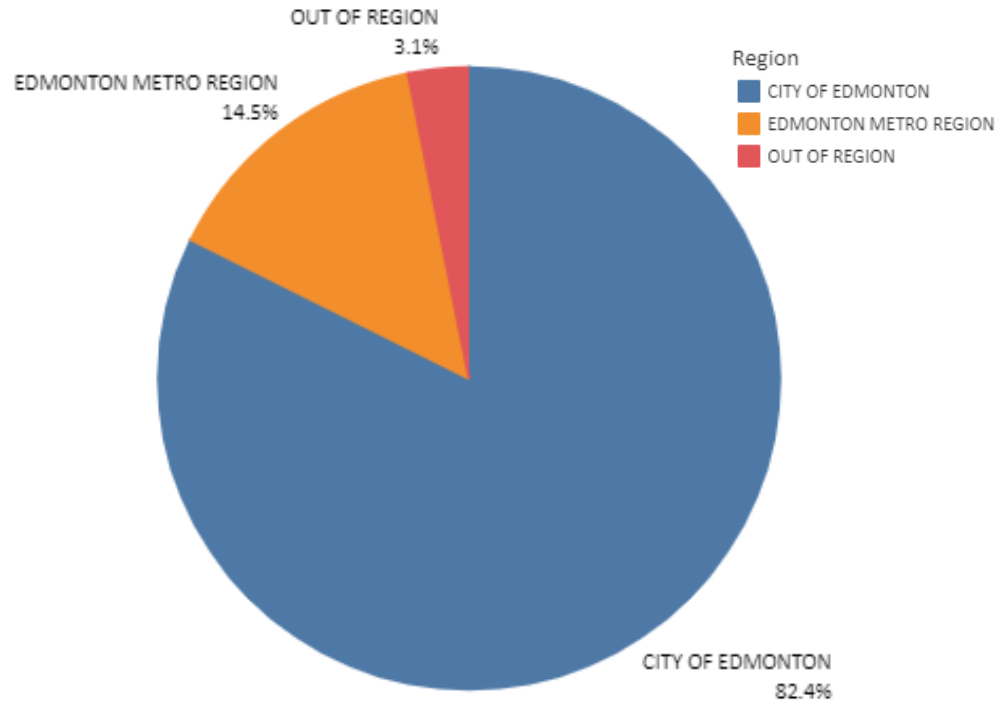
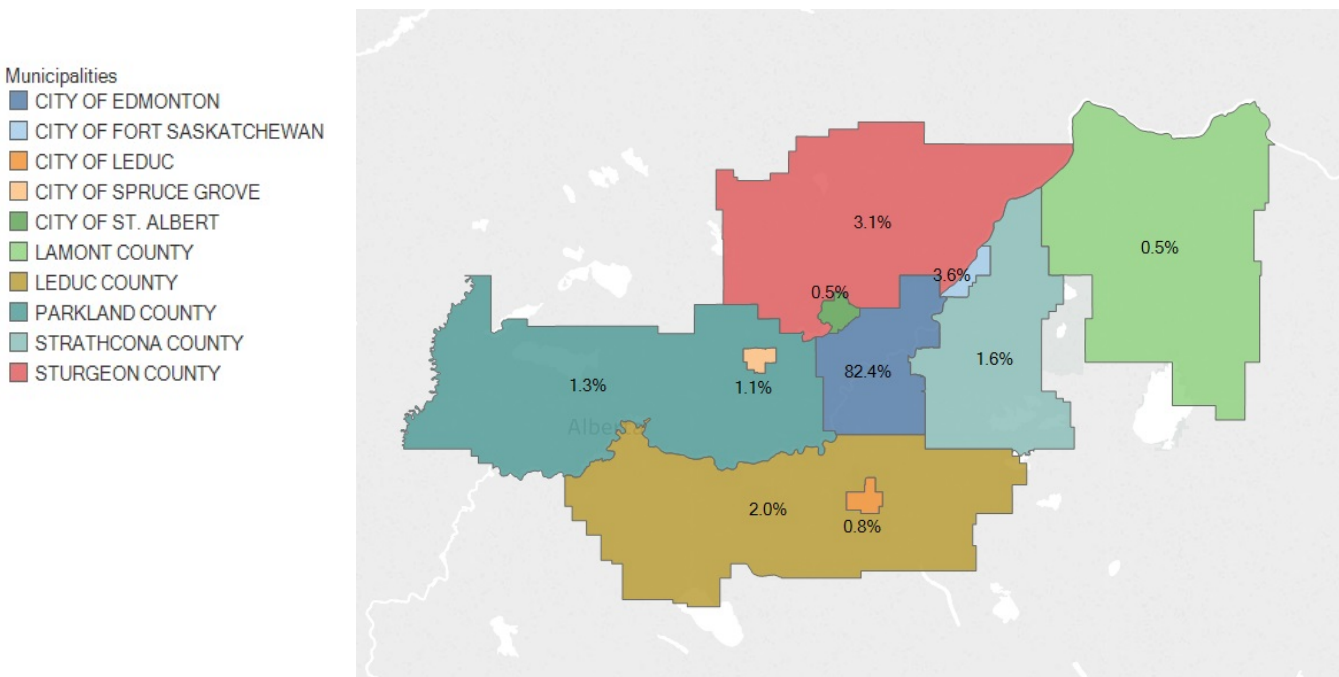


Figure 2 is an expanded look at the park & ride users from the Edmonton Metropolitan Region and the City of Edmonton.

Figure 2: Park & Ride Origin Distribution-City of Edmonton and Edmonton Metro Region



FSA= A way to designate a geographical area based on the first three characters in a Canadian postal code.

Within the City of Edmonton region, the majority of park & ride users came from the Northeast part of the city, in particular, the T5Y Forward Sortation Area (FSA). There were two areas that did not have any data; T5V and T6N. Figure 3 is a breakdown of all the FSA's in the City of Edmonton while figure 4 is a breakdown of what percentage of users originated from what FSA.

Figure 3: City of Edmonton FSA Map:

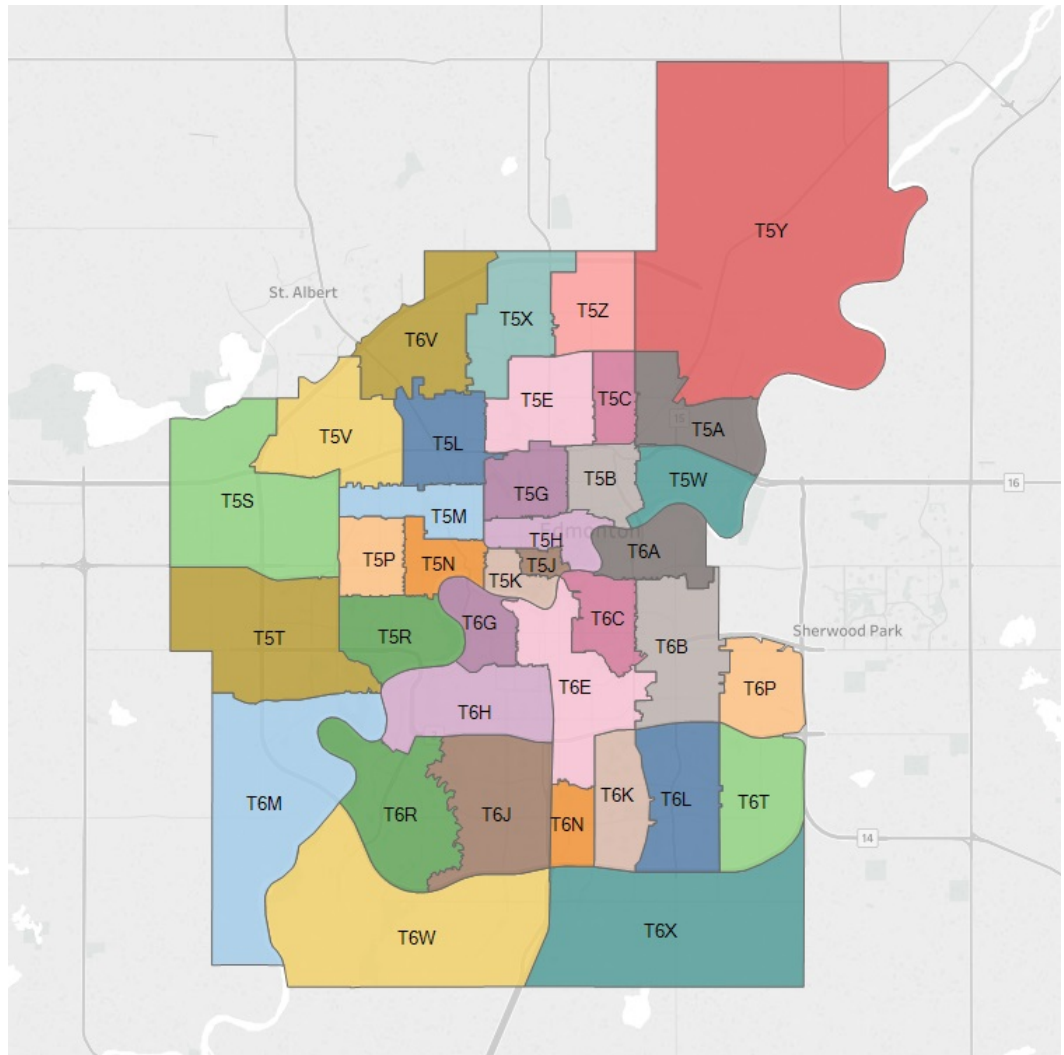
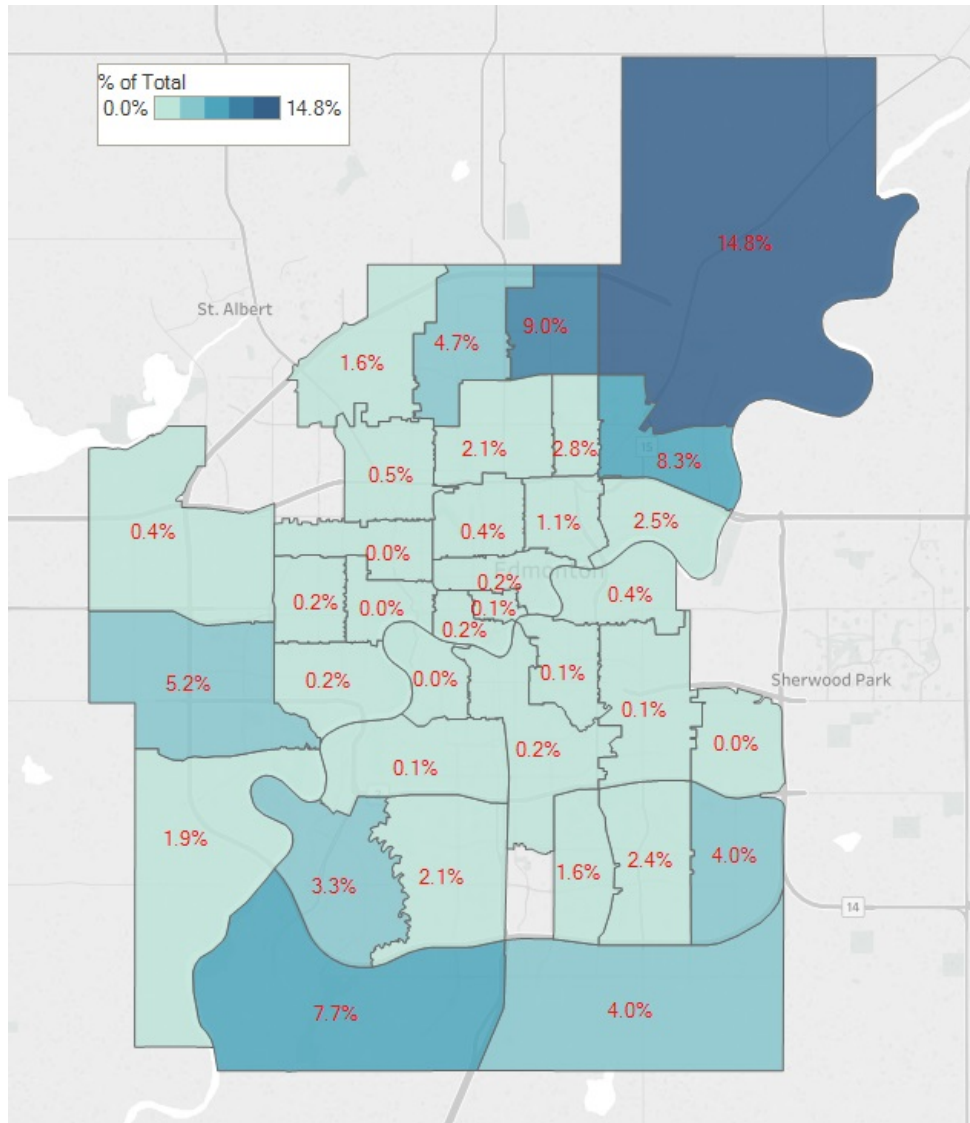


Figure 4: City of Edmonton FSA Percentage Distribution:

Top 5 FSA:

- 1. T5Y (14.8%)
- 2. T5Z (9.0%)
- 3. T5A (8.3%)
- 4. T6W (7.7%)
- 5. T5T (5.2%)



Further in-depth analysis of this survey can be found on the Monitoring and Geospatial Services Tableau link:

<https://public.tableau.com/profile/urban.analysis>

This site will allow the end user to customize the data and conduct analysis based on personal requirements.

DISCLAIMER

The Monitoring & Geospatial Services team makes an extensive effort to assure the quality of information contained in this report is correct. Transit data, including park and ride utilization can vary by 10 percent or more from one day to the other or by season to season. Our team tries to minimize the variations by conducting surveys around the same time of the year. Year to Year variation may be due to random events such as weather, construction or unforeseen events affecting service delivery. It is impossible to achieve complete accuracy and consistency in the reported data.

We recommend looking at trends, since variation that is consistent over a longer period is more likely to be real and not just the result of random events. Consideration and appropriate weighting of other sources is to be encouraged before making decisions.