



Public Parking Action Plan
Development Project



Appendix A: Current Practices Gap Analysis Matrix

| Current City of Edmonton Programs, Tools and Approaches to Managing On-Street Parking | | | | | |
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| Program / Tool / Tactic Name | Program Purpose | Program Successes | Program Weaknesses | Program Alignment to Edmonton Policy Themes (Strategic Policy Review) | Program Alignment to Reviewed Engagement Themes (Engagement Review) |
| Residential Parking Program (RPP) | <p>Ensures residents within the community have access to curbside parking within their neighborhoods</p> <p>Prevents 'predatory parking' from nearby entertainment venues, hospitals, universities, transit stops</p> | <p>This allows residents to park curbside in proximity to their homes where congestion is prevalent</p> <p>In theory, it prompts entertainment venue, university, hospital patrons to pay for on-site parking or take transit by removing or restricting free curbside supply</p> | <p>Passes are free and therefore parking privileges are not priced according to market value (misalignment of market value parking pricing between off and on-street will increase as a result of open option parking)</p> <p>The program is costly to administer</p> | Generally does not meet the policies and themes established in the strategic policy review | Generally does not meet engagement feedback themes identified in the engagement review |

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| | | | <p>Several outdated programs are currently in place that need to be dismantled</p> <p>Where RPPs are in place near transit stations, curbside parking is removed as an option for those looking to access park and ride</p> <p>In practice, reinforces the concept that the public road right of way 'belongs' to a certain group of homeowners (largely single family homeowners in mature neighborhoods)</p> <p>There have been instances of passes 'sold' to individuals outside of the residential area.</p> | | |
| EPark Parking System (Electronic Paid Parking) | <p>The EPark system replaced individual stall-based coin metres</p> <p>Digitizes / modernizes the on-street parking system to support strategic management of the curbside asset</p> | <p>The movement to digital capture of parking sessions allows the City to capture and measure parking occupancy, and make informed decisions with that data, such as supply and demand pricing</p> <p>It allows for the identification of where curbside parking assets could be more</p> | <p>The movement away from stall-based individual coin meters had decreased the accessibility of the system for some (those with mobility challenges who now need to travel further to a zone-based EPark machine), seniors etc.</p> | Generally meets the policies and themes established in the strategic policy review | Generally meets the engagement feedback themes identified in the engagement review |

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| | | <p>effectively used for other purposes, or where paid parking needs to be expanded to curb congestion</p> <p>It enables continuous improvement: movement away from manual collection of coin from hundreds of parking meters, hooding of hundreds of meters for traffic management purposes etc.</p> <p>It modernizes the parking system in line with consumer methods of payment and interaction (credit cards, parking session management with smartphone apps, etc.)</p> <p>It provides the City with the technical ability to adjust prices more seamlessly/more frequently in response to market conditions</p> | | | |
| Demand Responsive Pricing | Demand Responsive Pricing is a framework for managing curbside parking assets strategically by ensuring parking availability in areas of high congestion while promoting use of low | <p>It encourages alternate methods of transportation, like transit, in areas of high congestion</p> <p>There is a correlation to the reduction of GHG emissions</p> | <p>Parking pricing often becomes a political issue, and price increases required to effectively manage congestion are often delayed</p> <p>The success of these programs</p> | Generally meets the policies and themes established in the strategic policy review | Generally meets the engagement feedback themes identified in the engagement review |

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| | <p>occupancy areas</p> <p>It prices curbside parking at market demand levels</p> | <p>in municipalities who utilize this program</p> <p>It promotes short term stays and encourages turnover in Business Improvement Areas (BIA's).</p> <p>It encourages the movement of long-term stays to alternate methods of transportation or to off-street lots.</p> | <p>often relies on support of the BIA/community/local Councillor to price parking effectively to achieve the program outcomes</p> <p>The City's Traffic Bylaw 5590 currently sets maximum of \$3.50/hr for curbside parking, historically preventing required price increases in key areas of congestion.</p> | | |
| <p>Curbside Accessible Parking Program & Gratuity</p> | <p>Provides two hours of free parking in curbside locations to those with provincial disability placards</p> | <p>For the subsection of advocates who believe user fees should be eliminated for those with disabilities, gratuity provides support for those parking in paid areas</p> | <p>The program is prone to abuse by those with illegitimate placards or used by drivers of vehicles with legitimate placards outside of when that individual is being transported</p> <p>Gratuity and subsidy is based on the outdated perception that those with disabilities are low income, and is not attached to low income status as a traditional subsidy program would be</p> <p>The program is costly to administer</p> <p>The gratuity program negatively</p> | <p>Generally meets the policies and themes established in the strategic policy review</p> | <p>Generally meets the engagement feedback themes identified in the engagement review</p> |

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| | | | <p>impacts demand-responsive pricing strategy programs in other cities due to the presence of large volumes of placard holders/drivers who do not respond to pricing supply/demand levers, as their parking is free</p> <p>If automated enforcement is utilized, the gratuity will become costly to administer and require participants to go through a secondary administrative intake after they receive their provincial placard. Instead of parking enforcement officers withholding a violation ticket when they observe a disabled placard, placard holders will now need to apply to the city to receive the gratuity and share their license plate information</p> | | |
| Traffic Bylaw 5590 | Provides City ability to manage curbside assets through time limits, mobility usage types, Allows City to collect fees, enforce | <p>The Bylaw is effective in providing clear rules and authority to the City to restrict curbside parking spaces</p> <p>The Bylaw provides the authority to price the use of curbside spaces, which in turn provides opportunities for other strategic programs, like Demand</p> | The Bylaw is approved by City Council through the formal public hearing process. No changes to the bylaw (even grammatical in nature) can occur without first having been approved by City Council through the formal Public Hearing process. As a result, it is timely and costly to change the Traffic Bylaw 5590 | Generally meets the policies and themes established in the strategic policy review | Generally meets the engagement feedback themes identified in the engagement review |

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| | | <p>Responsive Pricing, to exist</p> <p>The Bylaw allows Administration to undertake a number of tactics to not only manage on-street parking spaces and to influence traffic flows and patterns through tow away zones, time maximum zones, no parking zones, loading zones, etc.</p> | <p>There are limitations to what the Bylaw allows the City to control</p> <p>Currently, the \$3.50 / hour price maximum is not in keeping with contemporary standards, thus mitigating the effect of other programs in place, including Demand Responsive Pricing</p> | | |
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