



Public Parking Action Plan Development Project

Edmonton

Jurisdictional Scan

City Planning Branch
Parks and Roads Services Branch

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Purpose

This research consists of an overview of programs, tools, and tactics currently employed by other municipalities in the management of on-street parking. This review helps to establish and understand the baseline of challenges and opportunities faced by other municipalities. Municipal practices that are found to align with the Public Parking Action Plan Development Project's strategic policy and engagement review work will be further considered in the preparation of the Public Parking Action Plan.

Process / Methodology

Drawing on the expertise of the Public Parking Implementation Advisory Group, a list of cities to explore with regards to their parking programs, tools, and tactics were identified. Specifically, a focus on municipalities who have modernized their off-street parking (private parking) regulations by limiting or eliminating the requirement for such parking was considered:

- Buffalo, New York
- Portland, Oregon
- San Francisco, California
- Seattle, Washington
- Victoria, British Columbia

Cities like Hartford, Mount Pleasant, High River, Branson, and Ashland, were initially reviewed, but as there were limited publicly-available secondary-sources available, they have not been included. Some lessons from the preliminary research will be archived for continued review by the Public Parking Implementation Advisory Group.

The Project Team referenced publicly-available secondary sources (e.g. parking journals, media coverage, municipal reports/websites) — retrieved using Google's search engine and consistent keyword searches:

- City + parking
- City + parking restrictions

- City + parking innovations
- City + parking regulations

Additional secondary source material was provided, where possible, by the Public Parking Implementation Advisory Group. As necessary, correspondence with municipality representatives were undertaken either by phone and/or email. After consolidating all sets of information and data, a systematic review was undertaken (See **Appendix A: Municipal Practices Gap Analysis Matrix**), assessing each city's programs, tools, and tactics as follows: (a) program name; (b) program purpose; (c) program successes; (d) program weaknesses. Following this, the Project Team collectively assessed whether these cities' programs, tools, and tactics met the criteria and baseline established in the strategic policy and engagement review work — highlighting program gaps and strengths.

Limitations

The jurisdictional scan research process consisted of several limitations. Based on time constraints, the project team relied on publicly-available secondary sources. Correspondence with municipality representatives were minimal, and conducted only in cases where publicly-available data could not be retrieved.

Summary of Municipal Practices Research

As outlined in the Process/Methodology section, each municipality's programs, tactics, and tools were assessed based on their program name; successes; and weaknesses. This research can be found in **Appendix A**.

Below are high-level summaries of the Project Team's analysis of the city's programs and initiatives, and whether they met or did not meet the baseline criteria established in the Public Parking Action Plan Development Project's strategic policy and engagement review work.

Buffalo, New York

Summary of Programs Reviewed

Buffalo was one of the first U.S. major cities to completely eliminate parking minimums in 2017. The city had a population of 255,284 based on a 2019 census estimate. Parking programs reviewed: Buffalo Roam (a payment app); increased on street parking rates; event-night street parking rates; and night monthly program.

Gap Analysis Summary

Due to its functionality, Buffalo Roam has the capacity to facilitate increased compliance with parking regulations. Increased on-street parking rates and event-night street parking rates support mode shift away from automobile usage, however, some residents may view these price adjustments as cost prohibitive and a deterrent to business visitation. The night monthly program would require the City to have facilities in which the program can be offered.

Lessons Learned for Edmonton

Buffalo and Edmonton share similar approaches to managing on-street parking, including the utilization of electronically paid parking apps, fee differentiation zones, and event parking considerations. A key takeaway from Buffalo is the approach to increasing parking fees in specific areas or for specific events to help manage parking demand and utilization in the affected areas.

Portland, Oregon

Summary of Programs Reviewed

Portland removed parking minimums for new developments near frequent transit, provided they provided affordable housing units. Based on the 2019 Census, Portland's population was estimated as being 654,741. Parking programs reviewed: allocation of parking revenues to district enhancements and community initiatives; Area Parking Permit (APP) areas; SmartPark

Garages; parking maps and on-street parking guides; and Residential and Business Parking Permits.

Gap Analysis Summary

Allocating revenues from public parking to district enhancements, community initiatives, and active transportation programs (e.g. bike share) is an opportunity to educate the public around the cost of on-street parking provision while linking revenues back to the community, and potentially support modal shift. City-owned off-street parking structures is one opportunity to manage long-term parking needs. Parking maps and online tools support public education and wayfinding. The Area Parking Permit program presents administrative challenges for compliance/enforcement, and does not align with policy themes identified.

Lessons Learned for Edmonton

Portland utilizes a combination of education, enforcement and fees to strategically manage on-street parking. This diverse approach should be considered in Edmonton as the application of both incentives and disincentives to parking provides an overall effective and balanced approach to managing curbside spaces. In addition, the capture of revenue from increased parking fees in specific areas and the reallocation of the revenue into the local area and through alternative transportation initiatives should be considered in Edmonton.

San Francisco, California

Summary of Programs Reviewed

San Francisco's ordinance eliminating required parking minimums citywide for all uses came into effect on January 21, 2019. The city's population based on 2018 census estimates is 883,305. Parking programs reviewed: Residential Parking Permits (RPPs); curb and meter colours; SF Park (demand responsive pricing); parking time limits; special event meter pricing; posted time limits (without parking meters); and SF Parking Tickets program.

Gap Analysis Summary

Curb and meter colours offer an opportunity for the City to address site-specific parking needs, although user education would be required. SF Park is a useful tool for adjusting parking rates based on demand and supply. Parking time limits and posted time limits (without meters) are convenient tools for maintaining parking availability, and ensuring turnover. Special event meter pricing supports mode shift away from automobile usage during events but requires public education and enforcement. Although the SF Parking Tickets program has generated revenue, it has not necessarily resulted in a high compliance rate with parking rules. The Residential Parking Permit program presents administrative challenges for compliance and enforcement, and does not align with policy themes identified.

Lessons Learned for Edmonton

San Francisco utilizes a combination of education, enforcement and fees to strategically manage on-street parking. San Francisco's approach to adjusting (often increasing) fees to manage parking demand in busy commercial areas or during special events in combination with better education and awareness about available parking locations have been effective in managing on-street parking spaces in San Francisco, and should be further considered in Edmonton.

Seattle, Washington

Summary of Programs Reviewed

Seattle reduced or eliminated parking minimums throughout the city, leading to fewer parking spaces developed and significant cost savings. Based on the 2019 Census, Seattle's population was estimated as being 747,300. Parking programs reviewed: right-of-way prioritization and flex zones; demand-based pricing; and Residential Parking Zones (RPZs).

Gap Analysis Summary

Seattle's Flex Zone is an innovative way to rethink the use of the curb, based on land uses, and prioritizes access for commerce/people, public space, greening, before private vehicle storage. Demand Based Pricing can help to adjust on-street parking rates; at the same time, presents a potential financial burden for lower income households. The Residential Parking Permit program presents administrative challenges for compliance/enforcement, and does not align with policy themes identified.

Lessons Learned for Edmonton

Unlike the other municipalities researched, Seattle was the only municipality to establish an explicit road right of way prioritization matrix (Flex Zone) that gives priority to specific roadway uses based on roadway classification and zone. This approach is utilized in conjunction with other strategic programs, including Demand Responsive Pricing, to help strategically manage curbside spaces. These approaches should be further considered in Edmonton to strategically manage on-street parking areas.

Victoria, British Columbia

Summary of Programs Reviewed

Victoria reduced parking minimums for multi-residential housing depending on location and number of units. Based on the 2016 Census, Victoria's population was estimated as being 85,792. Parking programs reviewed: residential parking zones; ParkVictoria app; Downtown Parking Map; location-specific metered pricing; and varied parking times.

Gap Analysis Summary

The ParkVictoria app provides visitors an opportunity to prepay for their on-street parking; and also refunds the user any unused time. Location-specific metered pricing (e.g. increased rates in downtowns) can help shift parking behaviours. The Residential Parking Permit program

presents administrative challenges for compliance/enforcement, and does not align with policy themes identified.

Lessons Learned for Edmonton

Victoria utilizes a combination of education, enforcement and fees to strategically manage on-street parking. The Downtown Parking Map in combination with the ParkVictoria App have been successful in providing education and awareness of available parking locations while also providing greater accessibility, affordability and ease when paying for parking. These approaches should be considered when reviewing Edmonton's EPark and Curbside Accessible Parking programs.

Themes

In reviewing each municipality's best parking program best practices, the following themes emerged:

- Explore and adapt to new technologies for payment options, as well as to collect data to adjust parking costs based on location/utilization
- Ensure adequate wayfinding and signage to educate the public on parking options/locations/prices through creative online/placemaking tactics
- Maximize utilization of a parking space through coordination between residents and business owners
- Develop frameworks to allocate the curb to commerce, people, public space, greening, and private vehicle storage based on location and land use (residential, commercial and mixed use, industrial)
- Allocate parking revenues to invest in community priorities and district enhancements
- Promote off-street parking options to support behavioural shift to long-term parking and/or multi-modal transportation (e.g. park-and-ride)

Next Steps

A review of each city's programs, tools, and tactics, and assessment of how well they met or did not meet the policy and public feedback expectations established in the Public Parking Action Plan Development Project's strategic policy and engagement review work, helped to highlight best practices and operations that could be adapted/refined within Edmonton's context.

Findings from this jurisdictional scan will be shared with the Public Parking Implementation Advisory Group to review and to help shape actions in the Public Parking Action Plan.