

ON STREET PARKING CAPACITY INCREASES 2014-2015

EXECUTIVE SUMMARY

The Transportation Department has worked diligently with the Calgary Parking Authority (CPA) to analyse and review the Centre City to increase on-street parking capacity. The review included consideration of angle parking, off-peak parking, and dedicated carshare "micro" stalls.

An additional 477 parking stalls will have been installed on or before June 1, 2015. The Centre City on-street supply will increase from 4,683 to 4,763, including the loss of parking from other projects.

ADMINISTRATION RECOMMENDATION(S)

That the Standing Policy Committee on Transportation and Transit recommend that Council receive this report for information.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2015 MAY 20:

That the Administration Recommendation contained in Report TT2015-0394 be approved.

PREVIOUS COUNCIL DIRECTION / POLICY

On April 28, 2014, Council approved Notice of Motion 2014-20 instructing Administration to *"work with the Calgary Parking Authority to identify and implement additional on-street parking spaces and report to Standing Policy Committee for Transportation & Transit with the number and locations of additional on-street parking spaces created no later than May, 2015."* In particular, off-peak hour parking was to be explored, where it could be implemented without significantly impacting transportation movements.

Short and long stay parking objectives for the downtown are covered under the Parking Policy Framework for Calgary, Policy TP017, approved by Council on June 13, 2011. The Framework was updated by Council in 2013 to add the Commercial On-Street Parking Policies to provide direction on the addition or modification of on-street parking, such as time restrictions and fees, in areas like Centre City to accommodate food vending trucks.

BACKGROUND

Previously, analysis and parking improvements were implemented during a Centre City parking review in 2011 to 2013, with a net of 572 on-street parking spaces added to the Centre City. This previous work focused on options such as angle parking, and re-evaluating loading zones and taxi zones, including taxi-hydrant zones. Car share microstalls were not considered within this previous analysis.

As of April 2014, the Centre City had 4683 on-street parking stalls in the Centre City (2,632 in the downtown, and 2,051 in the Beltline area). Additionally, there are approximately 50,000 off-

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street stalls downtown, including both public and private off-street stalls. The Calgary Parking Authority has 6,901 off-street stalls in the Centre City within the above total supply.

The purpose of the 2014-2015 parking review and implementation is to mitigate future anticipated parking losses. Future impacts to parking will include the Green Line, Bus Rapid Transit, Cycle Tracks, and future developments.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

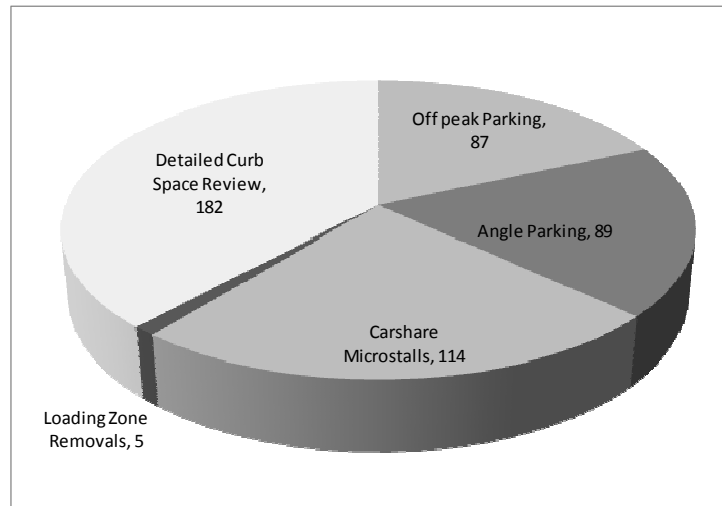
The investigation focused on the following key areas:

- 1) Off-Peak Parking: Throughout the downtown core, parking was considered for blocks where parking is not allowed throughout the day, to allow for the curbside lane to be used as a travel lane. Traffic engineering capacity analysis was performed to determine if off-peak parking would significantly impact traffic operations outside of peak hours.
- 2) Loading Zone Analysis: After reviewing previous loading zone analysis data, the Calgary Parking Authority conducted a detailed review of 58 existing loading zones, for compliance with existing Commercial on-street Parking Policies regarding loading zones.
- 3) Angle Parking: Based on new research and recommendations from other municipalities in North America, angle parking was considered for locations where roadway geometry, sightlines and travel conditions were conducive to angle parking.
- 4) Carshare Microstalls: Based on an intensive review of engineering standards and sightline safety, new engineering guidelines were established to allow for parking of microcars at certain No Parking locations. With a large number of existing carshare microcars parking each day in the downtown core, these microstalls allow for significant increases to Centre City parking capacity.
- 5) Angle Carshare Microstalls: Existing and new angle parking locations were reviewed for the potential of allowing microcars to park at the two ends of angle parking locations, where parking is typically sterilized due to parking geometry.
- 6) Detailed Curb Space Review: Onsite review of all on-street curb space in the downtown core. The review was performed on a block by block basis, for all public curb space between 17 Ave S and the Bow River. All parking restrictions were reviewed for potential improvements to on-street parking capacity, including but not limited to the key parking changes listed above.

A total of 477 stalls were created in the Centre City as a result of the investigation:

PARKING GAIN	STALLS
Off-Peak Parking Stalls	87
Angle Parking Stalls	89
Carshare Microstalls	Angle Carshare – 17 Parallel – 29 In Progress - 68
Loading Zones Removals	5
Detailed Curb Space Review	182
TOTAL	477

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Attachment 1 depicts a summary of the new parking capacity created as a result of this review, with subtotals shown for each area of the Centre City. The same summary also shows the anticipated losses of parking for 2015.

Attachment 2 shows a more detailed view of the location and number of stalls, for each area of the Centre City.

Stakeholder Engagement, Research and Communication

During engagement for the Cycle Track Network Pilot Project, the new parking stall locations were communicated to the Business Revitalization Zones (BRZs) including the Victoria Park BRZ and Calgary Downtown Association, as well as to small businesses along the cycle track routes. The information was also displayed at Cycle Track information sessions for the general public.

In designing the locations and operation of carshare microstalls, the Calgary car2go office was engaged to ensure the microstalls would operate satisfactorily with car2go's business model.

During the process of analysing and implementing potential on-street parking changes, representatives from the Calgary Parking Authority, Transportation Planning's Strategy group, and Roads' Traffic Control and Parking Assessment group, met regularly to discuss progress and technical options for parking gains.

Strategic Alignment

The preservation of on-street parking supply in the Centre City aligns with the goals of the Calgary Transportation Plan (CTP) and the Parking Policy Framework for Calgary. The current downtown parking strategy endorsed by both documents, highlights the importance of short stay parking in the downtown. "When it comes to providing short-stay parking downtown, The City's

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main objectives are to attract customers and visitors to the downtown by providing parking to serve short-stay needs. The goal is to have a vibrant downtown that provides a variety of travel options and enables short stay trips while maintaining operational efficiency and supporting sustainable travel.”

The creation of carshare microstalls also supports the Calgary Transportation Plan by providing priority, high quality parking locations to preferred parkers such as carsharing vehicles. This helps to increase the accessibility of a new, affordable and efficient travel option for Calgarians.

Social, Environmental, Economic (External)

Maintaining the supply of short stay parking downtown directly supports the economic health and vitality of downtown businesses. On-street parking, combined with appropriate time restrictions and fees to encourage turn-over, provides convenient and reliable access to the many small and large businesses operating in the Centre City. Providing on-street short stay parking in reasonably close proximity to local businesses also has social benefits by reducing the effort for people with mobility constraints to reach their destination.

Financial Capacity

Current and Future Operating Budget:

The changes to the on-street parking signage and markings can be accommodated within the current budget.

Current and Future Capital Budget:

There are no impacts from this project on current and future capital budgets.

Risk Assessment

No significant risks.

REASON(S) FOR RECOMMENDATION(S):

The intent of this report is to provide Council with the parking capacity gains resulting from the 2014-2015 investigation and implementation of Centre City on-street parking changes.

ATTACHMENT(S)

1. On-Street Parking Capacity Changes 2014-2015 Summary
2. New Parking 2014-2015
3. Downtown and Beltline Parking Gains and Losses