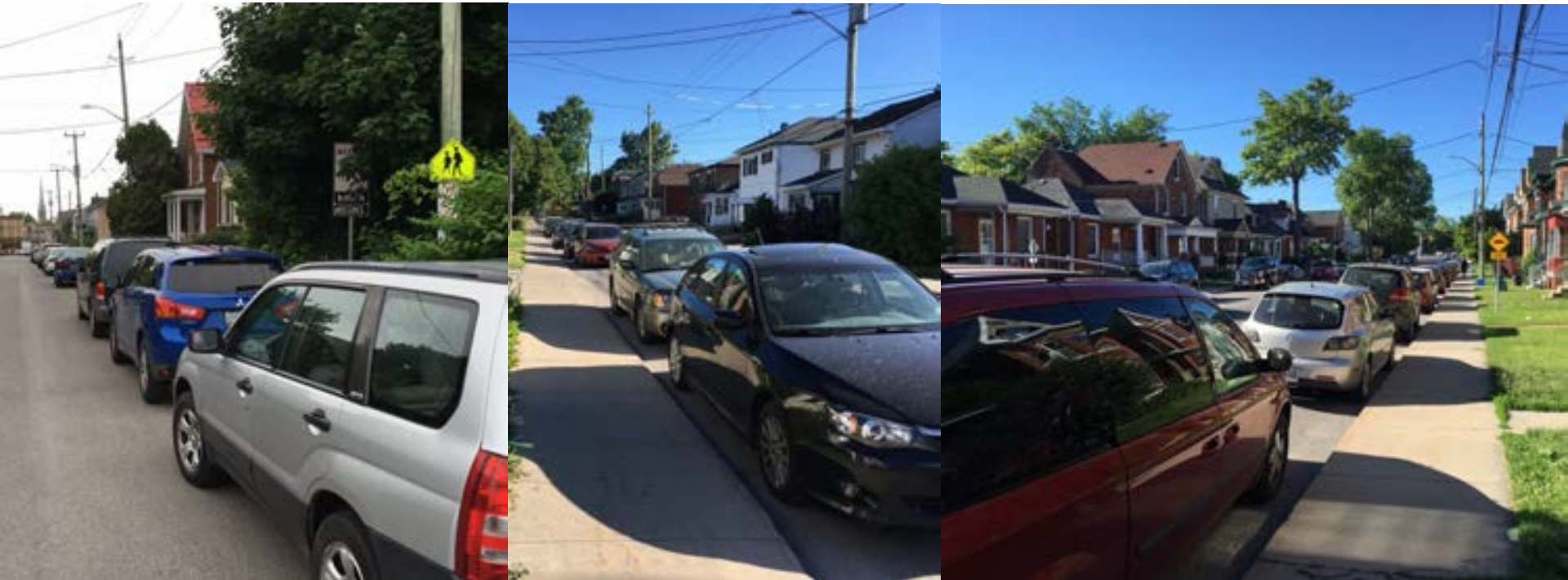




On-Street Parking Program



EITP Committee Briefing – April 11, 2017

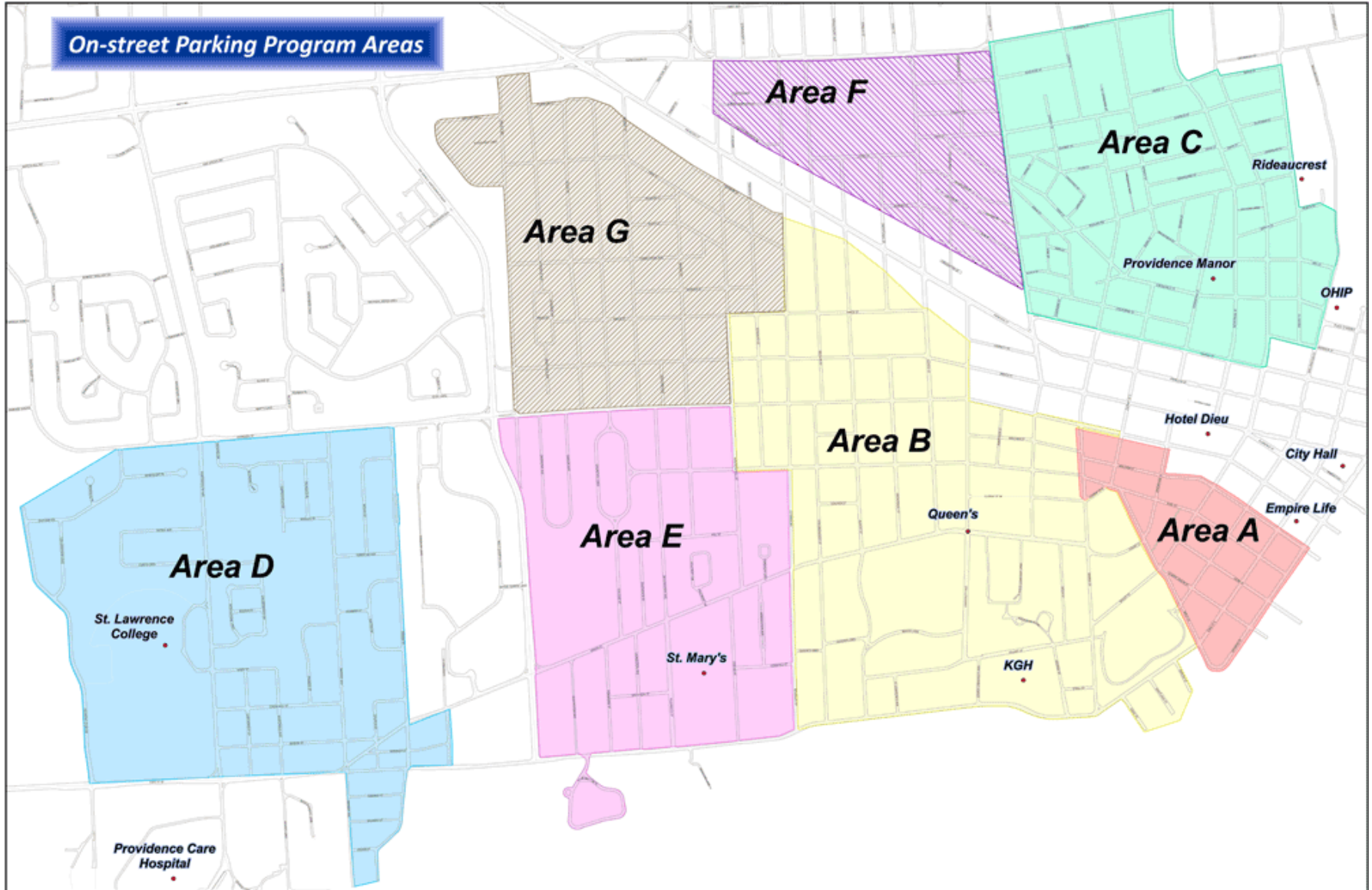


Parking Issues in Residential Areas

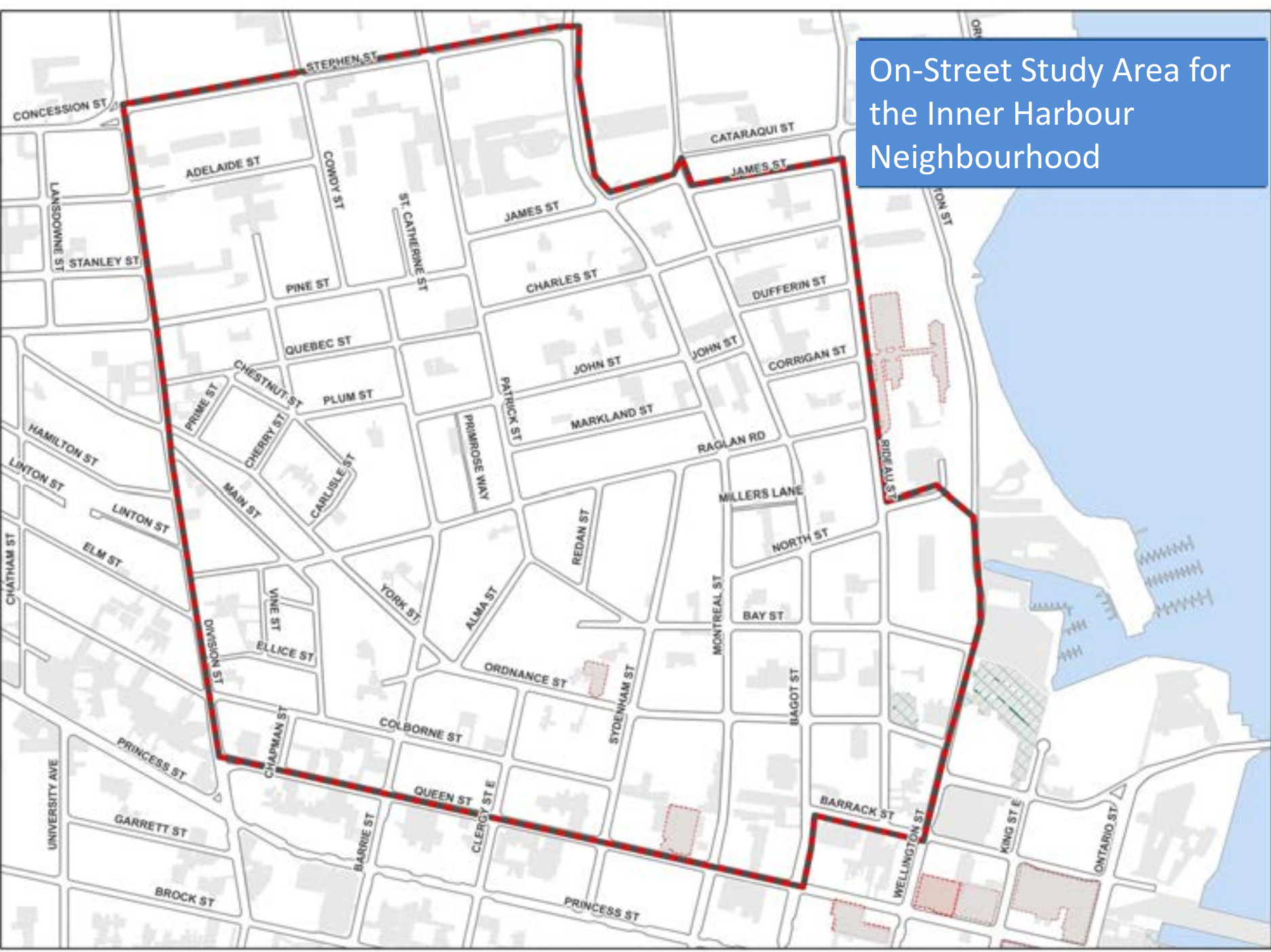
- Residents value on-street parking for their own use and for the short term use of their visitors
- Major activity centres, employers, and institutions can attract parkers that **spillover** into the residential areas
- Residential streets, particularly those with free, unregulated parking, can become overwhelmed by this spillover, especially when it is commuters



On-street Parking Program Areas



On-Street Study Area for the Inner Harbour Neighbourhood





Pressures Faced by the Inner Harbour

- Parking demand created by employers such as Providence Manor, Artillery Park, and Rideaucrest Home
- Increased development within the downtown shifting commuters further out into the neighbourhood
- Patchwork of on-street regulations provide many opportunities for all-day parking by commuters

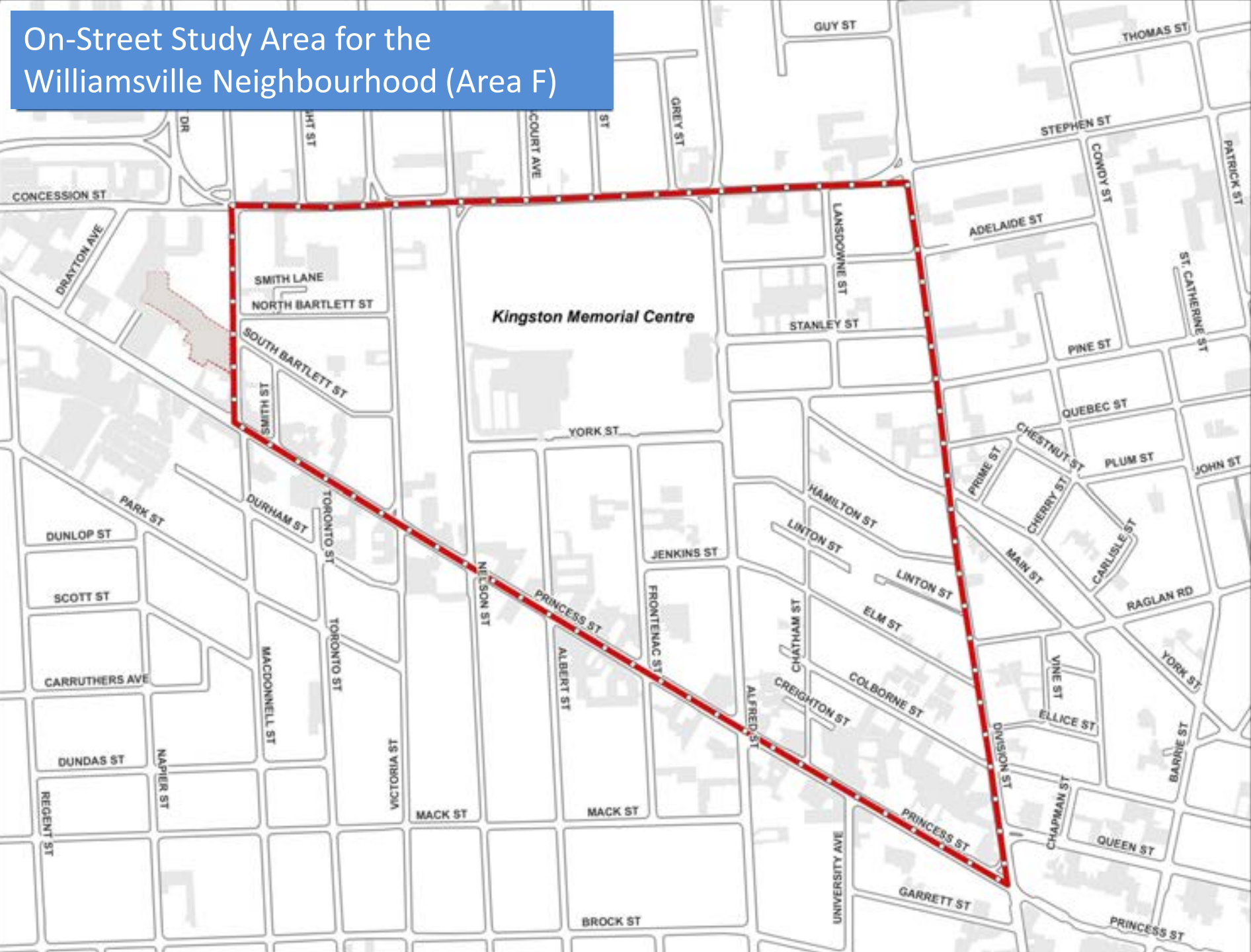




Review of Inner Harbour Study Area

- Wide range of parking time restrictions exist across this area
 - All-day, Hourly, Limited Term, Alternate Side
- Streets without parking restrictions south of Raglan and east of Montreal can fill to capacity on weekdays
- Some streets are too narrow to accommodate parking on both sides, especially during the winter
- On-street short term parking is in high demand in the Artillery Park and Providence Manor areas

On-Street Study Area for the Williamsville Neighbourhood (Area F)





Pressures Faced by Williamsville

- Parking demand created by employees of Princess Street businesses and offices
- Increased development can push commuters and construction workers into residential neighbourhoods
- Patchwork of on-street regulations provides many opportunities for all day parking by commuters
- Older, narrower streets may not be designed to accommodate the parking demand being created





Review of Williamsville Study Area

- Wide range of parking time restrictions exist across the area
 - All day, Hourly, Limited Term, Alternate Side
- Streets without parking restrictions just north of Princess Street have all day commuters parked on them
- Some streets are too narrow to accommodate parking on one or both sides especially during the winter



Project Timeline and Consultation

- EITP Committee Update Report on On-Street Parking Areas – June 2016
- Neighbourhood information sessions – June 2016
- Online questionnaire – August/September 2016
- Stakeholder meetings – Summer/Fall 2016
- Data gathering and mapping – Summer/Fall 2016
- Development of On-Street Parking Strategy – Fall 2016
- Neighbourhood information sessions – January 2017
- Information sharing to Stakeholders – March 2017



Public/Stakeholder Consultation Summary

- Need for and goals of the program
- Requirements for a residential permit and associated fee
- Exemption process for visitors, special events, etc.
- Implementation phasing
- Cost of program and how revenue used
- Commuter, institution, school, and daycare parking needs



Addressing On-Street Parking

City uses the **On-Street Parking Program** to manage residential areas where spillover is occurring or expected. The goal is to:

1. Improve ability of residents & their visitors to access parking on their streets
2. Achieve a balance between local and non-local parkers, and between short, medium and longer term parkers
3. Shift commuters to alternate modes while providing some limited permitted parking, without having a negative effect



On-Street Parking Program Overview

1. Provide alternate travel options for commuters
2. Regulate streets in area with parking restrictions
(No Parking, Time of Day Restrictions)
3. Add metered parking where short term parking is in very high demand
4. Provide permits and short-term exemptions to allow desired parking to continue
5. Regular, pro-active enforcement of regulations



Recommendations for Inner Harbour/Williamsville

1. Approval for time of day parking regulations across area with permit options for residents that need/desire all-day on-street parking
2. Reduce residential permit fee from \$30/month to \$25/month
3. Add new residential permit of \$12/month for properties without driveway
4. Provide limited commuter permits to accommodate current demand at rate of \$83.25/month
5. Convert some sections of on-street parking adjacent to high demand areas to paid parking and add accessible spaces
6. Phase implementation of the program as parkers shift



How do the changes impact Residents?

- On-street parking supply is better managed to ensure spaces are available for visitors and residents
- All streets without paid parking are standardized to a time of day restriction
 - 9am-10am OR 10am-11am on weekday mornings and 1pm-2pm OR 2pm-3pm on weekday afternoon
- Permit available for residents that need to regularly park during these restrictions
- Exemptions can be obtained for short term visitors and other needs as warranted.
- **No permit is required to park in the evening, overnight or on the weekend**
- **No permit is required to park during the day if you can abide by the one hour restriction in the morning and the afternoon.**



How do changes impact Commuters?

- Goal is to reduce all-day parking by commuters by shifting to other modes
- Free, all-day parking removed on weekdays in the high demand areas
- Encourages use of transit, carpooling, and active modes
- Limited number of commuter parking permits issued
 - Permit fee recommended to be \$83.25/month to match nearby surface lots
 - Availability of short term and residential parking will be protected in each area
 - Does not guarantee a dedicated parking space.
- Introduction of this program in Queen's/KGH (Area B) contributed to 75% increase in Transpass users (365 pas holders) in less than two years.



Inner Harbour - New On-Street Metered Parking



- Meters added when there is high demand for short term parking
- Providence Manor and Artillery Park identified need for additional short term parking adjacent to their sites
- Additional meters added on Bagot and Barrack to support downtown



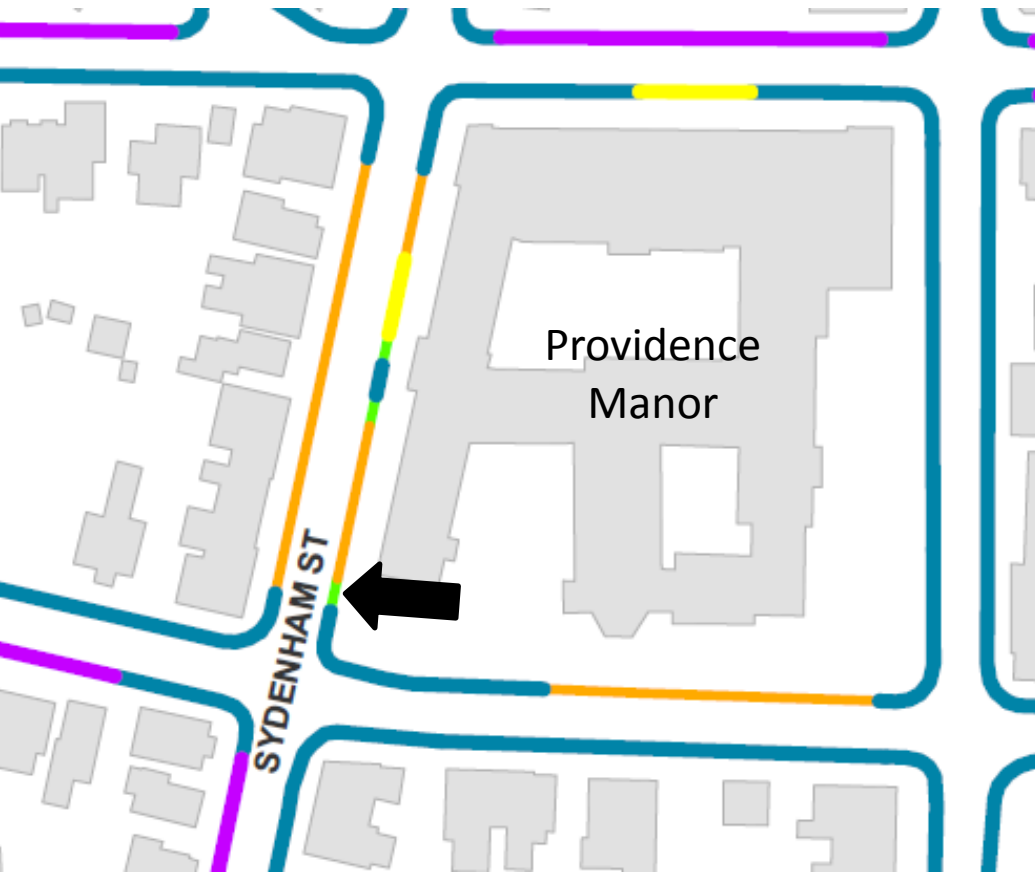
Williamsville - Monitoring New On-Street Parking



- Sections of Albert St, Frontenac St, and Alfred St have been previously identified for additional metered parking
- Parkers in these sections right now appear to be commuters
- Recommend monitoring post implementation of time restrictions and convert in the future



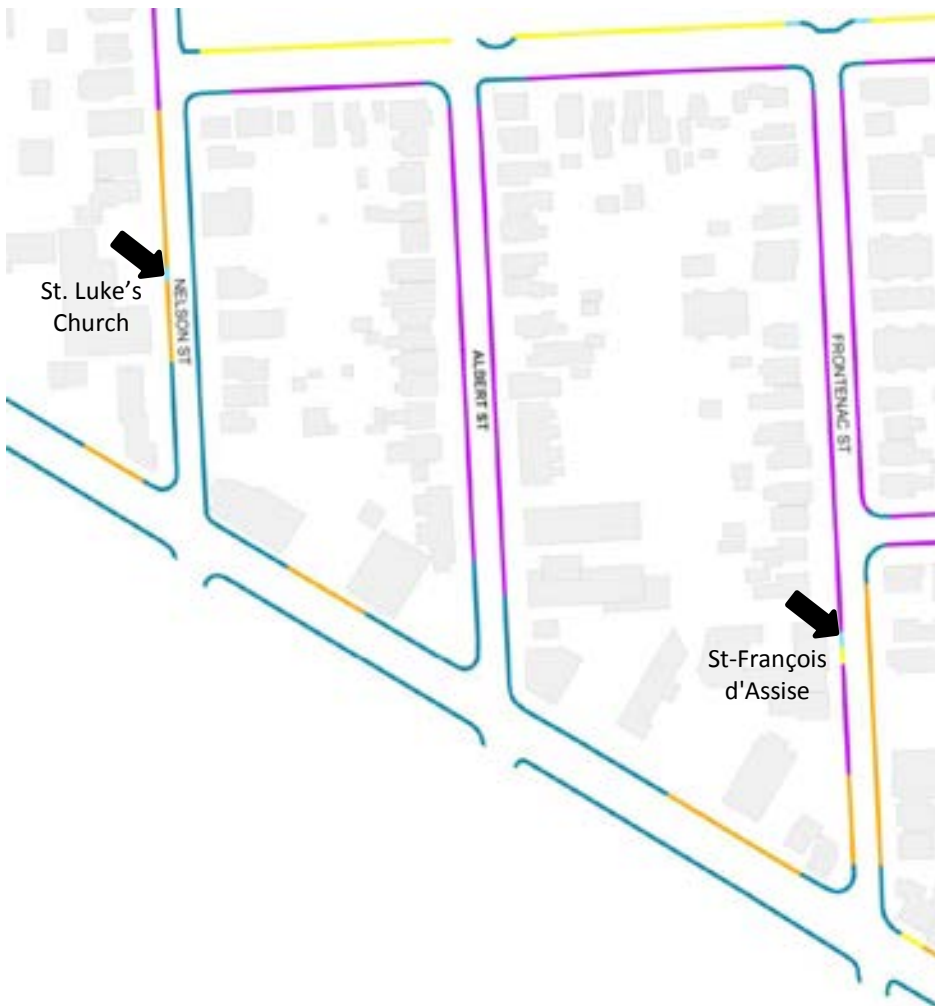
Inner Harbour - New On-Street Accessible Spaces



- Accessible parking is added on-street where demand warrants
- Providence Manor has two accessible spaces with a curb ramp
- Add 1 more space at corner of Sydenham and Ordnanace



Williamsville - New On-Street Accessible Spaces



- Accessible parking is added on-street where demand warrants
- St-François d'Assise has requested an additional space on Frontenac St. with a limited term pick-up/drop-off
- St. Luke's Church has requested an additional space on Nelson St.



Phased Implementation

- Experience in other areas of the City is that changes in one part of the neighbourhood can create parking problems in other parts
 - Distance some commuters are willing to walk for free all-day parking can be in excess of 1500m.
- Boundaries set to balance addressing spillover parking occurring in one part of the neighbourhood while ensuring parkers do not just shift to adjacent blocks.
- Consultation included a number of comments from residents in sections of both neighbourhoods that there is no spillover issue at this time.



Inner Harbour - Phased Implementation



- Recommend phasing the program so that by-law changes are all made now but signage installation is phased
- Fall 2017 implementation in the green areas south of Raglan Road and east of Montreal Street
- Monitoring the red north-west area for future implementation based on:
 - Observed weekday occupancy of more than 60% of on-street spaces occupied
 - Concerns from neighbourhood residents, stakeholders, and/or City maintenance



Williamsville - Phased Implementation



- Recommend phasing the program so that by-law changes are all made now but signage installation is phased
- Fall 2017 implementation in the green areas
- Monitoring the red north-eastern areas for future implementation based on:
 - Observed weekday occupancy of more than 60% of on-street spaces occupied
 - Concerns from neighbourhood residents, stakeholders, and/or City maintenance



Next Steps

- Prepare recommended by-law changes for approval in June
- Communicate upcoming changes to residents and stakeholders
- Implementation first phase areas in Fall 2017
- Monitor utilization and refine regulations as needed





Questions?

Information is posted at:

cityofkingston.ca/parking

Click on On-Street Parking