

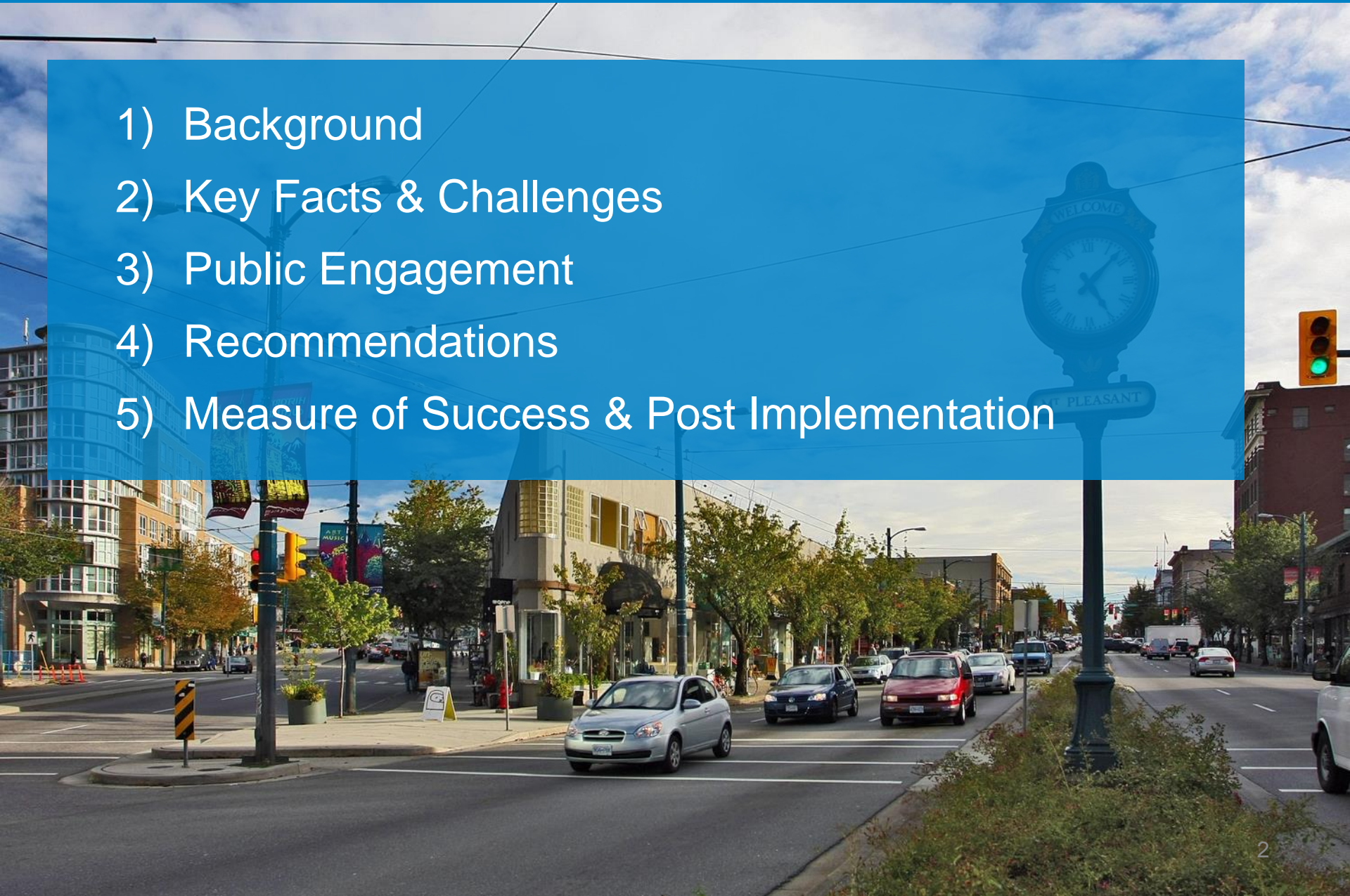


City of Vancouver – West End Parking Strategy

CITE 2018 Edmonton

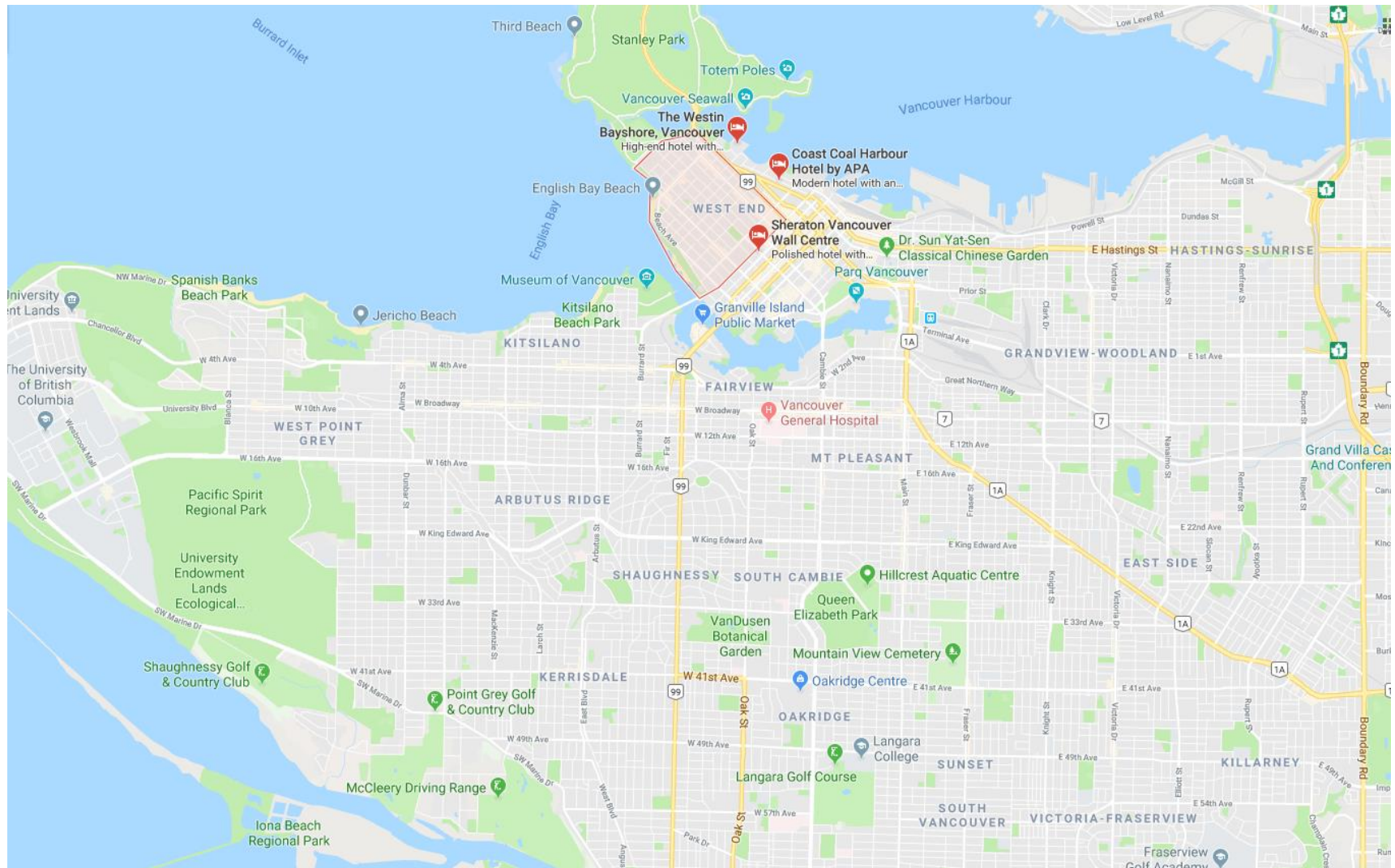
Billy Dong, P. Eng.
Parking Management Branch
June 3, 2018

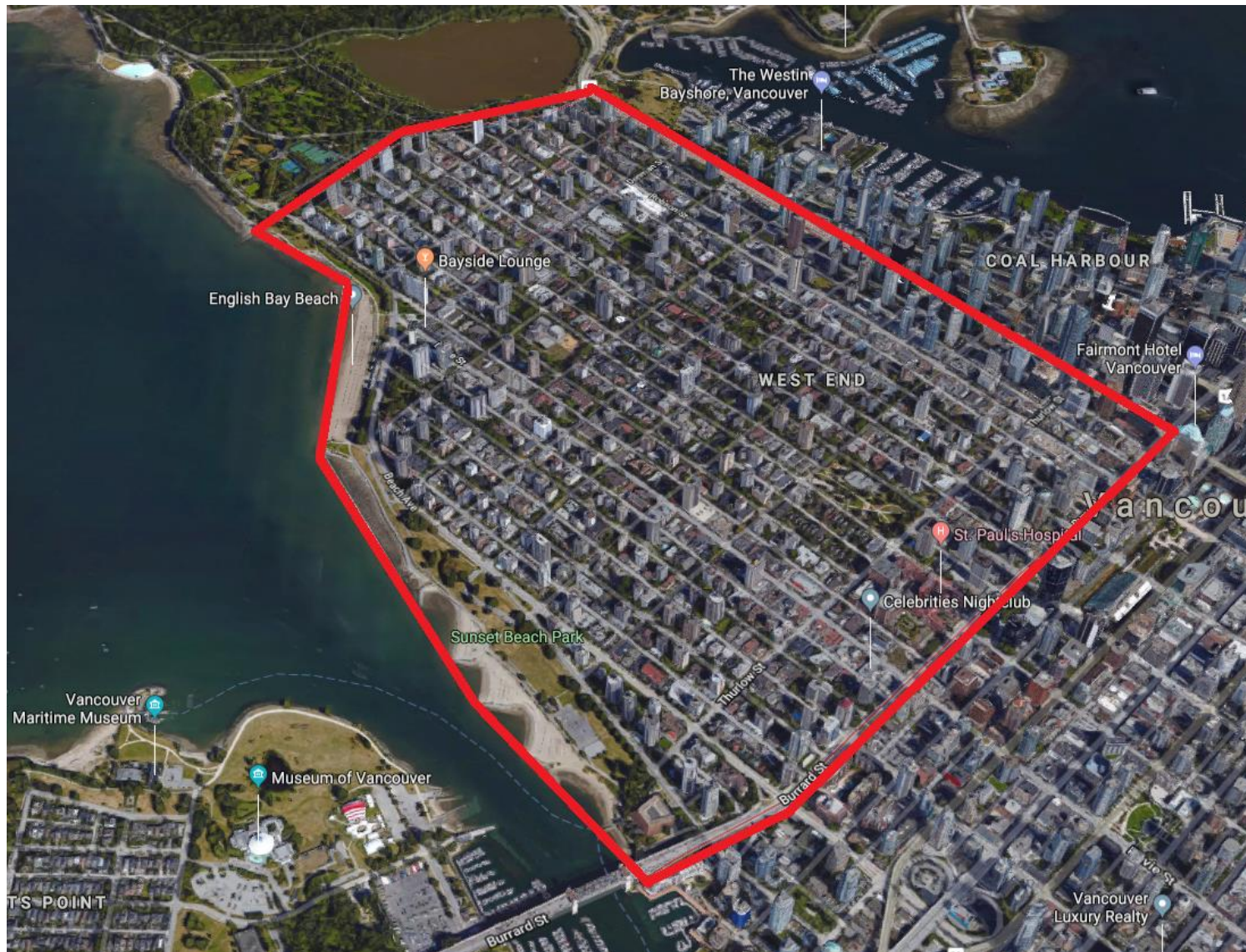
- 1) Background
- 2) Key Facts & Challenges
- 3) Public Engagement
- 4) Recommendations
- 5) Measure of Success & Post Implementation

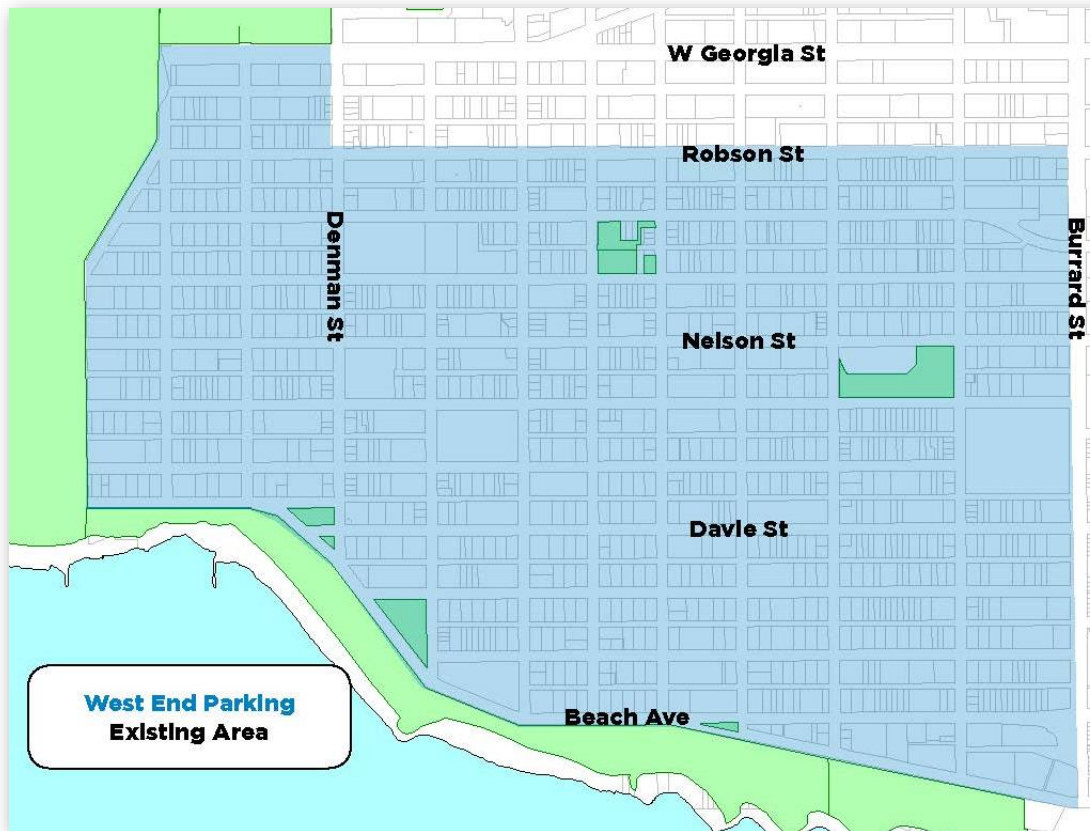


1. Background

Background







Existing Challenges

The West End has the most acute on-street problems in the City. Part of the Downtown

Growing Pressures

Reduced total parking supply while increasing population

Pilot Potential

Tools developed here can be applied elsewhere as needed

Mix of Parking Regulations

RPP, 2hr, meters

Goal

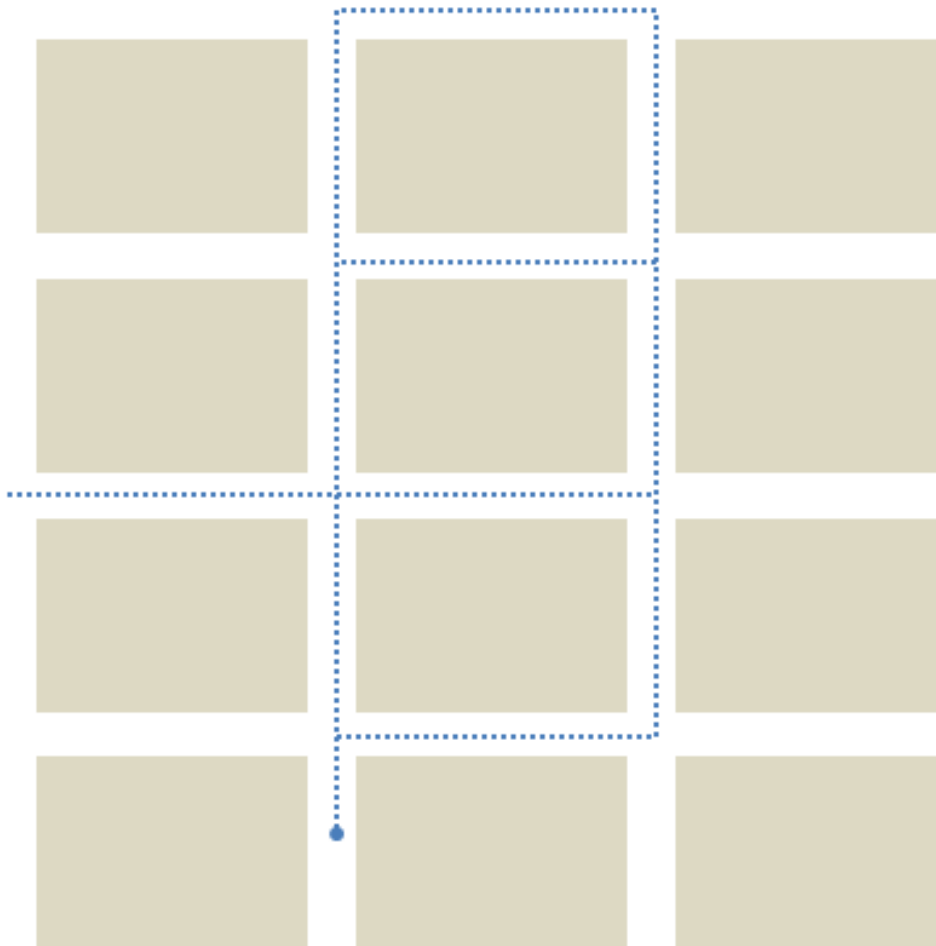
- Make it easier for people living in or visiting the West End permit zone to find parking
- Reduce congestion, pollution, and safety risks
- Don't encourage more driving overall
- Consider impacts to overall affordability

Supported by

- West End Community Plan
- Transportation 2040 Plan

2. Key Facts

1. Parking can be Difficult for Residents

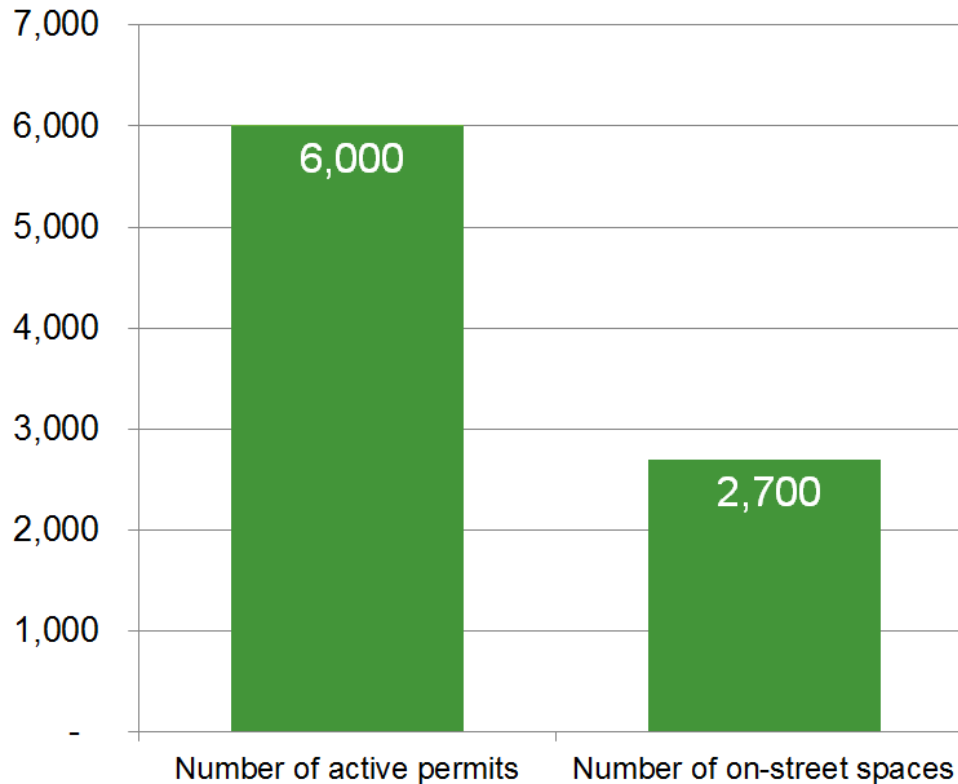


- 5 Minutes to Find Parking for residents
- Over 1km of extra driving

Average time taken and distance driven to find on-street parking during peak periods.

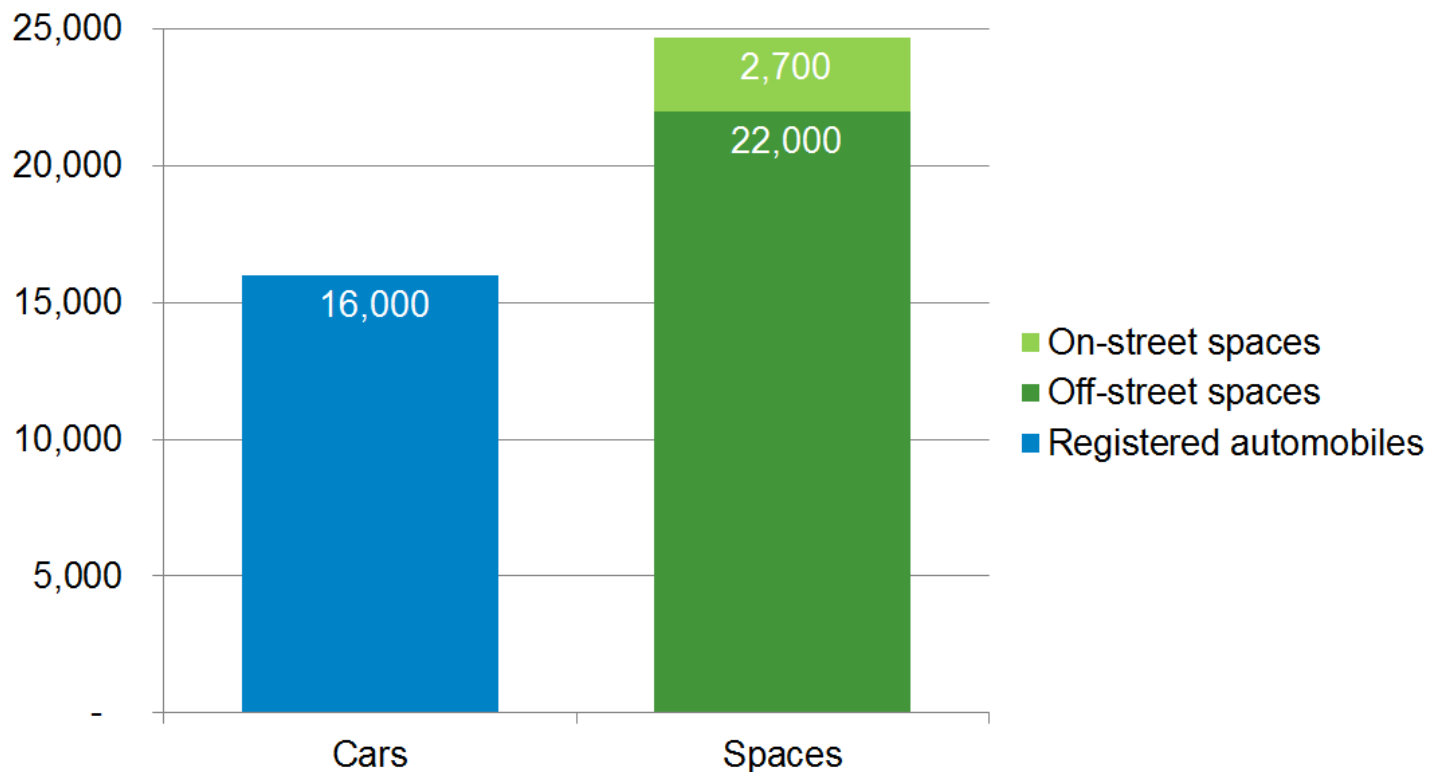
Source: Vancouver West End Cruising for Parking Study, Bunt & Associates, 2014

2. More permits are sold than there are spaces



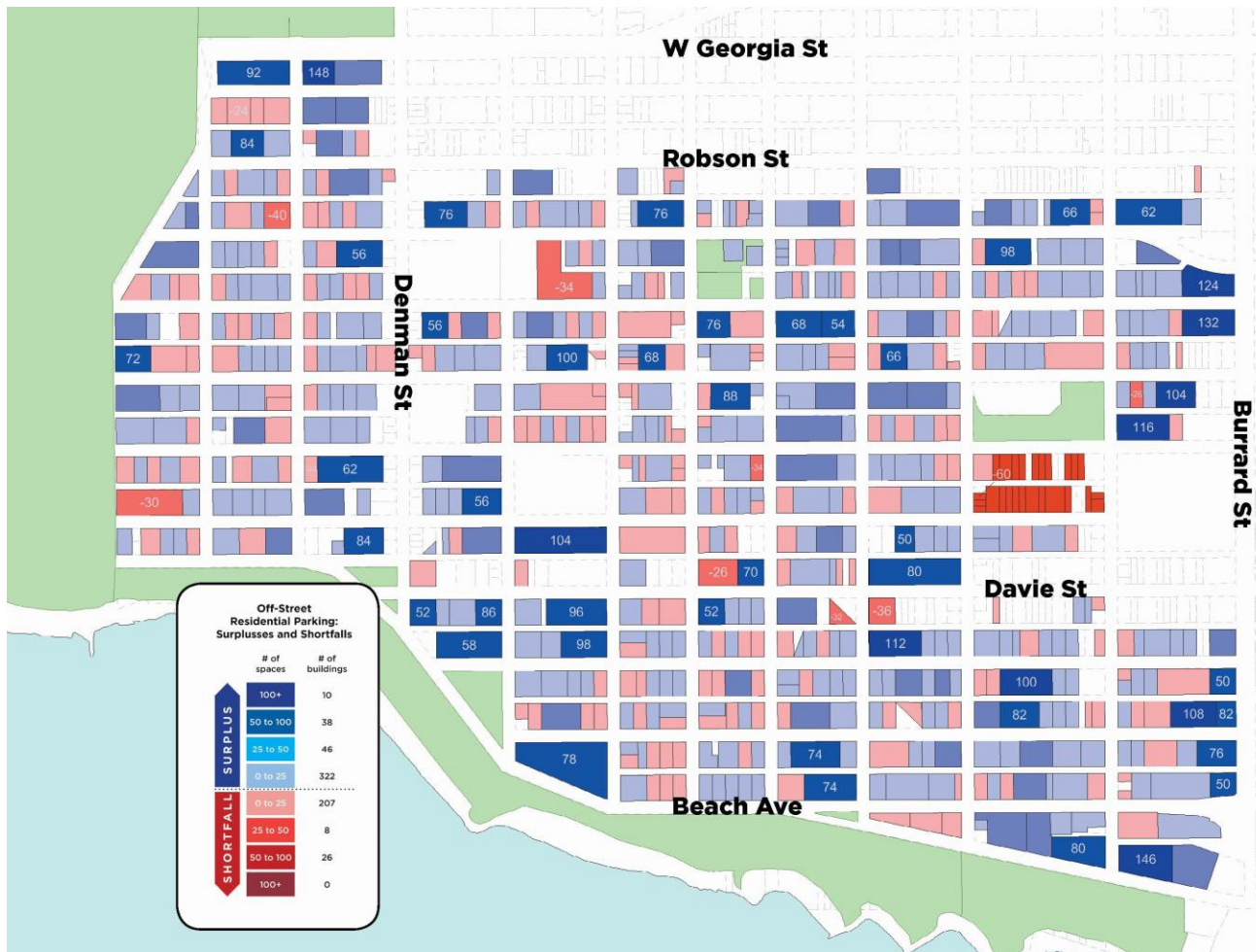
- Over 6,000 residential parking permits are active in the West End at any given time, but there are only about 2,700 on-street spaces.

3. There are more than enough spaces for every car in the neighbourhood



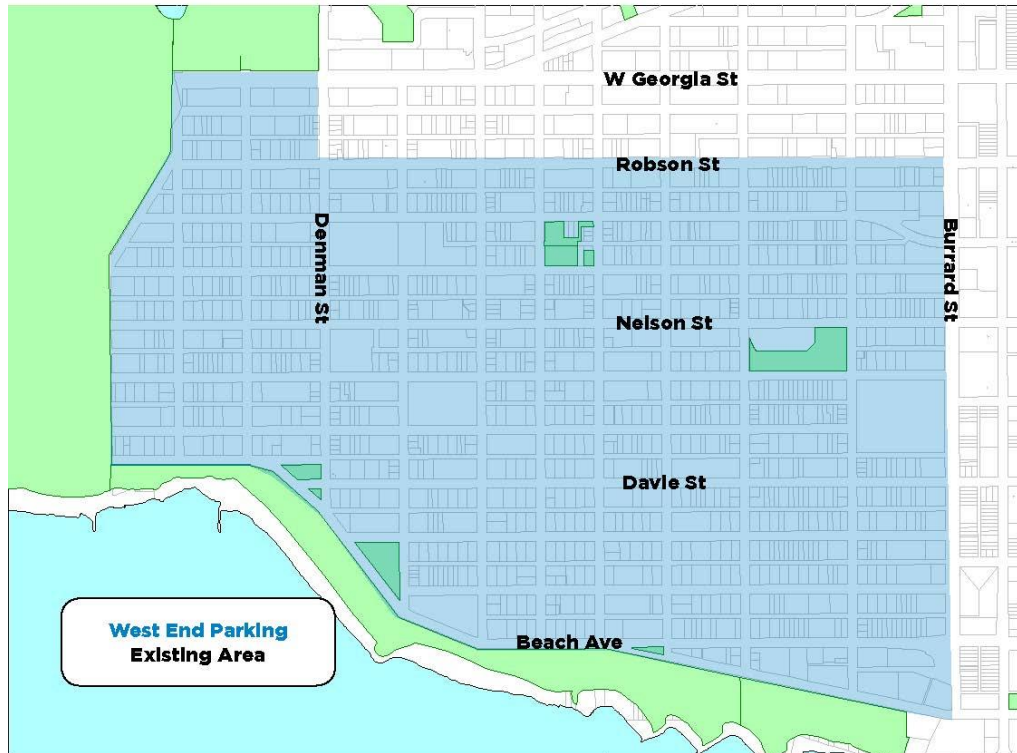
- There are about 1.5 residential parking spaces for every car registered in the West End permit area.
- (16,000 cars, 22,000 off-street spaces, 2,700 on-street spaces)

4. Many buildings have lots of unused parking spaces, sometimes next to buildings where parking is full.



- Some buildings have 100+ unused spaces
- Data based on 2015 ICBC building-level registered vehicle data and staff analysis of parking supply

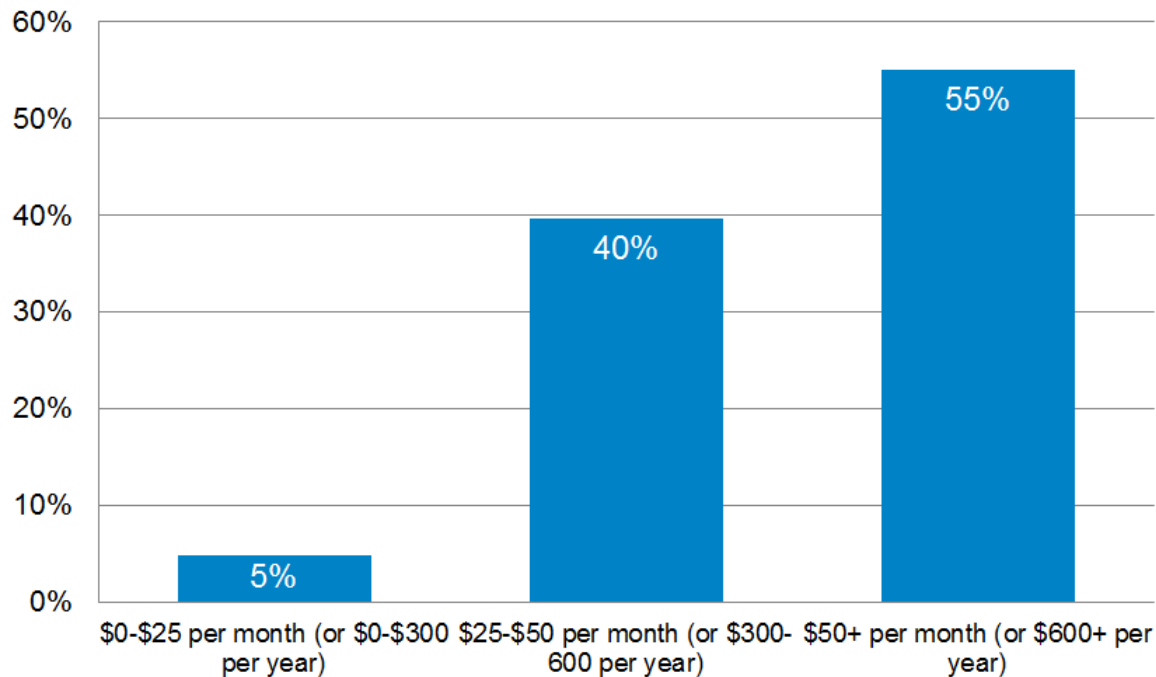
5. The West End permit zone is by far the largest in the city



- Many people use their permit in ways they are not intended, using it as a 'free parking pass' to park in areas far from home.

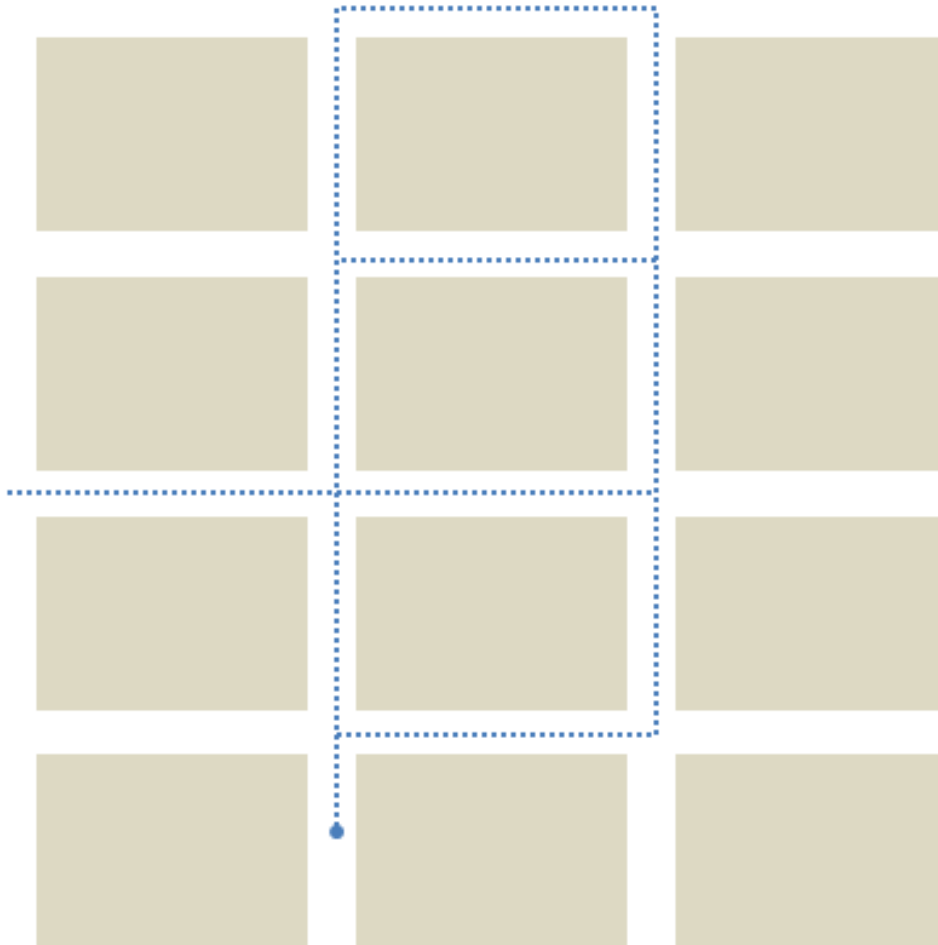
6. On-Street Permits are currently cheaper than off-street parking

Q. How much does off-street parking cost in your building?



- Permits costs about \$6 per month, whereas off-street parking is over \$100+ per month.

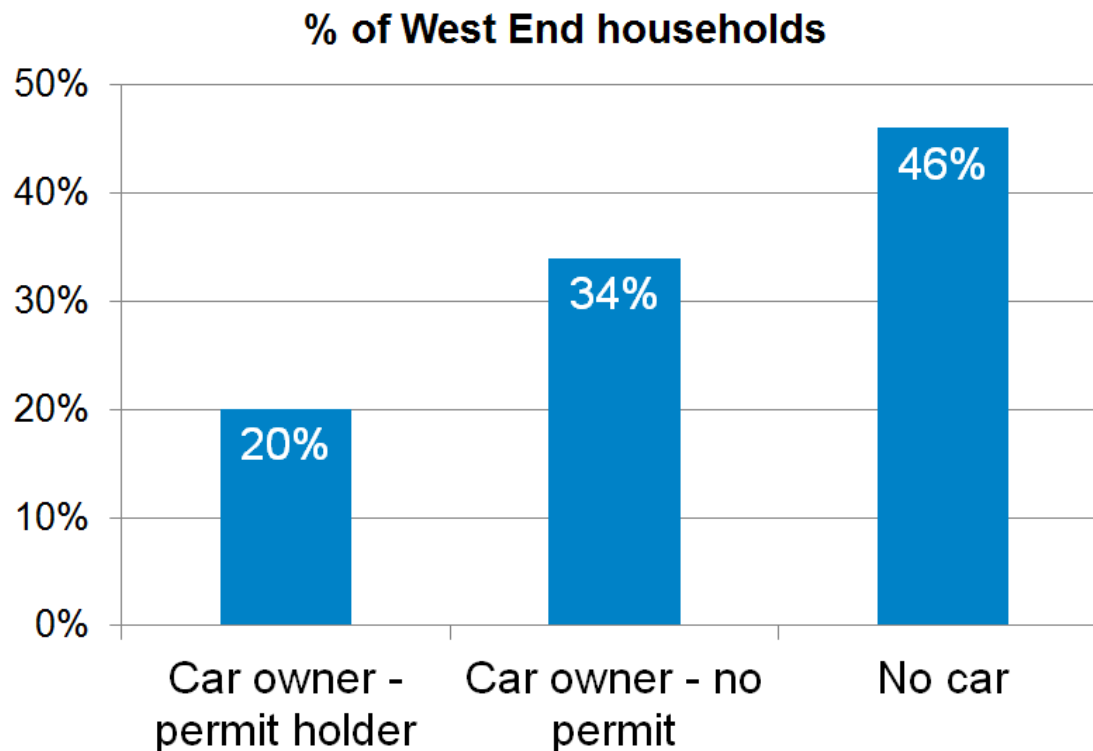
7. Parking is even more difficult for visitors



- 10 minutes to find parking
- Almost 3km of extra driving
- There are fewer than two on-street visitor parking spaces for every 100 households in the West End



8. Parking impacts everyone in the community, regardless of how they travel



- Even for people that don't drive, there are visitors and service providers that do.
- 40% of West End residents have car share membership which require on-street parking
- Vehicle circulating for parking increases congestion, pollution, and safety risks

3. Public Engagement

PHASE 1 – FALL 2015

- Gather information, introduce tools, and share ideas
- Survey + pop-up engagement
- ~4,000 survey responses
- 80% residents, 20% visitors
- Permit holders over-represented

PHASE 2 – SUMMER 2016

- Share Phase 1 results and review draft recommendations
- Survey, website, two open houses
- 4,300+ survey responses
- 70% residents, 30% visitors
- Permit holders over represented
- 300+ open house attendees
- 180 email & phone enquiries
- Social media: 62,000 reached, 400 engagements



Promotion included:

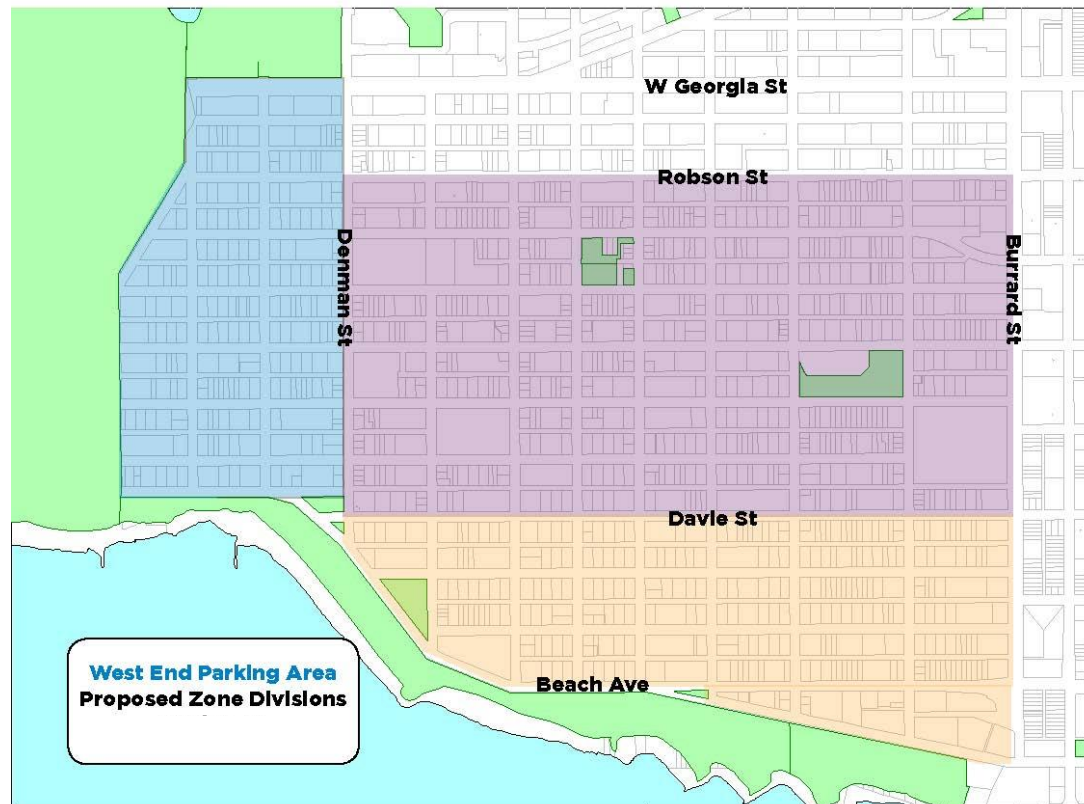
- Postcards delivered to every home in West End
- Posters in apartment lobbies and community destinations
- Large signs at strategic sites
- Digital traffic boards
- Social media (e.g. targeted Facebook ads)
- Stakeholder email lists



4. Recommendations

1. **Charge a market-based rate** of \$30 per month for new parking permits. (Original proposal \$50)
2. **Exempt existing permit holders** from rate increases; consider introducing income testing to provide access to permits for lower income households
3. **Spend new permit revenue within the West End** on community-identified needs through a participatory budgeting process

4. Divide the West End permit zone into 3 smaller zones;



- 5. Unlock underused spaces** by encourage use of the considerable inventory of underutilized off-street parking (Zoning, By-law, Strata Support)
- 6. Improve parking enforcement** to encourage compliance with zones and regulations



7. **Let visitors park in residential spaces when it's less busy**
8. ***Add parking meters to some visitor spaces to encourage greater availability**
9. **Convert some residential permit parking to visitor parking once permit zones are less congested**

- **Reduce cruising (kms)** – people should be able to find parking within 1-2 minutes, within a block or two of their destination
- **Target 85% block occupancy** – every block face should have one or two free spaces for residents and visitors
- **Reduce overall number of permits sold** – to create capacity for new development and reallocation of curb space
- **Increase compliance with regulations (audit)** – use enforcement strategies that encourage good behaviour
- **New Residents Permits** – 30-40% Decrease in Permit Sales May 2018
- **Occupancy Checks** – Decrease in parking utilization

Questions?

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