

WINNIPEG PARKING STRATEGY

Workshop Workbook



Virtual Session

winnipeg.ca/parkingstrategy

The City of Winnipeg is in the process of collecting feedback on a parking framework that will lead to a comprehensive Winnipeg Parking Strategy. The final strategy will help manage the City's supply of parking in a way that facilitates access for motorists while supporting the needs of residents, hospitals, local businesses, and other stakeholders.

Workshop Purpose:

- Provide background and approach
- Discuss parking needs and challenges
- Gather specific feedback on parking scenarios

Agenda

Activity	Details	Duration 1.5 hours total
Welcome and introductions	Thank you for joining us!	5 min
Presentation	Provide background. Introduce approach and data collected	15 min
Questions	Participants ask for clarification on content of presentation	10 min
Activity overview	Introduce activities	5 min
Part I: Discussion	Group discussion Answer questions	15 min
Report back	Share insights	10 min
Part II: Scenario input	Read scenarios and provide feedback on your approach	15 min
Report back	Share insights	10 min
Next steps and closing	Short overview of next steps Please circulate survey to your network	5 min

TASK 1: DISCUSSION (20 min)

Goal: Discuss parking needs and challenges in different areas of the city.

Step 1: Each group member introduces themselves to the rest of the group including their name and interest in parking.

Step 2: Assign one group member as the recorder to take notes and one group member as the reporter to present a summary of your discussion.

Step 3: As a group, discuss the following questions:

- a. What parking challenges do you experience?
- b. What is most important to you when it comes to parking?
- c. The goal of parking time restrictions and paid parking requirements is to manage the demand for, and improve availability of parking spaces. Do you have any comments about these tools? Are there any areas you know of where time-limited or paid parking, or some other tool for managing parking demand might be helpful?

Notes:

TASK 2: SCENARIO INPUT (30 min)

Goal: Discuss on-street parking scenarios and work together to explore different options and how the City may approach parking challenges to ensure the most benefit for the most people.

Step 1: Read the scenario and proposed approach

Step 2: Discuss approach

Step 3: Answer questions related to the scenario and approach. If you have any alternative approaches to add, please take notes.

Step 4: Repeat for both scenarios

Scenario 1

Challenge: The recent addition of new restaurants, bars, and shops has made an existing commercial strip even more popular with visitors and residents from other parts of the city. Parking is becoming increasingly hard to find in the area and drivers often have to cruise around several blocks looking for an available parking space. This is creating more traffic congestion and making it difficult for local residents to find parking near their homes.

Context: The local businesses are concerned about the lack of available parking but are also concerned about how any changes to parking might impact visitor decisions to come to the area. To help manage the high demand, the City is recommending a process to decide whether to install paid parking in the area.

Proposed approach: The new Parking Strategy proposes the following steps for implementing paid parking:

1. The City will monitor areas with high parking demand see how many parking spaces are available and, if 80-85% of the parking spaces are filled during the periods of highest demand, the City will consider recommending that a requirement to pay for parking be put in place.
2. The City will also consider other relevant planning documents such as OurWinnipeg and the Winnipeg Parking Authority Operating Charter, as well as past decisions of City Council.
3. Finally, the City will consider the needs and characteristics of the surrounding area before implementing any requirement to pay for parking. This will include appropriate engagement with local stakeholders.

Questions:

- Do you feel these steps are appropriate?
- What would you consider in deciding whether to implement paid parking?

- Notes:

[illegible]

Scenario 2

Challenge: There are several different options available to pay for short-term parking. Over time, more drivers are using the mobile parking payment application. About half of all on-street parking is now paid for with a credit card using the mobile app. The expanded use of the mobile payment app, along with other changes in parking behaviour, means that some on-street paystations may no longer be taking in enough revenue to cover their own operating costs.

Context: The City has been removing and relocating paystations since 2015 and, so far, has reduced the inventory by approximately 150 machines to the current total of 417 with no major service disruption reported to the WPA. Decreasing the total number of paystations now will reduce the future cost of replacing the machines.

Proposed approach: The City will continue to remove underused paystations in 2021. These paystations will be replaced with mobile payment app signage so that drivers can still pay for parking. Scratch n' Park meter passes will also remain as an available alternative to physical paystations. These are sold in booklets of 10 and allow drivers to pre-pay for on-street parking. The driver simply scratches the applicable day, month, year, and start time on a pass, then displays it on the dash to redeem for an hour of paid parking.

In 2022, the City is planning to replace its paystations with a newer model that can accommodate different pricing options and a pay-by-plate system so that drivers won't need to display a paper receipt on their dash. The City is considering replacing only half of the inventory that will be left on-street at that time, and removing the rest. Any machines being removed after 2022 will be replaced with mobile payment signage and directions to the nearest paystation. Decreasing the inventory by this amount will significantly reduce the overall capital cost to replace the paystations, from approximately \$8 million to \$4.5 million.

In most cases, paystations will be located at the middle of the block. On blocks with a designated accessible space, many paystations have already been relocated so they are adjacent to that space. Paystations that currently service a designated accessible space will not be considered for removal, but the City is considering the relocation or removal of individual paystations based on a number of other factors:

- Current cost-effectiveness of individual paystations: The City will consider whether the paystation's annual operating cost is greater than the revenue it brings in.
- Revenue trends: Consideration will also be given to the revenue collection trend over the last several years and to any anticipated changes in demand based on pending developments or other indicators so that the City does not remove a paystation that is likely to become financially viable in the foreseeable future.
- Ease of access: The starting point for any discussion on relocating paystations will be to have at least one machine per block, but consideration will be given to the proximity of other paystations. This is meant to help maintain a reasonable standard of

service in terms of drivers' ability to pay for parking when they do not have a credit card, or a smartphone or other mobile device.

Questions:

- What would you consider when making decisions on where physical paystations should be located and when determining how many paystations should exist on the street?
- Are there any specific groups who you feel the City needs to consult further before recommendations on the future of paystations?
- What do you think about the methods of payment currently available for on-street parking (scratch n' park meter passes, paystation, mobile parking payment application, cash, debit card, credit card)?

Notes:

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Thank you for participating today!