



HAMILTON PARKING MASTER PLAN

Presentation to Advisory Committee for Persons with Disabilities

September 8, 2020

Outline of Presentation

- Learn about the study's purpose and scope;
- Receive input on existing parking operations, knowledge of existing issues, and desired study outcomes; and,
- Present the study findings to date.

Study Purpose and Key Objectives

Study purpose: To provide direction for a coordinated, strategic approach to parking policy, planning, financial sustainability, and enforcement that will align with other city-wide transportation and land use planning policies.

Key Objectives:

- Connect parking with land use planning, transportation demand management and other city building initiatives;
- Updated existing policies and develop best practices;
- Develop strategies that support business and economic development; and,
- Ensure financial sustainability.

Study Schedule

Progress to Date:

Phase 1: Review Existing Operations is complete

Phase 2: Develop Strategies for Improvements is underway

Fall 2019: Review Existing Operations and Public Information Meeting #1

Spring/Summer 2020: Develop Strategies for Improvements

Fall 2020: Public Information Meeting #2 and Provide Parking Master Plan Report

Consultation Findings

- Parking shortages found in the area of King Street, James Street, Wilson Street and Wellington Street
- Majority of users feel parking is too expensive
- Accepted walking distance between a parking space and destination is from 200m to 800m. Willing to walk further for cheaper parking.
- Two biggest issues raised were inconvenient payment process and difficulty finding space
- Most requested wayfinding improvement was app that displays all MCP's and meters

Best Practices Review

- Municipal parking operations are typically self-funded
- Variable parking pricing is popular in many municipalities
- License Plate Recognition technology can help improve enforcement operations by increasing efficiency and effectiveness
- Residential parking permit programs as helpful for residents
- Most industry experts are forecasting parking demand to decrease due to emerging trends (shared vehicle economy, autonomous vehicles, etc.)
- There are many parking technologies available to improve parking operations

HMPS and the Downtown Parking Supply

- Downtown Hamilton is considered for our study purposes from Queen Street to the west, Barton Street to the south, Wellington Street to the east and Hunter Street to the north
- There are 13 Business Improvement Areas distributed throughout the City
- There are 1,158 municipal on-street parking spaces
- There are 2,811 municipal off-street (car park) parking spaces
- There are 4,579 publicly accessible private parking spaces

Downtown Parking Operations

Parking systems are generally considered “effectively full” at an occupancy of 85-90%, depending on lot size and other characteristics. This represents the point where finding a space becomes challenging for drivers.

Hamilton has an average of 80% occupancy downtown. Two areas in the core would be considered very difficult to find parking space: 1. Cannon to King, Queen to Bay being 92% occupied and 2. Cannon and King, Catharine to James being 87% occupied.

Business Improvement Area Operations

In general, the parking utilization in most BIAs was observed to be below or at the 85-90% effective capacity threshold, indicating that the parking supply is sufficient to meet the existing demand.

However, parking operations in the Downtown Hamilton BIA and Stoney Creek BIA, and on-street operations in the International Village BIA were observed to operate above the effective capacity threshold.

Ongoing Work

Phase 2 of the Hamilton Parking Master Plan is underway and includes the following tasks:

- Project future parking supply and demand;
- Develop a Downtown parking strategy;
- Develop a financial model for the Hamilton Municipal Parking System;
- Develop city wide policy framework; and
- Offer opportunity for public and stakeholder input in Phase 2 Consultation.

Considerations for Accessibility

The Parking Master Plan will consider the following in the strategy:

- Recommendations on accessible parking in municipal car parks;
- Potential changes to pricing and use policies for holders of Accessible Parking Permits;
- Potential changes to on-street accessible parking policies in residential areas to ensure appropriate allocation, monitoring and tracking;
- Improved wayfinding and signage

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Considerations for Accessibility

- Continued improvements to technology to access parking services (i.e. online permitting, virtual screenings, etc.)
- Continued refinements to enforcement practices, inclusive of private property enforcement

Thank You for Attending

Comments, questions or requests can be added to the Study mailing list and submitted any time to:

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THANK YOU

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