

MMM Group Limited



Current Parking Program Assessment and Downtown and Vicinity Parking Strategy

Prepared for: City of Regina



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City of Regina
Current Parking Program Assessment
and
Downtown and Vicinity Parking Strategy

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EXECUTIVE SUMMARY

After many years of slow growth, the City of Regina is experiencing a surge in economic activity and development intensification, particularly in its downtown; this has put significant strain on the City's existing parking supply and parking management program.

In 2012, as part of an administrative initiative, MMM Group was selected to help develop a downtown and vicinity parking strategy that will allow the City to reposition its existing organization toward policies and practices that will better accommodate current and near future demand and slow the trend toward increasing overuse of on-street parking facilities.

The City's overall vision for the project was to clarify the goals and objectives for parking services as they relate to governance, policy, customer service, efficiency, technology, and enforcement. A two-phase approach was developed to help achieve these goals. Phase 1 of the *City of Regina Current Parking Program Assessment and Downtown and Vicinity Parking Strategy*, which consists of a detailed review of the current City parking program, was completed in May 2013.

Phase 2 of the initiative includes a detailed survey of current parking supply, demand, and utilization characteristics in downtown Regina. The downtown district was selected for further review because of the existing and emerging parking issues in this area. The main body of the study area is comprised of the entire downtown district, which is bounded by the CP Rail mainline in the north, College Avenue in the south, Albert Street in the west, and Broad Street in the east. Small extensions were added west of Albert Street and east of Broad Street as these areas are affected by downtown district parking demands.

The investigation into the existing parking characteristics in downtown Regina involved an extensive data collection exercise to determine parking supply, demand, and utilization information in the study area. The data was catalogued and analyzed to determine patterns that could provide insight into the existing parking situation in downtown Regina.

The parking characteristics data was then combined with results of the Current Program Assessment to develop a strategy for the management of parking in downtown Regina and the immediately surrounding areas.

PHASE 1 – CURRENT PARKING PROGRAM ASSESSMENT

Observation suggests that the City of Regina's supply of space at the curbside in the downtown commercial and shoulder residential communities is over-utilized, producing an appearance of vehicle congestion, a lack of parking stall availability in key commercial and residential areas at peak times, and an encumbrance to traffic and roadway maintenance activities (such as snow removal and periodic street cleaning).

The perception of a parking shortage is usually considered to be a negative or restrictive influence on retail, commercial and residential activities, land and business values, and quality of life in affected areas, and therefore a limitation on the growth, redevelopment and intensification of urban areas. It is not

uncommon for parking resources to appear to be in short supply in large cities; the utilization of available parking space is governed by the static supply of on-street space, the growing demand for public space in a vibrant and growing downtown, and the moderating meter or permit fee charged for the use of that space.

Restrictions on access to public parking resources often generates an emotional response from stakeholders, customers, and the public, and administrators are naturally conservative in implementing change – as a consequence, most municipal parking programs do not keep pace with the change affecting their communities; supply, demand and pricing practices fall out of balance, and resources become over-utilized. Where this is not recognized, well-meaning measures are sometimes implemented which worsen, rather than relieve, the City’s parking imbalance. In these cases, it is necessary to closely review the parking program and understand the net impact of policies and practices.

After many years of slow growth, Regina is experiencing a surge in economic advancement and development intensification, particularly in its downtown activity areas, and this has overwhelmed the City’s existing supply of public parking space. In the slow growth environment, Regina’s parking program was supply-static, casually-managed, and change averse; in 2013, however, pressure on the program and facilities has become acute. The increase in parking demand appears to be a result of:

1. Increases in workers and residents locating in the downtown area, and reduction in the supply of casual off-street private parking stalls as a result of new construction on surface parking lots.
2. A number of City business and operating practices – below market pricing; proliferation of inexpensive street permits; inadequacy of compliance activities; inadequacy of obsolete technologies – which encourage increasing use of limited on-street parking stalls.
3. A lack of ability to engage the significant supply (and potential surplus) of private sector off-street parking stalls to fulfill some of this increasing demand.

To restore balance to the parking program, the City must reverse those counter-productive business and operating practices, operate and monitor its public on and off-street facilities more diligently, and develop a platform from which to engage – and grow – the off-street parking supply.

MMM Group is proposing adjustments to the existing organization and toward policies and practices that will better accommodate current demand and slow the trend toward increasing overuse of on-street facilities. Some of these measures are related and interdependent and must be done together to have the desired effect; others are cumulative and must be implemented in sequence to achieve the planned outcome.

Phase 1 Recommendations

The following recommendations should be implemented as soon as possible, commencing in the 2014-15 fiscal years:

1. Parking Services should be allowed to “run like a business” utilizing its own revenues in an expeditious manner to generate positive economic and service returns for customers, stakeholders, and the City as a whole.
2. Parking Services’ public facing name should be “ParkRegina” or a branded equivalent, adopting a stylized “P” for parking and other attractive imagery in its logo.
3. The City should establish a Stakeholder’s Advisory Committee to be aware of parking challenges and solutions, to review policies and practices, and to propose appropriate solutions and help communicate them to the Public.
4. The City should develop a simplified system of identifying exemption permissions based on parking attributes rather than identified groups: suggested categories are Zone Residential Permit, Commercial Permit, Meter Pre-purchase Permit, Special Event Pre-purchase Permit, and Reservation Pre-purchase Permit.
5. The City should reinforce the use of parking meters for short term parking in support of the local community only, and halt the practice of issuing permits for parking at meters, except in exceptional circumstances. Within those circumstances, space will be available at market rates for the period purchased, and parkers will be expected to comply with the length of stay purchased.
6. The City should adopt a coordinating ELog or equivalent service request dispatch and fulfillment software program that accepts imported data from Service Regina’s Hansen program, and maintains fulfillment records and produces benchmark measurements, which can be used to assess service delivery times and contractor performance.
7. The City should replace the existing hardware and software comprising the Groupe Techna / MESCC / DAP / TicketTracer parking management system with a modern, wireless integrated system built for a municipal parking environment. The new system should include, but not be limited to:
 - ▶ Wireless integration with the Autovu program (4 units) and hand held computers (18 units)
 - ▶ Individual and bulk permit inventory, sales and management module
 - ▶ Cell phone parking integration
 - ▶ User defined report writing capability (Crystal Reports or equivalent)
 - ▶ Point of sale integration
 - ▶ Wireless real time hand held computer interface
 - ▶ GPS enabled real time vehicle time restriction tracking (9 suitable vehicles)
 - ▶ Easy import export features
 - ▶ Meter maintenance field tracking

- ▶ Account based customer interface
 - ▶ Work station distribution to remote locations (towing compound, etc.)
 - ▶ Citation and photo tracking of individual vehicles associated with accounts
 - ▶ Towing and adjudication modules
 - ▶ Use of street permit tracking and billing module
 - ▶ Special event tracking and management module
8. The City should assign Parking Services a reserve account for financial stabilization and business continuity from year to year, a reserve account for replacement of existing capital equipment and repairs to facilities, and a reserve account for future capital expenditures.
 9. Responsibility for supply and management of parking meters, management of on-street stalls, and street permits should be assigned to the Parking Services Branch.
 10. Compliance staff should be increased to 13 per day shifts, with an additional 7 assigned to 8 hour evening shifts and an additional 7 assigned to 12 hour weekend shifts. Two hour time periods and meters should be priority during the business day; non-time sensitive parking violations should be priority after business hours and on weekends.
 11. The City should employ a qualified and licensed provincial Bailiff to facilitate final vehicle seizures and account collections. The Bailiff should be tasked with providing towing, storage, and auction contractor resources for this purpose, and the costs of the Bailiff and related services should be borne by the offender.
 12. The City should adjust the wording of Section 92, Removal of Obstruction, in The Traffic Bylaw 9900, to identify a parked vehicle as an “object” obstructing the Public Right of Way to rightful passage of other vehicles, including snow plows and maintenance equipment, and empower staff to remove obstructing vehicles at the owner’s expense.

The following recommendations should be implemented in the 2015-17 fiscal years:

13. Regina should consider investment in off-street parking facilities to ensure an appropriate supply of daily hourly parking as the City grows, and to more effectively influence the construction and operation of private sector off-street long term structured parking stalls.
14. The City should install multi space meters or pay stations in the residential shoulder areas of downtown; an additional two or three blocks to the east (St. John Street), south (College Avenue) and west (Rae Street) for the purpose of expanding the areas available for short term street parking, encourage turnover in high demand areas (such as the area around Regina General Hospital), improve roadway maintenance, and reduce the demand for long term street parking. Residential permits for these residential zones should be considered as a meter prepayment and therefore exempt from cash payment requirements. These meters can be offered as longer term (four hours or more) in return for discounted fees.

15. The City should increase the efficiency of existing on-street space (+30 percent) by discarding single space meters in favour of multi space units, configured in either a Pay by Space mode or a Pay by Plate mode, as suits its customer service model, and applied to non-dedicated parking on the street.
16. The City should increase meter fees and daily and monthly meter permit fees to the equivalent of \$ 2 per hour as is common in other mid-sized cities in Western Canada. Complimentary permits should be provided on a special case basis only.
17. The City should ensure “cash in lieu” or an equivalent parking maximum penalty payments made to the City in respect of creating or reducing downtown parking are made available to fund parking improvements in the downtown and shoulder districts.
18. The City should locate to a more visible, more customer friendly long term location to accommodate the Parking Services unit. Best practices for North American municipalities suggest that compliance, meter collection, administration and operations management staff should be co-located in a downtown space that is convenient to walk-up customers. The new City Hall security model, and proposed location of the Parking Services Branch behind security access control, will hamper customer interaction and service activities, and detract from the public transparency of the program.
19. The City should continue with the process of consolidating all parking related revenues and expenses to produce better understanding of business practices, opportunities, commitments and contributions.
20. The City should establish a management practice whereby all mobile and foot patrol enforcement zones are objectively measured – in terms of physical space limitations and citation yield - by an impartial auditor, all zones are periodically adjusted to ensure they can all be adequately patrolled within the time restricted period (i.e. two hour zones patrolled every two hours), and a base understanding of citation yield is determined.

PHASE 2 – DOWNTOWN AND VICINITY PARKING STRATEGY

Downtown and Vicinity Parking Characteristics

The downtown parking data collection exercise was divided into five distinct categories: on-street parking supply, off-street surface parking supply, on-street parking utilization, off-street surface parking utilization, and on-street parking duration. The parking data was collected in April, May, and June 2013. The utilization and duration surveys were undertaken on weekdays during normal working hours.

Analysis of the parking utilization data shows that on-street parking is at capacity on weekdays in downtown Regina. These parking pressures also extend into the fringe areas south and west of the core, where there are no parking meters and on-street parking is time restricted only. There does appear to be some capacity in the eastern fringe, but parking in this area is generally less desirable. Off-street parking lots in the study area are also at capacity on weekdays. The highest utilization for on-street and off-street parking occurs in the morning and mid-day, with usage curtailment in the afternoon.

Additional analysis shows that the average duration of stay for on-street metered parking is in the 60 to 90 minute range throughout the study area. This is in reference to parkers who pay for the service at the meter (coin parkers). The corresponding average length of stay for parkers who have City of Regina issued free parking permits is in the 150 to 180 minute range. Approximately 50 percent of free permit parkers are exceeding the time limit on their metered parking spaces, versus 20 percent for coin parkers.

Parking in downtown Regina is considered to be over capacity. Free parking privileges are a major cause: permit parkers are receiving a free (taxpayer funded) service which is being used as an alternative to buying off-street parking and is causing the off-street parking market to stagnate. Parking enforcement does appear to be effective at generating turnover, but only where it is done consistently.

The analysis of the parking characteristics in downtown Regina reveal that the parking strategy must endeavour to suppress demand, increase supply, and increase enforcement. A supply/demand/utilization study, current within 10 years, should be kept on hand to aid in the measurement of changes in parking characteristics from year to year. This type of study can be used to measure downtown parking space utilization as a whole, or in smaller areas of concern, as changes are noted.

Similar studies may also be commissioned to provide a more accurate analysis of the parking challenges in other areas of the City that were outside the scope of this study. The measured understanding of parking characteristics that result from these studies is invaluable to decision making and change impact assessments as the City grows and evolves.

Downtown and Vicinity Parking Strategy

In recent years, responsibility for the public parking function in Regina has been managed in separate silos by several divisions and departments within the City; for the most part, each service has viewed its contribution to the parking experience as a lesser priority or as a non-core function for their department.

While several components of the parking service return a small net revenue value to City coffers, parking resources are provided to the public in a piecemeal, uncoordinated and under-serviced manner. This greatly frustrates and upsets many individual taxpayers, tourists, merchants and business people. Parking is generally considered to be inadequate in Regina, and this perception adversely impacts commercial, retail, and residential activity, particularly in the downtown.

A branded Municipal Parking Services Organization (proposed name: ParkRegina) will bring all City-owned parking resources into one organization. This unit, guided by concern for the Public Good and best practices in the public parking industry, will coordinate and optimize all on- and off-street facilities and services, monitoring and enforcement programs, customer and client services, stakeholder group support, public parking policy development, and support for downtown stakeholders and the commercial and residential community. It will deliver better service and provide better value to the City, its constituent departments, agencies, communities, partners, stakeholders, and individual customers.

The primary benefit of empowering a consolidated parking unit will lie in its ability to better evaluate, coordinate and improve services to individual parkers, the public, tourist and visiting groups, and

stakeholder groups, and to better serve public policy objectives. It will also provide a significant financial return to the City as a byproduct of its operations.

An approved strategy will guide operational efficiency issues, organizational and customer service improvements, including recommended technology improvements, known repair and replacement programs, and updates to facilities and service practices which will safeguard existing parking revenue streams and provide solutions for commonly expressed customer and stakeholder complaints.

“ParkRegina” will function in accordance with the following principles:

1. Establish primary duty and accountability to the Public Good and pursuit of opportunities for service improvement, wherever apparent, in duty to the City and its residents.
2. Establish best practices in parking services operations through accountability, auditability, and administrative transparency.
3. Establish a market rate delivery standard. Industry best practices identify market rate for public parking at 15 percent availability of current supply and a 90-95 percent occupancy rate for off-street lots.
4. Assess requirements in terms of cost and benefit, supply and demand, growth and development.
5. Conduct operations at no direct cost to the City or its residents.
6. Provide fair reimbursement and compensation to suppliers, agencies, departments, and the City for costs of assets, maintenance, or other expenses.
7. Be objective and use an entrepreneurial “business” approach where costs are measured against benefits.
8. Effectiveness
9. Cost Efficiency
10. Support for the Public
11. Support for Stakeholders
12. No or limited competition with the Private Sector

Tasks and Timelines

Major tasks for the next 5 year period are as follows:

1. **Establish a brand for the Parking Services Branch (e.g. ParkRegina); source, site and establish a suitable parking business, administration and operations location to consolidate parking related services and resources to enhance the customer facing profile of the branch.**

A stylized “P” symbol should be created to denote “ParkRegina” facilities. At the present time, City of Regina Parking Services is located on the 13th Floor of City Hall. “ParkRegina’s” mandate is to be customer service oriented and to pursue transparency in all of its transactions; the City Hall location is not readily accessible from the downtown commercial locations the organization seeks to serve. A

more accessible customer oriented space is preferred, and should be sourced and acquired over the next few years.

2. Adjust and rationalize parking permit privileges.

“ParkRegina” will review the City’s parking permit programs and look to consolidate parking permit privileges into more general categories and ensure that permits are issued at the market rate. Permit sales will be managed and administered within current inventories.

3. Replace current downtown single space meters with multi-space meters, in either Pay and Display or Pay by Plate operating mode, deploy to shoulder areas of the downtown, and establish a new pricing policy.

Replacement of on-street individual space parking meters with solar powered wireless programmable Pay Stations, one of which would take the place of seven to ten individual parking meters. These units are readily available and commonly in use throughout many Canadian municipalities. They offer credit card, receipts and variable rate functionality at the curbside, and are considered to be useful in supporting local business activities. Pricing should reflect the market rate for establishing 15 percent availability at the curbside. Metering in shoulder areas of the downtown should positively impact residents – who have a residential permit and do not need to pay the meters – by turning over long term parkers or deterring them altogether.

4. Acquire new parking enforcement technology and redesign enforcement, adjudication, and curbside services to provide greater customer and account control, and greater customer service and collection success.

New technology featuring or facilitating wireless real time hand held parking enforcement computers, wireless database searches and information transfers, cellular phone based customer communication, heightened curbside customer assistance profiles, and parking account administration, will enhance or replace the existing Groupe Techna/MESCC/DAP/TicketTracer parking ticket management system with a modern, wireless integrated system built for a municipal parking environment.

The goals for the first five years of the operating plan may be achieved according to the following timeline:

Budget Year 2014 will be the first official operating year for the “ParkRegina” concept and will incorporate considerable planning and implementation work. In this year, a new or significantly upgraded parking compliance and management system should be sourced and/or acquired. The movement to a new platform is being driven by the obsolescence of the existing system and the replacement time line is urgent, due to significant duplication costs and outstanding revenues that cannot be efficiently captured with the current system.

In **Budget Year 2014**, the “ParkRegina” organization will also become responsible for service delivery in the on- and off-street metering and permit program functions, and further integrate services with Service Regina, Bylaw Enforcement, Planning, Fleet, and Facilities departments.

In **Budget Year 2015**, the organization will continue to concentrate on reforming the on-street parking program, and will select and implement the first phase (downtown core areas) of a multi-year purchase arrangement to replace single head parking meters with multi-space machines. It will continue with reforming the permit program.

In **Budget Year 2016** “ParkRegina” will continue to operate the permit administration and enforcement systems. Improved online access to permits and parking offence tags will be available in this year.

In **Budget Year 2017**, the organization will proceed with the second phase (downtown shoulder areas) of the on-street meter program, and Phase 2 of the new meter installation in the shoulder areas.

In **Budget Year 2018**, “ParkRegina” will proceed with completion of the new metering technology installation on downtown city streets and in the shoulder areas.

Off-Street Parking Development Mechanisms

As growth occurs in areas where the parking availability is constrained, the key strategy used by municipal governments is to ensure that any new development provides adequate off-street parking to meet the expected demand. To achieve this end, *Regina’s Zoning Bylaw* contains regulations indicating the amount of on-site parking required for various types of land uses.

In downtown areas, new commercial developments tend to occur in multi-floor buildings where the required parking is placed in multi-story parking structures, either above or below the base ground level. In some instances, access to this parking is limited to the building tenants and site generated visitors must find parking on the streets or other parking facilities near the commercial building. As a result, the visitor parking that occurs off-site can exacerbate current parking problems.

This transfer of visitor parking off-site tends to become the responsibility of the municipality to resolve the current parking problems. Recognizing that there is a finite limit to curb parking, when parking shortages do occur, municipal authorities have to develop off-street parking solutions.

At present, the City of Regina has a voluntary cash-in-lieu policy in place which has not been engaged over the years. A re-application of the cash-in-lieu program, as well as implementation of new funding mechanisms such as a parking development reserve, P3 development, and caveats and shared facility arrangements, will ensure suitable financing for future municipal parking facilities to meet demand in the growing downtown.

On balance there is nothing wrong with the use of caveat parking, but there are some issues that need to be taken into consideration when a developer wants to implement the practice of avoiding paying cash-in-lieu for a specific project by arranging to place some or all of the required parking off-site. These issues include the surety of use of the off-site parking facility, the proximity of the off-site facility to the development, the need to tabulate and track the number of caveated stalls being assigned to off-site locations, consideration of existing parking that is displaced by the assignment of parking to the new development, and consideration of shared parking for mixed-use development.

Financial Administration

In considering budgets and approvals, it must be kept in mind that municipal parking organizations are always profit generating budget units, and that *expenditures on staff and improved assets almost always produce increased revenue net of the expense incurred*. All efforts must be made to provide the organization with a streamlined process for gaining expenditure approvals based on a financial cost/benefit analysis.

As a revenue generating branch, “ParkRegina” will produce and maintain an annual report on operations, activities, accomplishments, financial reports and five year revenue and expense projections. The City will retain a reserve funding system (operating, replacement, and capital), from its parking revenues as part of its asset base to assist in stabilizing the financial performance of the unit from year to year, and as a means of replacing key assets for which there are immediate revenue implications.

In all cases, the City will develop fees and charges for parking related facilities and services based on the cost of providing the service/asset, the fee’s effectiveness as a demand management tool, and the desired end condition.

Critical Success Factors

Several factors are critical to the success of the “ParkRegina” organization in achieving its strategic goals within the identified timeline:

1. Strong support from Council, stakeholders, and the public

The organization must enjoy a strong relationship of trust, confidence, and proactive cooperation with others in the administration, Council, stakeholders and the public. Members of the community must be supportive and comfortable with “ParkRegina’s” mandate and ability to manage parking resources.

2. Appointment of Advisory Committee

“ParkRegina” will be assisted by an Advisory Board, established to offer guidance, observe activities, provide feedback on operations, check performance, and provide support and resources, as may be necessary or advantageous in accomplishing the mission and strategic objectives.

3. Policy Assistance

“ParkRegina” will benefit from active support from Council and other municipal departments involved in downtown development. Planning authorities may consider policies which encourage parking facility intensification; including discouragement of surface parking lot construction and a complimentary encouragement of surface lot demolition and redevelopment into more valuable, higher density facilities, such as occupied buildings or parkades. The content and extent of such participation will remain the responsibility of the departments involved.

Phase 2 Conclusions

The project team has developed a Downtown and Vicinity Parking Strategy to allow the City to reposition its existing organization toward policies and practices that will better accommodate current and near future demand and slow the trend toward increasing overuse of on-street facilities. The City will task its internal parking management organization with the implementation of this strategy over a five year period.

The strategy advocates restoration of the balance that must exist in the municipal parking and transportation program. To achieve this, the City must reverse several existing counter-productive business and management practices, as well as operate and monitor its public on- and off-street facilities more diligently, and develop a platform from which to engage – and grow – the off-street parking supply to serve the City in the future.

The City should consider additional policies that will ensure an adequate supply of daily/hourly parking space is constructed and maintained (by direct investment, P3 solutions or by the private sector) in the preferred built form as the city grows.

“ParkRegina” can help build the City for future generations, build a superior customer service experience, pay for itself (and more), bear the cost of its own reorganization, partner with stakeholders and the private sector, deliver services flexibly and firmly, participate in a balanced transportation plan, improve the quality of communities, and improve the quality of life for citizens. However, it cannot do any of these things unless it is allowed to retain its own revenues and reinvent itself.

The *City of Regina Current Parking Program Assessment and Downtown and Vicinity Parking Strategy* was completed in two Phases:

Phase 1 – Current Parking Program Assessment

Phase 2 – Downtown and Vicinity Parking Strategy

The Phase 1 and Phase 2 reports are both included in this document.

**City of Regina
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**Phase 1
Current Parking Program Assessment**

MMM Group Regina

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1.0 INTRODUCTION

In December 2012, MMM Group was contracted to provide an assessment of the current municipal public parking program in the City of Regina, and to propose a long term public parking strategy that would integrate with the city's vision and values, and enable Regina to achieve future goals.

The project was divided into two phases: the first phase consisted of a detailed observation and review of municipal parking by-laws, facilities and services (including internal and external stakeholder consultation and operational examination), and proposed solutions and improvements to the existing program; the second phase projected Regina's downtown experience forward, completing an inventory of private and public parking stalls, measuring utilization, and tying parking policy more closely to business and residential needs, transportation and infrastructure development, and community and economic renewal.

This document represents the final report on the first phase of the review; an assessment of the city's current parking program by industry specialists, with observations and recommendations for improvement.

1.1 Background

The modern world moves on wheels; use of personal vehicles to facilitate individual mobility is the most common and popular form of transportation in our society. While development of alternative transportation modes and facilities is valuable and currently popular with infrastructure planners, it remains a fact that personal motor vehicles are better constructed, cheaper, and more practical to operate than ever before. The number of vehicles on the roadways of the world is expanding rapidly and will continue to do so as social affluence increases and renewable fuels become more commonplace.

For most people, the use vehicles to facilitate movement of persons, goods, and services is a staple in their busy working lives; the provision of parking infrastructure will always be a priority for vehicle users, and cities of the future will not be able to thrive without an adequate supply of accessible parking space.

The interpretation of what is "adequate", however, bears some discussion. In the mid-Twentieth Century, our western culture – and North Americans in particular - became attached to the swift and mobile economy that automobiles could provide, and planners were quick to assume generous roadway and parking apportionment into every aspect of urban design. The relative wealth of resources provided ensured that vehicle use became the most practical – and often the only practical – means of personal transport for most people. For a generation raised during that that time period, the meaning of "adequacy" became inflated; broad roadways, spacious parking lots, and drive through dining facilities became the expected norm.

In the Twenty-First Century, we have come to view the vehicle and its related infrastructure with less passion. The current generation appreciates the automobile for its functionality, but sees the proliferation of vehicle oriented facilities to be overly consumptive and unsustainable; as a consequence, we have

redefined “adequate” to reflect a more moderate view, and this emphasizes the need for a more sophisticated and balanced management and integration of transportation processes as a means of achieving greater efficiency and sustainability.

Integration of transportation modes – moving away from suburban freeways toward a Managed Mobility framework – intensifies the use of existing parking space and moderates the construction of new parking supply. In doing so, it necessitates development of better, more efficient management of existing parking space, and smarter, more resource efficient design and construction of new space, to satisfy the needs of a growing city.

Just as sustainable cities include sustainable growth, development, economies and quality of life, they also include a sustainable and a growing and available parking supply.

2.0 METHODOLOGY

The initial public parking program assessment consisted of observations, interviews, and investigations which followed Parking Services Branch policies, practices, activities and procedures, and translated their effect through operations onto Regina's city streets.

Details were reviewed with City staff and stakeholders, and comparisons were drawn with other public parking programs in North America. General industry best practices were reviewed and applied to local experiences. A significant element of applied experience and industry knowledge was applied to observations to draw conclusions.

2.1 Assessment Staff

David C. Hill, MA, CAPP, CD - Mr. Hill is an internationally recognized parking and mobility planner and operator. He is a Certified Administrator of Public Parking, and has occupied senior management positions within the public parking industry since 1986. He was the Director of Parking and Transportation Services at the University of Western Ontario (1990-2000), the founding Chief Operating Officer of the Winnipeg Parking Authority (2003-10), and the National Director for Ascom Transport Systems in Canada; he has also led many projects in organizational redesign and technical upgrades, has worked in educational, medical, municipal and airport environments, and has led many transformational industry boards and task forces. In addition to parking and mobility planning, Mr. Hill retains professional expertise in the business aspects of community based urban mobility programs, and in developing innovative organizational and business solutions to day to day operational challenges.

H. Allen Swanson, P. Eng., MCIP – Mr. Swanson is a highly respected parking and transportation consultant with over 45 years of experience working with major transportation planning and design firms in Canada and the US. In 1984, he formed his own practice, located in Calgary, and is active in parking and transportation planning all over Western Canada. He was a founding force behind the Canadian Parking Association, and the ITE Parking Council. For 26 years, he was a member of the Board, Chair, and principal governance and policy influence behind the Calgary Parking Authority; he is credited with laying the ground work for the successful relationship between stakeholder and City needs that has been enjoyed by that organization for many years. He has provided on-going advisory services related to parking and transportation planning for the cities of Edmonton and Lethbridge, and the Town of Banff. He has undertaken parking facility, management and policy assignments for the municipalities of Calgary, Edmonton, Lethbridge, Medicine Hat, Red Deer, Banff, Canmore and Jasper in Alberta; Cranbrook, Coquitlam, Kamloops, Kelowna, Penticton, Surrey, Vernon, Victoria, and Golden in British Columbia; Niagara Falls in Ontario; and Saskatoon in Saskatchewan. He has participated in several transportation and parking studies in Regina over many years. In this study, his role was to participate with the project team and provide an additional level of inquiry and review in both Phases of the Regina study; in particular the current program assessment, documentation, governance, policy and planning review, stakeholder interviews, and development of the forward looking Parking Strategy.

3.0 CURRENT PROGRAM

3.1 Overview

At present, there is not a planned or outcome-oriented public parking “program” in the City of Regina; rather the demand for the total supply of public parking space that is required to service the commercial, institutional, residential, and retail needs of the City is accommodated in the Public Right of Way (PROW) as available, and as limited by a number of time, space, and fee restrictions and prohibitions.

The City currently operates approximately 1,250 on-street single space parking meters in 2 hour, 1 hour and 15 minute time restriction configurations. Limited daily and monthly public parking is available in the city-owned 1801 Rose Street surface lot, and limited daily/hourly parking and segregated city employee parking is accommodated in the Municipal Parking Garage located next to City Hall.

There appears to be a large inventory of private off-street parking lots and garages in the City. These facilities are privately owned and operated and their functions are not coordinated with city services, or with each other, except insofar as many lots are operated by a single private company, and their functions are roughly complementary to that company’s business plan.

It is observed, however, that, where private sector spaces are available, they are generally offered as:

- ▶ **Reserved** – 1 vehicle assigned to 1 space only, regardless of whether the vehicle is present in the facility
- ▶ **Non Reserved (Scramble or Random)** – a group of spaces assigned to a number of vehicles
- ▶ **Daily/Hourly** – occasional vehicles on a pay per use basis

There is no centralized management of the overall parking supply; the City does not maintain an inventory of private sector space availability and is not involved in the way that off-street parking supply is utilized.

The City has traditionally administered its owned on- and off-street resources through a number of internal administrative work units. These currently include: Service Regina, Traffic Control and Parking, Bylaw and Licensing, Parking Services, and Facilities Management. Recently, there has been an effort to consolidate and coordinate the functions associated with public parking around Parking Services with the intent that this unit become more accountable for the better performance of the public parking program. In the past year, the parking enforcement contract group (currently Corps of Commissionaires) has been transferred from the Regina Police Service to the Parking Services unit, and this has allowed some operating efficiencies to be obtained.

The City has a desire to move toward greater consolidation of services in response to citizen and stakeholder needs.

3.2 Governance and Organization

There is currently no senior level broad direction available to the Parking Services Branch in the form of guiding principles, mission or vision to assist in day to day decision making. Operating decisions are made in accordance with good management intent and established practices.

At present, several management staff members participate in delivering partial aspects of parking services to the public through three Deputy City Managers, as identified in Table 1. There is no integrated vision, agreed goals, culture, or unity of service delivery in the decision making culture within this group.

Table 1 – City of Regina Departments Involved in Public Parking Related Services

Parking Related Function	Branch Manager	Department Director	Deputy City Manager
Parking permits, public property compliance	Parking Services		Community Planning and Development
Private property compliance, unplatd vehicles on PROW and snow removal	Bylaw and Licensing	Construction and Compliance	
Cash in lieu, parking planning, mobile food vending	Neighborhood Planning	Planning	
Vacant city owned land	Real Estate	Tax, Assessment, Real Estate	
Street permits and parking meters	Traffic Control and Parking	Roadways, Transportation Services	City Operations
Front line parking customer service	Service Regina	Strategic and Customer Service	
Parkades, compliance on city properties	Facilities Building Services	Facilities Management Services	Corporate Services
Towing compound	Fleet Operations	Fleet Services	

The internal cultural differences and multiple objectives and reporting lines between these departments artificially increases the complexity of producing consolidated processes. There is no formal consultation model for involving internal and external stakeholders in routine communications or decision making spanning these groups.

As an example, the Traffic Bylaw 9900 is administered by Traffic Operations through an internal committee process; the needs of the Traffic Control and Parking Branch are given priority, and there is no directive process to ensure that the needs for bylaw amendments sponsored by Parking Services will be given priority.

In another example, the Parking Services and Bylaw Enforcement Branches both assign resources and staff to different aspects of parked vehicle control. In a third example, the Planning Department creates theoretic concepts and standards for public and private parking facilities but does not seek input from the Parking Services staff who represent specialist training in the design and operation of parking facilities.

While efforts are made to better manage public parking facilities and customer experiences, the lack of an enunciated and approved larger vision, clear budget and task responsibilities for Parking Services, and the continuing division of responsibilities through separate departments, is an ongoing encumbrance, limiting progress toward better practices and an improved financial position.

Industry best practices indicate that the amalgamation of services into one department or entity provides substantial gains in efficiency, increases overall continuity, and gives the department a sense of ownership/responsibility in the delivery of parking services to its customers.

3.3 Human Resources

The Parking Services Branch consists of 1 Manager, 6 staff, and 10 Contract Group Staff; 3 positions will be added in 2013. Parking Services oversees sales of several permit types, parking enforcement, ticketing and processing, adjudication and collections, bulk permit orders and some payment processing. It also provides second level or detailed customer service support for most parking related inquiries.

The Traffic Control and Parking unit manages and maintains the on-and-off-street metering system, meter collections, on-street maintenance, signage, Temporary Street Use Permits and one small off-street lot.

The Service Regina unit provides centralized front line telephone and “in person” first line customer service and point of sale support for all City services, including parking permit sales and parking ticket payments. Payments for parking products may be made in person, through the mail, night deposit, in person or online. The online payment option is fully managed by the Parking Services Branch and is currently the only method to accept credit cards. Credit cards are not currently accepted for in person payments due to the lack of a satisfactory service level agreement between Service Regina and Parking Services.

The Bylaw and Licensing Branch provides vehicle enforcement on private property (removal of junked vehicles), facilitates removals of unlicensed or abandoned vehicles on the PROW and provides enforcement (towing) for winter road maintenance work. It also assigns some of the tickets written to be maintained and managed by the Parking Services Branch; Parking Services does not recover a cost for this record keeping. Bylaw and Licensing duplicates some of the vehicle and PROW control work done by Parking Services, and compensates staff at a higher level than Parking Services compensates its contractors.

3.4 Financial

At present, Parking Services is treated as a tax supported unit and requests grants of operating funds from City Council in competition with other city services. This means that urgent parking related expenditures

that have the capacity to earn increased net revenues for the City, in addition to providing better services, are often omitted from the final municipal budget.

Parking Services currently earns \$ 1,038,000 in revenue net of expenses; the unit has capacity to recover its entire operating cost, as well as contribute excess revenue to the City. At present, there are approximately \$ 3,000,000 in outstanding parking convictions on the municipal books.

3.5 Office and Administration

Administrative units that deliver essential elements of municipal public parking services are housed in several facilities: at City Hall (Service Regina (main floor and 13th Floor), Parking Services and Enforcement contractors (13th Floor), Bylaw and Licensing (10th Floor), Traffic Control and Parking Services (off-site at 1075 Albert Street), Storage Compound Lot (1200 Toronto Street).

The location of services in different areas of the city adds complexity to centralized oversight and coordination of the parking management function.

Payment of fines and sales of permits are processed through the point of sale at Service Regina. A record of permit numbers and issuance information is retained manually by Parking Services, Service Regina, as well as Traffic Control and Parking.

Parking permits represent approvals for individual vehicles to park in the PROW or on City properties for monthly leases, special purposes, or in response to other requests or requirements.

At present, the City provides 12 distinct parking permits issued by 3 separate branches:

Traffic Control and Parking

1. Reserved Parking Meter Permit – metered stall space reservation (bagged meters)
2. Special Occasion Parking Permit – parking on city streets for special events
3. Temporary Street Use Permit – parking on city streets for other purposes

Parking Services (under the authority of Traffic Control and Parking)

4. City Parking Permit – pre-purchased at varying rates, 2hr meter parking for City employees and the public, often purchased as a less expensive alternative to off-street parking
5. Daily Parking Permit – single day, all day meter parking for City employees only (official City business)
6. Privilege Parking Permit – complimentary unrestricted parking for VIPs
7. Convention Parking Permit – parking related to convention events
8. Parking Permits for Persons with Disabilities – parking for special medical needs
9. Business Motor Vehicle Parking Permit – street and loading zone parking for commercial vehicles

Service Regina (under the authority of Traffic Control and Parking)

10. Resident Parking Permit – street parking for residents within their residential areas
11. Visitor Parking Permit – street parking for visitors to residents located in residential permit areas
12. Taylor Field Resident Parking Permit – street parking for residential areas surrounding Mosaic Stadium.

All parking permit sales are currently processed manually, or through Service Regina’s point of sale system. Once sold, they are tracked through custom database systems by Parking Services, Service Regina, as well as Traffic Control and Parking.

Permit sales are unrestricted, they are not based on stall availability; permit prices are discounted below the cost of day to day parking on city streets and in private parking lots, and there are not sufficient Compliance Staff to ensure that all permits are used in accordance with their intent.

It is conservatively estimated that a total value of \$ 350,000 is being given away annually in complimentary meter parking. It is also estimated that the number of meters being used by all permit parkers is about 40 percent of total inventory. A schedule of permits, sales volumes and pricing is attached in Appendix A.

3.6 Regulation and Compliance

3.6.1 Parking Restrictions

Parking restrictions are enforced in accordance with the City of Regina’s Traffic Bylaw 9900, which contains all definitions and prohibitions related to parking in the PROW. City bylaws are occasionally amended to reflect new policies, practices, realities and opportunities; meter locations, offences and fines and associated regulations often change annually. These are reflected in the schedules at the back of The Traffic Bylaw 9900.

The conduct of roadway, traffic, and parking operations is regulated through the Traffic Control and Parking Branch. There is considerable policy overlap in the tasks and responsibilities assigned to the Traffic Control and Parking Branch, and to the Parking Services Branch.

3.6.2 Compliance

The City enforces other bylaws – some of which involve roadway maintenance and snow removal support, or vehicles that are not plated or are stored on private property – through its internal Bylaw and Licensing Branch. There is some day to day cooperation between these two units, and the overlapping of duties is managed with some effort. At present, the division of duties is not clearly understood by internal managers or by customers.

The City employs a private staffing firm, currently the Canadian Corps of Commissionaires, under contract to provide authorized compliance personnel. The relationship is governed by a contract which was

adopted from the Regina Police Service; in January 2012, contract administration was assigned to the former Licensing and Municipal Fines Branch (now the Parking Services Branch), and contracted staff are currently transitioning away from their connections to police resources and procedures, and developing new tasks and procedure assignments through Parking Services. They have recently been co-located in Parking Services offices at City Hall. A new contractual relationship is expected to be awarded to a new contractor (or the incumbent) by public tender in accordance with the City's purchasing policies in the second quarter of 2013.

The current contract group employs six foot patrol officers assigned to patrolling downtown parking meter zones, two vehicle equipped mobile staff assigned to policing all traffic areas outside of the city core (suburbs), one vehicle equipped mobile patrol officer assigned to policing time restricted zones outside the city core (utilizing the Autovu LPR) and a vehicle equipped staff supervisor who splits their time between the office and the field as well as a staff supervisor. This group works as an autonomous detachment of the Corps of Commissionaires South Saskatchewan Division under the direction of the Manager, Parking Services.

The contract group's main function is to identify infractions and issue citation tickets between the hours of 9 am and 5 pm Monday to Friday and limited hours on Saturday (scaled back resources in downtown). Secondary duties are to identify and facilitate seizure and removal of vehicles that have been marked for seizure by Parking Services for being over-parked for long periods of time (over 24 hours).

Additionally, the group answers "calls for service" from citizens who request actions through Service Regina (Hansen System) or direct calls to the Parking Services office; service calls initiate many tasks, from complaints of vehicles blocking driveways, to time restriction violations, to untidy parking situations. Compliance contractors receive approximately 20-40 calls for service on an average day, 50 percent of which require a minimum of one staff visit to the complaint location, with the others requiring two or three visits. Given this, current staff resources fall behind on requests by at least five to ten calls per day, which is increasingly problematic during winter months. Service calls are addressed at random and there is no organized system for responding to serious or urgent calls in preference to routine complaints.

The City maintains contracts with two large towing companies: AAA ABC Central Towing and Provincial Club Towing. On removal, vehicles are towed to a City owned compound operated by a private security company, and located at 6th Ave between Ottawa Street and Toronto Street.

Patrol duties, objectives and resources have not changed in many years, and tasks are accomplished by rote and tradition. As integration with the Regina Police Service has ended, there is no real time recording of the routes and activities of individual officers, and this leads to loss of communication in the field, and to deployment inefficiencies. Given the weather and working conditions in the city, and the advanced age of many officers who are working alone, the absence of a true dispatch function may also be a liability for the City of Regina.

Patrol zones have never been measured or audited to optimize coverage, and supervisors readily acknowledge that they do not have sufficient resources or training to achieve targets or accomplish new

procedures. Electronic citation tickets are written using DAP handheld computers and Zebra portable thermal printers. Tickets are sent to the printer via Bluetooth connection, and placed on offending vehicle windshield; all data is included in the ticket format and the individual officer is not required to sign or otherwise mark or alter the computer generated copy.

Ticket data is electronically stored on each hand held computer and physically downloaded to Groupe Techna's Mobile Enforcement System Command Centre (MESCC) central database via hard wire connection, usually at the end of the patrol day in a batch process. Hand held computer batteries are restored at the download point as well. Once the handhelds have been communicated they are uploaded to the Ticket Tracer application.

The Traffic Bylaw 9900 prohibits parking in excess of 24 hours on all city streets, and in excess of two hours, and one hour, in time restricted areas of the downtown, and at parking meters. Electronic timing and marking of parked vehicles in all time restricted locations is accomplished manually using the DAP handheld computers. Each infraction requires at least two separate service visits by a Mobile Compliance Officer, and not every call results in issuance of a citation. Compliance Staff are unable to keep up with calls for timed parking offences and rarely work proactively to ensure resources are optimized, with resulting staff and cost inefficiency.

In an attempt to speed up time restriction enforcement, the city has recently acquired the Autovu License Plate recognition system, and has mounted cameras and location sensors on one patrol vehicle. The mobile Autovu unit has the ability to identify and record and date/time stamp the presence and GPS locations of parked vehicles by license plate. Recorded plates are saved to a database and compared with subsequent Autovu patrols to assess parking durations and issue parking tickets to offenders.

Where normal links to the central parking database are present, the Autovu system increases mobile patrol productivity by up to 250 percent. **However, the TicketTracer database does not have a full and practicable ability to interface with the Autovu unit, and so most of the functions that the Autovu system would normally automate are not available.** As a consequence, this new system is not able to perform effectively until new compatible software is acquired.

The contract group and the various private issuers issued 101,502 tickets in 2012. However, there is no measurement or estimate of the number of actual violations committed.

3.6.3 Collection

When a ticket is issued, it is significantly discounted if paid within 14 days. In 2012, 66 percent of the parking tickets issued were paid within the early discount rate period (which represents 79.4 percent of the paid tickets). At present, the discount rate for parking at an expired meter is \$10.00; the daily rate for parking in off-street facilities is \$6.00 to \$12.00 depending on location. Given not all parking spaces are consistently monitored by compliance staff, it is less expensive for downtown employees to park at a two hour meter (for eight hours) than in most daily facilities. This encourages long term downtown parkers to misuse permits and meters for long term parking.

All parking citation tickets are subject to adjudication and review by City officials, and by the Provincial Court of the Province of Saskatchewan. In 2012, 5.9 percent of tickets were waived for various reasons (by internal City staff or by Provincial Court), and a further 17 percent were voluntarily paid, demonstrating that an additional 23 percent of tickets were waived or paid outside of the discount period.

In 2012, 11 percent of tickets remained unpaid representing a value of approximately \$500,000 per year not captured by the City (assuming a \$45 per ticket average). The accumulated total of uncaptured revenue representing 10 years of uncollected fines is approximately \$2.9 million. Given the length of time involved, and taking into consideration the provincial legislation change in 2006, the City could realistically still capture an estimated \$1.5 million of this outstanding amount.

There is currently no effective process for final collection of delinquent accounts due to the lack of dedicated collection resources. Collection efforts lack resolve; the collection agency is rarely successful in concluding an account action, and citations cannot currently be collected by the security contractor at the towing compound. Parking Services has lacked the internal staff necessary to address this delinquency, and is moving to appoint a Collections Officer to oversee the collection of unpaid citation tickets.

4.0 OBSERVATIONS

Observation over a period of several days in January 2013 suggests that the City of Regina's supply of space at the curbside in the downtown commercial and shoulder residential communities is over-utilized, producing an appearance of vehicle congestion, a lack of parking stall availability in key commercial and residential areas at peak times, and an encumbrance to traffic and roadway maintenance activities such as snow removal and periodic street cleaning.

The perception of a parking shortage is usually considered be a negative or restrictive influence on retail, commercial and residential activities in affected areas, and so a limitation on the growth, redevelopment and intensification of urban areas. It is not uncommon for parking resources to appear to be in short supply in large cities; the utilization of available parking space is governed by the static supply of on-street space, the growing demand for public space in a vibrant and growing downtown, and the moderating meter or permit fee charged for the use of that space.

A restriction on access to public parking resources often generates an emotional response from stakeholders, customers, and the public, and administrators are naturally conservative in implementing change. As a consequence, most municipal parking programs do not keep pace with the change affecting their communities; supply, demand and pricing practices fall out of balance, and resources become over-utilized. Where this is not recognized, well-meaning measures are sometimes implemented which worsen, rather than relieve, the City's parking imbalance. In these cases, it is necessary to closely review the parking program and understand the net impact of policies and practices.

After many years of slow growth, Regina is experiencing a surge in economic advancement and development intensification, particularly in its downtown activity areas, and this has overwhelmed the City's existing supply of public parking space. In the slow growth environment, Regina's parking program was supply-static, casually-managed, and change adverse; in 2013, however, pressure on the program and facilities has become acute. The increase in parking demand appears to be a result of:

1. Increases in workers and residents locating in the downtown area, and reduction in the supply of casual off-street private parking stalls as a result on new construction on surface parking lots;
2. A number of City business and operating practices – below market pricing; proliferation of inexpensive street permits; inadequacy of compliance activities; inadequacy of obsolete technologies – which encourage increasing use of limited on-street parking stalls; and
3. A lack of ability to engage the significant supply (and potential surplus) of private sector off-street parking stalls to fulfill some of this increasing demand.

To restore balance to the parking program, the City must reverse those counter-productive business and operating practices, operate and monitor its public on and off-street facilities more diligently, and develop a platform from which to engage – and grow – the off-street parking supply.

In this report, MMM Group is proposing adjustments to the existing organization and toward policies and practices that will better accommodate current demand and slow the trend toward increasing overuse of on-street facilities. Some of these measures are related and interdependent and must be done together to have the desired effect; others are cumulative and must be implemented in sequence to achieve the planned outcome.

The larger strategic challenge of engaging the off-street parking component and coordinating its growth with the planned development of the City over the long term requires considerable measurement and vision. MMM Group will be conducting an inventory of the existing on and off-street parking supply, as well as a current utilization profile, for this area in the spring of 2013. This measurement activity will provide a basis for establishing key benchmarks and goals for the parking program and consolidate its role as one of the essential building blocks of Regina's future.

5.0 COMMENTS AND RECOMMENDATIONS

5.1 Philosophy

At present, there is no central ethic guiding the Parking Services Branch, other than a desire to resolve a large number of existing challenges as quickly and efficiently as possible. Staff attempt to interpret and apply their best judgement, and this is admirable. However, in determining which resolution - of a range of possible outcomes - is the best for the City, it is beneficial to establish a working vision and set of principles to guide decisions, and to bring leadership “onto the same page”.

MMM Group understands that the Parking Services Branch was established to bring unity, forward planning, operational cohesion, and optimal financial return to the municipal parking function. To accomplish this, Parking Services must be fully integrated – in terms of its leadership, organization and operational resources - with its key areas of responsibility and core functions (Parking Lot, Parking Stall, and Meter Operations; Vehicle Regulation, Permits and Compliance Administration, and field Enforcement and Collection Operations). The Branch may function in association with other branches and departments where its involvement is as an internal service provider, or where its financial or management interests are limited.

It seems to be a basic human instinct in most environments to minimize or belittle the efforts of a consolidated parking service, especially when it is new, and when it is perceived to be taking things away from “much more important” units. In this case, it will be necessary for senior administration to maintain strong support for the mission and vision, and value the business goals of the Branch as it becomes established.

Municipal parking services’ work best when they are “run like a business”, meaning that they serve customers better, and earn more money as a by-product of their service, within that management model. Events occur - almost daily, in the course of providing services – where staff identify a better way to proceed and/or a process improvement that, with minimal effort or investment, will earn more revenue or provide better service for the City. Staff must be given broad direction to “run like a business” and pursue these opportunities proactively, where they make good economic sense.

Recommendation: Parking Services should be the primary contact for all municipal public parking related services and activities in the City of Regina. The Branch should “run like a business” utilizing its own revenues in an expeditious manner to generate positive economic and service returns for customers, stakeholders, and the City as a whole.

Part of “running like a business” is encouragement for the business unit to seek opportunity and means of advancement for itself and for the City. To do this, business units require a “customer facing” identity through which to package and sell their services in a manner familiar to the public. Parking products – from private company to private company - are very similar to one another, and differentiation between

service providers and quality levels can only be achieved through brand and image. Oftentimes, municipal parking is perceived to be more accountable and less mercenary than private firms, and so a brand that suggests “available parking as provided by the City” has considerable appeal.

Recommendation: The Parking Services’ Branch public facing name be ParkRegina or equivalent, adopting a stylized “P” for parking and other attractive imagery in its logo. Other brand elements should reinforce this branded concept.

5.2 Governance

At present, there is no formal structure for sourcing and communicating issues and cooperating with internal and external stakeholders. Parking problems seem to be simple, but solutions are complex, and arrival at a suitable and effective solution often requires probing and evaluation. Similarly, the acceptance of a solution by stakeholders requires their understanding and support.

The best format for developing mutual understanding and support for public parking processes and solutions is a Stakeholders’ Advisory Committee. This group would include representatives of key interests internal and external to the City administration who hold a major stake in the advantageous function of parking operations and practices. Actions of the committee would result in recommendations to the Mayor, City Manager, or suitable delegate. A sample composition of a parking stakeholders committee is provided at Appendix B.

Recommendation: The City should establish a Stakeholder’s Advisory Committee to be aware of parking challenges and solutions, to review policies and practices, and to propose appropriate solutions and help communicate them to the Public.

5.3 Office and Administration

There are several measures that should be undertaken in Parking Services internal administration to reduce and simplify the street permit system and improve service efficiency, while reducing the numbers of vehicles encouraged to park on the street.

5.3.1 Permits

At present, the City offers 12 different permit forms exempting specific attributes of parking restrictions in public space. These attributes are fee, date, time limit, and prohibition.

Recommendation: That the City develops a simplified system of identifying exemption permissions based on parking attributes rather than identified groups:

- ▶ **Zone Residential Permit** - exemption for time limits and parking meters in assigned residential zones, and contractual agreement to move personal vehicles to off-street properties so as to facilitate summer and winter maintenance.

- ▶ **Commercial Permit** - exemption from parking restrictions in on and off-street loading zones and services areas, and contractual agreement to respect the service intent, and not to block access to, these areas.
- ▶ **Meter Pre-purchase Permit** - allows the Public to purchase single use of parking meters within time restrictions, and can be purchased individually or assembled in books of 10.
- ▶ **Special Event Pre-purchase Permit** – allows the public to purchase use of street parking for conventions and Special Events. This can be done through the use of a generic coupon available to customers on-line, or through event ticket sales (purchase parking while purchasing event tickets).
- ▶ **Reservation Pre-purchase Permit** – Allows commercial or other entities to purchase or otherwise reserve space on city streets for maintenance, event, or other form of corporate, non-commercial use.

5.3.2 Meter Permit Volume and Price

The purpose of parking meters is to generate turnover of high demand, short term parking stalls at the curbside to service commercial/retail businesses. The City of Regina currently operates 1,250 parking meters representing 2,500,000 available pay parking hours and a potential \$ 2.5 million in annual revenue.

In conflict with the use of metered zones for short term public parking, the City issues a large number of permissions that consume metered stalls for various reasons. At present, over 8,000 daily and monthly permits are issued annually, representing almost 2,284,820 meter hours or 91 percent of the total available meter time inventory; 72 percent of total meter hours is issued to internal City employees.

Almost 55 percent of these permits are issued at no charge. The estimated revenue loss to the City through this practice is \$ 1,369,700. The largest single group of complimentary parking permits is given to internal City employees and some others who are invited to park in meter spaces at any time (monthly permit opportunity cost of \$800,000). The second most costly group is preferred parkers (VIP's) who are invited to park at any parking meter at any time for no fee. The current opportunity cost of this program is \$400,000.

It is appreciated that not all permitted parkers utilize their privileges on a daily basis. However, pre-booking of parking stalls through issuance of permissions encourages them to do so, and this inflates the number of vehicles occupying metered zones by a very significant amount; the enormous number of meter hours pre-booked in Regina suggests that, at any one time, 30 to 50 percent of parking space that should be allocated to short term parking may be occupied by permit parkers.

Further, the exceptional numbers of permits issued creates a customer expectation that the space will be available, and an entitlement that the permitted group will receive priority service. The supply of meter space is not sufficient to provide these benefits, and the practice creates an artificial atmosphere of discontent and competition between internal and external permit holder groups, and between permit holder groups and business/commercial interests, most of whom require access to short term parking to prosper.

In the climate of sustainability, economy and equity that has been the norm in Canadian cities for the past fifteen years, it is surprising that the City of Regina continues to favour these practices.

Recommendation: The City reinforce the use of parking meters for short term parking in support of the local community only, and halt the practice of issuing permits for parking at meters, except in exception circumstances. Within those circumstances, space will be available at market rate for the period purchased, and parkers will be expected to comply with the length of stay purchased.

5.3.3 Service Requests

At present, the City receives service requests through Service Regina, direct calls to Parking Services, communications with the Parking Services contract group, and other sources. The Service Regina Hansen System is the primary means of delivering service requests, however, fulfillment of the requests by Parking Services contract group remains in a manual format, and the time taken to manually process, together with the time taken to engage labour intensive procedures, ensures that the majority of requests are not fulfilled.

While an average of 25 to 30 requests are received each day, current staff resources are sufficient to handle 20 to 30 calls; consequently response times vary from several hours to several days, and request fulfillment falls behind by a significant number each day, especially during peak periods (such as winter), when call volumes increase dramatically. The targeted response time for Service Requests should be within 1 hour.

Recommendation: That the City adopt a coordinating ELog or similar dispatch system that accepts import data from Hansen, and maintains fulfilment records and produces benchmark measurements, which can be used to assess fulfilment times and contractor performance.

Recommendation: That all mobile and foot patrol areas be measured by an auditor and restructured to ensure all zones can be adequately patrolled within the time restricted period, and that a base number for citation occurrences can be determined.

Recommendation: That all bylaws be reviewed as to the spirit and intent, and that all parking compliance practices be reviewed and adjusted to ensure they address the intended purpose and desired results envisioned in the bylaw in an efficient and cost effective manner. Where the specific wording of a bylaw does not facilitate cost efficient and effective achievement of desired results, the Parking Services Branch will propose suitable corrective language to amend.

5.3.4 Administration and Operating Software

Parking Services currently uses Groupe Techna's MESCC program for back office functionality and the Ticket Tracer program element for front end support to issue and track the payment of parking citation tickets. These systems are limited in the scope of services they can facilitate, and the overall package has no capacity to offer the full range of options that are necessary to manage a modern, integrated parking program in a major city.

Replacement of these systems with a modern program will empower more sophisticated issuance and tracking of citation tickets, permits, service calls, customers, vehicles, finances, and office/field operations automation. It will offer: wireless real time data communication to field compliance officers; proactive use of the Autovu system; faster and less expensive field officer response to service calls; more effective time restriction tracking; built-in preferred permit registration; modern customer conveniences such as cell phone and GPS parking; detailed reporting for better management tracking; automated cash accounting, correspondence management; greater speed and efficiency of processing; greater transparency and streamlining of tasks; standardization of tasks, and; improved planning and outcomes.

Replacing the MESCC and TicketTracer systems will result in immediate and sustained improvements to all aspects of parking operations and administration. **It is the most significant upgrade step that the City can take in improving operations and net revenues.** When well organized, the upgrade process takes about a year to accomplish, and increases collection and fine issuance and recovery times to the extent that it generally pays for itself within the next two years. The cost of this replacement is approximately \$ 500,000 and there are a number of products available. Specific estimates may be obtained from vendors.

Recommendation: The City replaces the existing hardware and software comprising the TicketTracer parking management system with a modern integrated system built for a municipal parking environment. The new system should include, but not be limited to:

- ▶ Integration with the Autovu program
- ▶ Individual and bulk permit inventory, sales and management module
- ▶ Cell phone parking integration
- ▶ User defined report writing capability (Crystal Reports or equivalent)
- ▶ Point of sale integration
- ▶ Wireless real time hand held computer interface
- ▶ Real time vehicle time restriction tracking
- ▶ Easy import export features
- ▶ Meter maintenance field tracking
- ▶ Account based customer interface
- ▶ Work station distribution to remote locations (towing compound, etc.)
- ▶ Citation and photo tracking of individual vehicles associated with accounts
- ▶ Towing and adjudication modules
- ▶ Use of street permit tracking and billing module
- ▶ Special event tracking and management module

5.3.5 Office Location

As municipalities grow, parking services are increasingly provided on a cost recovery basis to the public in return for user fees. As services advance, fees are usually positioned so as to reflect different levels of cost and service delivery. As this process advances, municipal parking begins to be perceived by users as more of a consumer good or valued added service; they begin to seek – and to expect – distinct levels of value that are delivered in a way that is familiar and packaged to meet their needs and exceed their expectations. The “branding and consumerization” of municipal parking services through adoption of a retail or value added service presentation satisfies these customer needs and can be quite lucrative for the City.

The current location of the Parking Services office on the 13th floor of City Hall, high up in the building and behind security protection, is reflective of a bureaucratic or government service operating model and awkward for an organization that should be modeled as a retail style outlet. When parking programs are delivered through consolidated administrative and operating units, it is common for those organizations to be located together, in a ground floor or drive up service style of accommodation. In most cases, Parking Services’ offices are located in a parking garage or storefront in the city downtown, in proximity to its products and services, and in an area that is convenient to its customers and stakeholders.

The New City Hall security model, and proposed location of the Parking Services Branch behind security access control will hamper customer transparency, interaction, and service activities and work to the reverse of the goals intended when the Branch was consolidated.

Recommendation: The City should locate to a more visible and more customer friendly long term location to accommodate the Parking Services Branch. Best practices for North American municipalities suggest that compliance, meter collection, administration and operations management staff should be co-located in a downtown space that is convenient to walk-up customers.

5.3.6 Finance

Industry experience demonstrates that consolidated parking programs – incorporating operations and administration, revenues and expenses, from on and off-street meter and permit sales, and parking citation tickets, on a business basis – have the ability to recover their own capital and operating costs, and to generate significant net revenues that can be used to fund other priorities.

The integration of the various elements of parking business activities creates a synergistic opportunity to manage each element in a manner complementary to the others. Consolidation of services usually boosts the financial productivity of the parking unit by 25 percent or greater; this means that operating functions formerly costed to the tax supported budget are transferred to the Parking Services operating unit, and used to refund, expand, and develop facilities and services that can generate new net revenues.

In general observation, this model becomes attractive to cities as they pass the 100,000 population point. With a consolidated business unit approach, reinforced by adoption of common best practices and smart administrative and operating programs, Cities often double their revenues within the first five years.

If the City moves quickly to adopt smart and efficient practices, it is probable that the Regina Parking Services Branch revenues will reach \$ 8 million within the first five years of operation, and that a backlog of an additional \$ 1.5 million in outstanding parking citations would be captured.

At present, the City's Parking Services business unit is incomplete, and some revenues, and many expenses, are absorbed into other department budgets. As a result, there is little financial clarity surrounding the performance of the organization and function.

Recommendation: That the City continue with the process of consolidating all parking related revenues and expenses to produce better understanding of business practices, opportunities, commitments and contributions. This implies that elements of operating units that provide core parking services – such as the compliance contract group or the meter shop – should integrate in terms of organization and accommodation space with the other elements of parking administration and operations. Peripheral elements and purchased internal services – such as legal, finance, planning, or real estate services – should work with the Parking Services Branch in accordance with a functional Service Level Agreement (SLA), provided the terms of the SLA are agreed and maintained. Where this does not occur, the Parking Services Branch must be empowered to seek its required support outside of the City administration.

Recommendation: Parking Services be assigned (1) a reserve account for financial stabilization and business continuity from year to year, (2) a reserve account for replacement of existing capital equipment and repairs to facilities, and (3) a reserve account for future capital expenditures.

5.3.7 Capital

Consolidated parking units also have the capacity for expending and recovering their own capital costs, and can hold and service debt for the City over time. In most cases, use of parking related funds are restricted to parking related investments, such as city-owned parking lots and garages, but funds can also extend to other items at the approval of City Council.

In many cases, city planning codes require a “cash in lieu of parking” provision from developers seeking to expand or contract their parking ratios. The rationale behind the “cash in lieu” provision is as follows:

1. Improvement of private building facilities generates new populations
2. Some of the new human traffic generated creates vehicle parking use
3. If the developer does not accommodate the anticipated parking facility need, the City will have to do it
4. The cost to the City can be anticipated in a value per parking stall
5. The cost to the City should not be borne by taxpayers
6. The accumulated cost of the forgone parking facility should be paid by the developer to the City
7. The accumulated value of all parking stall deficiencies should be held in a City fund for the provision of the required space (usually in a parking garage)
8. The fund should be administered by the budget unit responsible for parking facility planning and operation

Within this process, developers seeking to construct increased building space also agree to construct the minimum number of parking stalls required to service that space. Developers who wish to exempt themselves from all or part of this requirement pay a “cash in lieu” of new parking construction penalty fee per stall omitted to the City, which accumulates into a fund that is eventually used to build more parking facilities.

The “cash in lieu” concept is very common and usually a fixture in major cities; Chapter 14 Section 3.15 of The City of Regina Zoning Bylaw states that the City has a payment in lieu of parking regulation for the downtown and warehouse district. The slow growth of the city over the past 20 years has resulted in very few new developments being constructed, and limited new facilities being built and the current status of any accumulated cash in lieu fund is not known.

Recently, the City exchanged the concept of required minimum numbers of parking space to required parking maximums (applicable for commercial areas outside of downtown). This policy was implemented to restrict, rather than encourage, the development of parking facilities in these areas, and encourage developer contribution to alternative transportation programs. Penalty fees are applied per parking stall constructed over the maximum, and fees are accumulated into a fund that is then administered by the Planning Department for downtown improvement projects.

Recommendation: “Cash in Lieu” or equivalent penalty payments made to the City in respect of creating or reducing downtown parking should be available to fund parking improvements in the downtown and shoulder districts in preference to other departments where upgrades are required to provide better services and advance the City’s larger goals.

5.3.8 Human Resources

At present, Parking Services Branch staff consists of one manager, six staff, and ten contract group staff. Three administrative positions will be added in 2013.

The purchase of a new administrative and operating hardware/software package will offer the opportunity to empower Parking Services with the ability to operate its own point of sale, or to continue using the Service Regina platform (depending on the integration capabilities of the new system and the Hansen – or Hansen replacement – System). It is likely that Parking Services will require its own “point of sale” staff to facilitate bulk and on-line purchases of permits, and street use assignments.

As part of the renewal of technology and the consolidation of core functions and assignment of primary responsibility for the advancement of municipal parking facility and service functions, it is anticipated that responsibility for the function of parking meters and on-street parking permissions will migrate to the Parking Services Branch. At present, there are three positions involved in the day to day maintenance of the meter program and the collection of fees; the parking related responsibilities of these three individuals should move to the Parking Services Branch as soon as possible.

Recommendation: Responsibility for parking meters, management of on-street parking stalls, and street permits should be assigned to the Parking Services Branch as soon as possible.

As the on- and off-street metering program evolves over the next few years, it is probable that there will be many fewer metering devices to manage and maintain, together with an ability to operate meter programming from a centralized location, and to outsource maintenance and collection activities. Timelines associated with changing technology coincide with meter shop staff retirement plans, and it is probable that the evolution to a new system will reduce the need for a dedicated meter shop.

At present, there is not nearly enough compliance staff to accomplish the current enforcement workload. The result is poor street parking standards and lower than expected meter and citation revenues. To bring staffing to the point where it can reasonably accomplish the volume of tasks assigned, the complement should be increased immediately – four staff should be added to the day shift, and an additional shift should be added on evenings and weekends to track citations and process service requests.

Recommendation: Compliance staff should be increased to 13 per day shift, with an additional seven assigned to eight hour evening shifts and an additional seven assigned to 12 hour weekend shifts. Two hour time periods and meters should be priority during the business day; non-time sensitive parking violations should be priority after business hours and on weekends.

Assuming all recommendations of this report are implemented, the final complement of Parking Services' will be:

- ▶ 1 - Manager
- ▶ 1 - Coordinator Policy, Planning, Special Projects + 1 assistant
- ▶ 1 - Coordinator Finance and Administration + 5 clerical staff (1 reception and space reservations (bagged meter permits), 1 point of sale (bulk permits and day passes), 1 permits, 1 courts and collections, 1 citation processing)
- ▶ 1 - Coordinator Regulation and Compliance (30 contract compliance staff covering 16 hours per day, and 12 hours on weekends)
- ▶ 1 - Coordinator IT (software) + 1 assistant (hardware)
- ▶ 1 - Coordinator Parking Operations + 1 assistant

Total complement 14 Full-Time Equivalent (FTE) City staff + 30 FTE contract staff.

If the City pursues implementation of alternate meter technology, it may achieve a staff reduction of 2 FTE meter shop positions over time; the parking related enforcement in bus stops and transit lanes currently accomplished by Regina Transit may be transferred to the Parking Services Branch resulting in 1+ FTE time savings for Transit. Additional savings in customer service or clerical positions may be realized in other departments. Funding may be available from Parking Services to compensate other departments for staff services provided under SLA's.

5.3.9 On-Street Metering

Meter utilization was observed to be over capacity in key sectors of the downtown during peak use periods 8 am to 2 pm most days of the week. At these times, all meters were in use and there were vehicles circling the block seeking available stalls. There was some small additional stall capacity noted on the shoulders of the downtown, particularly east of Broad Street.

This observation is reinforced by the findings of the Regina Downtown Privileged Parking Usage Survey, prepared by the Regina Downtown BID in 2004, which identified most of the principal blocks of downtown as 100% occupied. The working capacity of on-street parking is considered to be 85% occupancy. This measurement indicates that:

1. The existing meter system does not have sufficient capacity to handle current demand;
2. There are far too many permissions for alternative parking at meters;
3. Current meter fees are not sufficient to generate vehicle turnover; and
4. The current level of monitoring by Compliance Staff is not sufficient to generate vehicle turnover.

The cause of the over capacity situation appears to be all of these factors operating in combination; consequently the proposed solution is complex.

Metering Technology - The City should discard single space meters in favour of a non dedicated, multi-space system.

At present, parking stalls are identified by single space meters and posts placed at 22 foot intervals. Non-dedicated, multi space systems allow vehicles to park within an average of 18 feet. This allows 20 to 30 percent more vehicles to park on each curbside, and increases the overall capacity of curb parking in the downtown by a similar amount.

These systems provide additional advantages in the form of 20 to 30 percent increased revenue, a cleaner and more attractive streetscape, an opportunity to repurpose old meter posts as bicycle racks, and an opportunity to improve snow removal and sidewalk windrow clearance.

Non-dedicated, multi space systems are stable, well understood, and proven; they are in wide use in many cities in Canada, North America and around the world. Their various configuration options and relative advantages are well documented, and through their more efficient management of space, they generate sufficient new revenue to refund their purchase and increase revenue to the City over a very short period.

Recommendation: The City should discard single space meters in favour of multi space units, configured in either a Pay by Space mode or a Pay by Plate mode, as suits its customer service model, and applied to non-dedicated parking on the street.

Regulation, Fees, and Market Rate - Where parking demand is greater than parking supply, parking stalls must be shared between users. Some form of exclusion process, with its resulting regulation and compliance, is necessary. In municipal environments, where publicly controlled parking space in the Right

of Way or on City owned properties is usually prioritized for sharing, regulation takes the form of time restrictions to encourage the short term use of space; restricting the period in which a parker can use a space encourages “turnover” of that space to another parker. Time restrictions ensure that a single space can be used by several parkers in a day, thus accommodating additional demand.

Regulation by time restriction is the traditional solution employed by municipalities to manage low levels of excess demand. While this is a simple restriction to create, it is expensive and difficult to enforce, and incorporates an element of “bluff” or uncertainty; it is only useful in situations where excess demand is very local, or relatively weak.

When excess demand becomes intense, significant permit or meter fees are introduced to further suppress the parkers desire to situate for long periods. To be successful in this application, meter fees must be established at a rate that is a meaningful cost to the average consumer; the rate must reflect the relative market value of parking space, which itself reflects the size and vibrancy of the city. While there is no clear calculation that determines a suitable fee for each city, there is a result that the fee is expected to achieve – usually 15 percent availability of space at peak times, which accommodates effective turnover and constitutes “full” occupancy in most programs.

Cities adjust their rates upward or downward to manage demand to meet this target. As a consequence, “Market Rate” for parking space is defined as “the local rate at which total supply of parking stalls exceeds total demand by 15 percent”. This calculation should be employed in all parking facilities, and especially in municipal facilities, to ensure balance in the supply and demand for parking space.

Where cities demonstrate general similarities in built form and land area characteristics per capita, it is possible to compare metered parking area size and fee structure. In general, cities with under 100,000 population demonstrate lower pressure on available space, and provide larger numbers of meter space per person; a ratio of three spaces per 100 population at a fee of \$1 per hour. Larger centres over 100,000 population drop to one stall per 100 population and a \$2 per hour fee. Much larger municipalities trending toward 1,000,000 population provide one stall per 200 population at much higher fees (\$5 per hour in Calgary).

Table 2 below suggests that Regina’s fees structure is appropriate for a city under 100,000 and should increase to adequately reflect the population and economic conditions of a city over 100,000.

Table 2 – On-Street Meter Parking Stall Rates versus Population

City	Meter Stalls	Rate (\$/hr)	Population	Stalls per capita
Moose Jaw	1,072	\$1.00	36,629	0.03
Prince Albert	1,022	\$1.00	35,129	0.03
Regina	1,315	\$1.00	193,100	0.01
Winnipeg	3,757	\$2.00	663,617	0.01
Saskatoon	2,800	\$2.00	222,189	0.01
Calgary	5,124	\$5.00	1,196,833	0.005

Recommendation: The City should increase meter fees and related prices associated with on-street and meter permits to the equivalent of \$ 2 per hour as is common in other mid-sized cities in Western Canada.

Metering to Reduce Congestion - As metering parking space has the ability to suppress demand through time and fee restriction, meters or pay stations are the most effective tool for encouraging turnover of space in congested residential area. This is particularly true in residential areas that contain a large or growing institution, such as a college/university or hospital.

Metering in these areas should be sensitive to the time requirements and fee tolerances of members of the public parking in these areas. Restrictions and fees should be established so as to encourage turnover of limited space within a reasonable time, and to encourage long term parkers to use off-street long term parking space, or to engage a transportation alternative.

Residential permit holders in these areas are seen to have prepaid (through their permit) and should not be required to pay for meter space when they display their permit. Residential visitors should also be accommodated through use of a complimentary residential visitor permit issued to each resident (on the condition that residential and visitor permit holders do not block the PROW or street maintenance equipment).

Over time, the restriction of parking in residential areas leads to improved maintenance and standard of property care, increased quality of life, and increasing land and tax valuations in these neighbourhoods.

Recommendation: The City should install meters or pay stations in the residential shoulder areas of downtown; an additional two to three blocks to the east (St. John Street), south (to College Avenue) and west (Rae Street) for the purpose of expanding the areas available for short term street parking, encourage turnover in high demand areas (such as the area around Regina General Hospital), improve roadway maintenance (snow removal, street sweeping), and reduce the demand for long term street parking. Residential permits for these residential zones should be considered as a meter prepayment and therefore exempt from cash payment requirements. These meters can be offered as longer term (four hours or more) in return for discounted fees.

5.3.10 Off-Street Parking

Parking capacity is always an assembly of total public and private parking space. As a function of use of the PROW, all cities participate in on-street parking. Some cities also participate in off-street parking.

Participation in the off-street market is good for communities; it yields development influence, particularly in the downtown, that is outside to its actual investment. Cities that do not participate in the off-street parking market do not have access to key tools for managing downtown development and are at a disadvantage; they seem to advance more slowly, and grow with greater difficulty.

One role of a consolidated parking services program is to act as a provider of limited off-street parking opportunities, and a coordinator of municipal and private sector parking space. In the development of its future parking strategy, the City should consider the many positive aspects of providing limited off-street parking facilities and a greater level of coordination and influence in the marketplace.

Recommendation: Regina should consider the positive aspects of investment in off-street parking facilities to ensure an appropriate supply of daily hourly parking and more effectively influence the construction of off-street long term parking stalls.

5.3.11 Compliance and Regulation

It is an unfortunate fact of life that, while most public parking customers are attentive to posted regulations, a minority of customers casually offend, and a very small minority of individuals habitually offend. The frequency of offence varies with the likelihood of being caught and penalized. In parking operations, where access to regulated facilities is not restricted by physical barriers, the level of compliance to time and fee restriction is governed by the parker's perception of the likelihood of being caught and made to be accountable.

The accepted standard for frequency of compliance patrols is "one patrol per restriction period"; an officer must visit a time restricted area at least once during the time period of the restriction. This demonstrates the visibility of enforcement staff to the optimal number of parkers, and provides the greatest opportunity to imprint customers and reinforce restrictions, either through interaction or application of penalties.

At present, the City of Regina employs six foot patrol officers in the downtown metered areas, and four vehicle patrol officers located in the peripheral suburban areas of the city during day shift, weekday hours only. As identified in the commentary on Human Resources, this number of officers is well below the current municipal standard, and not sufficient to provide a patrol to each area every two hours, which is the minimum required to provide effective reinforcement for existing restrictions.

Some existing regulations are not well designed to accomplish their intended purpose, and are time consuming to enforce, creating the requirement for repetitive tasks and multiple offence site visits. The current cadre of foot and mobile patrol officers is not able to fully patrol meters and time restricted zones each day, and mobile patrols are not able to keep up with service requests, falling behind by roughly 10 to 15 percent per day.

Increasing staff by a corresponding 40 percent will stabilize the contract group's ability to keep pace with service requests; the assignment of repetitive and non time sensitive tasks to a cadre of evening/weekend mobile patrol officers will assist in clearing the backlog of service requests and maintaining compliance activities at a level where requests can be acted upon within a 24 hour target period.

Suggested Deployment - It is suggested the City consider the following contractor schedule:

- ▶ Monday to Friday: 0700-1500 - 1 supervisor/dispatcher, 6 downtown meter foot patrol (meter hours only), 6 vehicle patrol; concentrate on meters and timed parking areas citywide (13 staff, 7 vehicles).
- ▶ Monday to Friday: 1500-2300 1 supervisor/dispatcher, 6 vehicle patrol; concentrate on service requests and non-time sensitive (7 staff, 6 vehicles)
- ▶ Saturday/Sunday: 1100-2300 - 1 supervisor/dispatcher, 6 vehicle patrol; concentrate on service requests and non-time sensitive (7staff, 6 vehicles)

Citation revenue is reflecting of the effort made to gain compliance; in a growing parking program the ratio of staff to offsetting financial gain is 1:1. If these measures are efficiently organized and implemented, it is anticipated that the cost of additional staff will be offset by increased citation ticket revenue.

Recommendation: Compliance staff should be increased to 13 per day shift, with an additional 7 assigned to 8 hour evening shifts and an additional 7 assigned to 12 hour weekend shifts. 2 hour time periods and meters should be priority during the business day; non-time sensitive parking violations should be priority after business hours and on weekends.

Parking Enforcement Officers are used to belonging to a poorly understood and ill regarded labour group, and many embrace the role, adopting an assertive and sometimes bullying and inconsiderate posture. Others see their task as associated with policing, and think of themselves as law enforcement personnel, upholding the law in a hazardous and hostile environment. These self-perceptions reflect back toward the public, who perpetuate their disdain for the role.

Where effective monitoring of parking regulations and service requests are employed, the overall level of offence occurrences reduces to a more moderate level. As this process occurs, compliance staff have more time to prioritize their work throughout the day, and to become effective ambassadors for the City, helping the public to understand and comply with parking restrictions. This will be a welcome change to the current perception of this group.

5.3.12 Collections

At present, citation tickets that secure a conviction – either through court or through default conviction – and are not paid by the offender may be processed for further collection action, such as application of liens or transmittal to a collection agency. While these measures are unpleasant for offenders to endure, they are easily avoided by determined delinquents, and a large number of backlogged convictions exists (estimated \$ 3 million, but not all collectable). This is considered to represent money owing to the City and available for collection, but awaiting a more resolute process to apply collection action.

In many jurisdictions, delinquents that maintain outstanding parking citation records are denied renewal of driver's licenses and registration plates. While this is the most effective method of final collection, the permitting legislation is a provincial responsibility and Saskatchewan has not yet created this remedy, nor has it any intention too at this time.

As denial of licenses and plates is not an option to the City of Regina, the next most effective remedy is seizure of personal property in satisfaction of the debt. While Saskatchewan permits this remedy, and the City begins the process by applying liens to offenders property, the final seizure of property and recovery of the fines is "hit and miss"; the large backlog of collected accounts continues to exist.

A bailiff is an official who assists a sheriff and who has powers to execute writs, processes, and arrests. In Saskatchewan, bailiffs are employed to process liens and enforce court judgements regarding the disposition of goods and properties.

Recommendation: That the City employ a qualified and licensed Bailiff to facilitate final vehicle seizures and account collections; that the Bailiff be tasked with providing towing, storage, and auction contractor resources for this purpose, and that the costs of the Bailiff and related services be borne by the offender. This has been a highly effective method of providing final collection in other cities.

5.3.13 Snow Removal and Spring/Summer Roadway Maintenance

It was observed that, after major snowfall, it takes a number of weeks to clear Regina streets of snow and ice. This is in excess of what is normally experienced in winter cities, and the buildup of snow and ice in roadways constitutes a driving and collision hazard. This is especially true in the residential areas on the shoulders of the downtown, where snow and ice rutting and potholing are a major problem.

The cause of the problem appears to be the inadequate or untimely plowing of streets after major snowfalls which, in Regina's climate, cause snow and ice to build into solid masses quite quickly. To improve roadway conditions, it is imperative that snow and ice be removed quickly after a major fall.

It is apparent that the principal cause of incomplete plowing in these areas has been the number of vehicles parked on these streets obstructing plowing operations. An evening visual survey of the residential streets on the shoulders of the downtown was conducted. In all situations it was seen that a large number of vehicles were parking on each street – some vehicles were snowbound and windrowed indicating they had been immobile for many days or weeks.

Parking facilities for these residences are provided from back lanes. A visual inspection of back lanes was conducted; while all lanes were well plowed, many approaches, garages, rear driveways, or other vehicle parking areas on private residential properties were not plowed, or were otherwise obstructed with debris, old vehicles, furniture, or other items.

From these observations, it is suggested that many home owners choose to use their ample, personal vehicle parking facilities – which are maintained at their own private cost and effort – for less rigorous purposes, and choose to use the PROW – which is maintained at considerable cost and effort by taxpayers – as free overnight storage of their personal property. In this scenario, it is probable that some taxpayers who do this do not relate their actions to the City’s inability to plow their street completely, and complain to City officials about the level of street maintenance, while contributing to the principal cause of the problem.

To facilitate summer and winter maintenance, most cities engage one of the following practices:

- ▶ Place a prohibition on overnight parking in the PROW (usually prohibited 0300-0400), except where a residential or other permit has been issued. The issuance of a permit represents an agreement between the city and the parker; temporary removal of vehicles for the purposes of summer and winter maintenance is agreed as condition of issuance. The city then uses standard automated telephone, text and email messages sent to permit holders to identify when specific areas of the city will be maintained, with a notice that overnight privileges will be suspended, and that offending vehicles will be removed at owners’ expense; or
- ▶ Instead of, or in addition to, communication notices, place permanent or temporary signs indicating a Snow Route or other prohibition for maintenance purposes; or
- ▶ Place signs on one side of the street allowing permit parking Monday, Wednesday, Friday, and signs on the other side of the street allowing parking Tuesday, Thursday, Saturday, which facilitates maintenance on the side of the street not occupied with vehicles; or
- ▶ Strengthen their Traffic Bylaw to prohibit obstruction of roadway maintenance and snow removal operations, or include parked vehicles in their definition of objects obstruction the PROW; and
- ▶ On receipt of a maintenance complaint from an address, attend to the complaint location, and inspect and photograph the roadway condition, as well as the vehicle parking facilities at the complainant’s address, to ensure the complainant is not contributing to the problem.

In each case, these practices allow evening and overnight compliance officers to ticket and/or remove vehicles parked so as to obstruct snow removal and summer sweeping and repair of residential streets. Removal of offending vehicles facilitates the maintenance action and reinforces the message that vehicle owners should prepare space and park their vehicles on their own property. This improves the quality of life and property value in residential areas, as well as recovering its own costs through penalties.

Some cities consider it unfair to assign the costs associated with cleaning up after offenders to law abiding citizens representing the tax base. As a consequence, they leverage cleanup costs – such as the cost of returning the plow to an area to clear the windrow around a recently removed vehicle space – to the owner of the vehicle, in addition to fines and towing fees.

It is noted that City of Regina Traffic Bylaw 9900 Page 52, Part IX Section 92 (Removal of Obstruction) identifies placement of an object obstructing the PROW as an offence and empowers city staff to remove the object and remediate any damage or harm caused by the object at the owners' expense; clearly Council has endorsed this principle.

Recommendation: That the City adjust the wording of this clause (Section 92) to identify a parked vehicle as an “object” obstructing the PROW to rightful passage of other vehicles, including snow plows and maintenance equipment, and empower staff to remove obstructing vehicles at the owners expense.

6.0 ADDITIONAL INFORMATION AND COMMENTS

6.1 Parking Planning

It is understood that the City lacks expertise in parking planning. Parking is “a piece of many puzzles”, it has the ability to empower many transportation, development, and quality of life oriented tasks and projects in any city. A good parking management specialist understands long and short term financial and operational planning, as well as the practical operational considerations that make projects work well.

Where the City is considering plans beyond the day to day management of the public parking program, the Parking Manager position should serve as an internal specialist consultant who can advise the Planning and Operations Departments regarding suitable short and long term parking planning, policies and practices. The municipality should develop its parking management team to a level at which it can work interactively with its peers in the professional planning and engineering departments.

6.2 Vehicle Immobilization and Removals

Vehicle immobilization (booting) is sometimes employed as a means of enforcing collection of parking fees. It is an unsubtle tool, as it immobilizes vehicles in public places and offers the opportunity for public demonstration. In the eyes of the uninformed public and media, who often view parking problems as the fault of the operator rather than the parking, it represents an opportunity for the City to be “tried by spectacle” based on the protestations of the immobilized vehicle owner.

Vehicle towing is also unsubtle, but it removes the vehicle from the offending situation and allows enforcement negotiations to be conducted in a more private environment.

Vehicle immobilization for ticket payment should not be necessary; vehicle removals should be required only in cases where the placement of the vehicle constitutes an obstruction to properties or approaches, blocks traffic or emergency services, or is required to impound a seized or abandoned vehicle.

At present, many vehicles are towed for parking in excess of 24 hours on a city street. In practice, these vehicles are not actually towed until they have been the source of a complaint, at which point they have been clearly abandoned on the street for many days or weeks and have become a nuisance because they are impeding snow removal, street cleaning, or some other legitimate action in the PROW.

As no resolute enforcement and collection process is currently in place in the City, parking citation tickets placed on these vehicles have little influence with vehicle owners; consequently, towing is the only effective remediation. The current ticketing and towing procedure for these nuisance vehicles lacks immediacy, and this is a further encouragement to vehicle owners to disregard the 24 hour restriction.

Implementation of MMM Group report recommendations regarding development of a final resolution to citation tickets and conviction collections, and to bylaw amendments concerning obstruction of the PROW,

will reduce numbers of offenders by giving greater effect to ticket compliance, and will allow nuisance vehicles to be removed much more quickly. This will result in greatly reduced parking in the PROW in excess of 24 hours, in accordance with the intent of the bylaw.

6.3 Towing and Impound Lot

The City currently contracts with a towing operator(s) through its Police Service to execute vehicle towing for a variety of purposes, including parking enforcement towing. It is not necessary for the Parking Services Branch to have its own towing function, however, it is important for Parking Services to be a party to the contractor agreement, specifically in terms of the process and time requirements for enforcement towing and citation ticket payments.

Similarly, the City administers a towing impound lot through its Fleet Operations Department; Fleet contracts the functions and responsibility for the compound to a security contractor.

While some cities are interested in self-operating impound lots, many others see no advantage to this, and contract out the facility and service. In Regina's case, there seems to be little advantage in self-operating this function and it is suggested that the Impound Lot service be contracted to a bailiff or towing operator, under strict City contractual controls.

The Parking Services Branch may be selected to administer the towing and impound contracts, but must, at a minimum, remain as a major stakeholder in their execution. The City must recognize that the ability to operate an efficient enforcement towing service is central to the Branch's ability to finally resolve and recover costs for outstanding convictions, and so Parking Services must have the ability to influence the progressive operations of the towing and impound function and must be involved in establishing contracting standards.

For Parking Services' purposes, at a minimum, the contact operator must remove vehicles in a timely manner, integrate information systems with Parking Services, and must collect and remit all outstanding parking convictions from the registered owners of vehicles that have been towed to that location.

The City may consider the strategy of leasing the impound lot and operations as a concession to a bailiff or towing operator as a method of improving cost recoveries.

6.4 Misuse of Permits

Occasionally, city employees or members of the public allow a permit to be used for an unintended purpose. Permissions constitute a contractual agreement between the City and the parker, and are governed by the terms and conditions applied to the agreement. A signed agreement document should exist which outlines the privilege and the penalties for misuse. In general, the most effective penalty for breach of a permit contract is removal of the permit. Where permits have been misused by a customer, a contract has been violated, and the permit should be revoked.

6.5 Temporary Assignment of On-Street Space

Street reservation of space is currently accomplished using meter bags placed over meter heads to indicate they are out of service. There are currently three types of colour indicators; orange for construction, white for reserved parking, and green for mobile food vending.

It is proposed that core responsibility for reserving parking meter spaces be assigned to the Parking Services Branch; responsibility for management of non-meter related permissions or prohibitions is peripheral to public parking activities and while Parking Services may have concerns, core responsibility may remain with others.

Meter reservation coverings are undertaken in an effort to remove the meters from service and explain to the casual user why the meters are not available. The use of 3 colours to indicate the No Parking instruction to customers, however, is overly complex. It is suggested that the City use only the No Stopping restriction, and publish a list of street permits and temporary restrictions on the City web site when applicable.

Should the City convert to pay station style on-street parking, there are methods of labelling pay stations to provide a very specific No Stopping instruction, accompanied with ample detail applied in a memo format to each multi space meter, to provide satisfactory explanation to customers.

6.6 Private Property Enforcement

There is no common practice associated with municipalities providing parking enforcement on private property. Enforcement is sometimes offered in municipalities where key private facility owners do not have the ability to enforce compliance on their own property and where the City decides to use its powers of adjudication and collection to assist. In most provinces, public sector parking operators (hospitals, universities) have the ability to search the provincial vehicle registry for vehicle ownership information, and the ability to withhold municipal services for non-payment of fees, and this is seen as an advantage by private property owners.

In municipalities that have chosen to provide private property compliance services, this has been done selectively: by contact with the property owner, based on acceptable facility presentation and standards in place in the subject property; or where there is a perceived public interest in assisting with control of the property; or where there is a full recovery of costs and significant participation in net revenues.

At present, the City of Regina has compliance arrangements established with the University of Regina, the Wascana Centre Authority, and a number of additional private entities. It is understood that, for the most part, these arrangements are of tenuous interest to the public and do not contribute a net revenue to the City: consequently it is suggested that the City review each arrangement to determine the level of public interest and financial viability, and terminate those arrangements that do not make good business sense.

It is suggested that, should the City proceed with real time automation of the citation ticketing process and a more resolute collection program in accordance with MMM Group recommendations, this adjustment will require private property owners to engage the same process. At that point, owners will lose interest in producing municipal citations on their own, and will more readily negotiate to provide the municipality with better funding support in return for a better and more collectible citation product.

Staff numbers required to address private property compliance activities are additional and not included in the estimates provided earlier in this report.

6.7 Transit Routes

Inbound/outbound transit lanes, and inbound/outbound arterial routes, are often congested with vehicles parked at meters during morning and evening rush periods. Transit inspectors attempt to deal with this problem by issuing citation tickets, however, citations have little effect at the time that the problem is encountered, and many of the roadways where problems occur allow parking during non-rush hour periods, thus confusing customers as to whether or not rush hour parking is permitted at these meters.

At present, meters are signed and labelled to indicate early or late closure to facilitate rush hour traffic. As this practice does not eliminate the ability to insert a coin and pay for time, and as compliance monitoring is generally weak, customers persist in arriving earlier or staying longer than they should.

It is noted that the recommended pay station multi space meter style of parking has the ability to “shut down” to prohibit parking during rush periods. When reinforced by “rush hour route” or transit friendly traffic by laws, and by improved parking compliance measures, inbound and outbound lanes can be cleared of vehicles resulting in cost and efficiency savings for the City.

The City should encourage all internal stakeholders to review the disposition of traffic, transit and parking lanes and develop an action plan that may involve a more formalized approach to use of city streets during morning and afternoon rushes.

6.8 City Owned Land

In many cases, land that is under the temporary or permanent control of the City may offer an opportunity to provide off-street parking services, at least for the duration of the real vacancy.

It is suggested that vacant, City controlled lands located in areas where off-street parking is tolerated, be offered for assignment to the Parking Services Branch on a temporary basis so that the land can accommodate a useful service, while providing a short term income and positive experience for area employees and citizens.

6.9 Angle Parking

In some situations, the City should consider the concept of angle parking as a means of improving small areas and increasing parking opportunities in the downtown.

Where a bi-directional roadway is reduced to one-way, there is often roadway width that can be turned to other purposes. The additional roadway width can sometimes accommodate angle parking; this type of accommodation can work well in low traffic shopping districts, or in tandem with bicycle or pedestrian lanes.

Where existing spaces are configured as parallel style parking, angle parking can add an additional 25 percent to the number of physical parking spaces on a given block face. This gain is reduced by the number of curb cuts or approaches on a particular block face, and so, if contemplated, it is best to produce a drawing showing the area to be upgraded, and the stall numbers and positions contemplated.

6.10 Rate Zones

The City should consider the concept of Rate Zones, or tiered parking zones, as a means of discouraging parking in high demand locations, and encouraging parkers to migrate to areas of less intensity.

Many cities differentiate between high demand and low demand public parking zones. In high demand areas, fees are higher and time restriction periods are shorter; in lower demand areas, fees are lower and time restrictions are more generous. The intent of rate zones is to draw customers away from high demand areas by offering a price incentive to utilize parking for longer periods in lower demand areas.

Rate zones are an excellent tool for managing parking demand in cities. The City of Regina should consider such a concept as part of its broader parking strategy.

6.11 Bylaw Renewal

As realities and technologies change, it is necessary to review the purpose, intended outcome, and letter of municipal bylaws to ensure they continue to be accurate, relevant, efficient and effective. Most departments maintain a connection to the bylaws that are most relevant to the performance of their own organizations.

As the public parking function has traditionally been distributed through several departments, there is no singular bylaw governing the performance of the Parking Services Branch; rather elements of the public parking function are addressed in several bylaws, to which Parking Services has no formal internal departmental connection.

The City should consider the level of responsibility assigned to Parking Services for creating positive change when the Branch has little ability to revise or impact legislation; it is suggested that a Public Parking Bylaw be drafted to allow Parking Services to periodically adjust its approvals. Alternatively, senior administration must promote and support Parking Services involvement renewal efforts through other Departments as outlined in SLA's.

7.0 SUMMARY OF RECOMMENDATIONS

The following recommendations should be implemented in the 2014-15 period:

1. Parking Services should be allowed to “run like a business” utilizing its own revenues in an expeditious manner to generate positive economic and service returns for customers, stakeholders, and the City as a whole.
2. Parking Services’ public facing name should be “ParkRegina” or a branded equivalent, adopting a stylized “P” for parking and other attractive imagery in its logo.
3. The City should establish a Stakeholder’s Advisory Committee to be aware of parking challenges and solutions, to review policies and practices, and to propose appropriate solutions and help communicate them to the Public.
4. The City should develop a simplified system of identifying exemption permissions based on parking attributes rather than identified groups: suggested categories are Zone Residential Permit, Commercial Permit, Meter Prepurchase Permit, Special Event Prepurchase Permit, and Reservation Prepurchase Permit.
5. The City reinforce the use of parking meters for short term parking in support of the local community only, and halt the practice of issuing permits for parking at meters, except in exception circumstances. Within those circumstances, space will be available at market rate for the period purchased, and parkers will be expected to comply with the length of stay purchased.
6. The City should adopt a coordinating ELog or equivalent service request dispatch and fulfillment software program that accepts imported data from Service Regina’s Hansen program, and maintains fulfillment records and produces benchmark measurements, which can be used to assess service delivery times and contractor performance.
7. The City should replace the existing hardware and software comprising the Groupe Techna / MESCC / DAP / TicketTracer parking management system with a modern, wireless integrated system built for a municipal parking environment. The new system should include, but not be limited to:
 - ▶ Wireless integration with the Autovu program (four units) and hand held computers (12 units).
 - ▶ Individual and bulk permit inventory, sales and management module
 - ▶ Cell phone parking integration
 - ▶ User defined report writing capability (Crystal Reports or equivalent)
 - ▶ Point of sale integration
 - ▶ Wireless real time hand held computer interface
 - ▶ GPS enabled real time vehicle time restriction tracking (9 suitable vehicles)
 - ▶ Easy import export features

- ▶ Meter maintenance field tracking
 - ▶ Account based customer interface
 - ▶ Work station distribution to remote locations (towing compound, etc.)
 - ▶ Citation and photo tracking of individual vehicles associated with accounts
 - ▶ Towing and adjudication modules
 - ▶ Use of street permit tracking and billing module
 - ▶ Special event tracking and management module
8. The City should assign Parking Services a reserve account for financial stabilization and business continuity from year to year, a reserve account for replacement of existing capital equipment and repairs to facilities, and a reserve account for future capital expenditures.
 9. Responsibility for supply and management of parking meters, management of on-street stalls, and street permits should be assigned to the Parking Services Branch.
 10. Compliance staff should be increased to 13 per day shift, with an additional seven assigned to eight hour evening shifts and an additional seven assigned to 12 hour weekend shifts. Two hour time periods and meters should be priority during the business day; non-time sensitive parking violations should be priority after business hours and on weekends.
 11. The City should employ a qualified and licensed provincial Bailiff to facilitate final vehicle seizures and account collections; that the Bailiff be tasked with providing towing, storage, and auction contractor resources for this purpose, and that the costs of the Bailiff and related services be borne by the offender.
 12. The City adjust the wording of the City of Regina Traffic Bylaw 9900 Page 52, Section IX Paragraph 92 (Removal of Obstruction) to identify a parked vehicle as an “object” obstructing the Public Right of Way to rightful passage of other vehicles, including snow plows and maintenance equipment, and empower staff to remove obstructing vehicles at the owners expense.

The following recommendations should be implemented in the 2015-17 fiscal years:

13. Regina should consider investment in off-street parking facilities to ensure an appropriate supply of daily hourly parking as the City grows, and to more effectively influence the construction and operation of private sector off-street long term structured parking stalls.
14. The City should install multi space meters or pay stations in the residential shoulder areas of downtown; an addition two to three blocks to the east (St. John Street), south (College Avenue) and west (Rae Street) for the purpose of expanding the areas available for short term street parking, encourage turnover in high demand areas (such as the area around Regina General Hospital), improve roadway maintenance, and reduce the demand for long term street parking. Residential permits for these residential zones should be considered as a meter prepayment and therefore exempt from cash payment requirements. These meters can be offered as longer term (four hours or more) in return for discounted fees.

15. The City should increase the efficiency of existing on-street space (+30 percent) by discarding single space meters in favour of multi space units, configured in either a Pay by Space mode or a Pay by Plate mode, as suits its customer service model, and applied to non-dedicated parking on the street.
16. The City should increase meter fees and daily and monthly meter permit fees to the equivalent of \$2 per hour as is common in other mid-sized cities in Western Canada. Complimentary permits should be provided on a special case basis only.
17. The City should ensure “cash in lieu” or an equivalent parking maximum penalty payments made to the City in respect of creating or reducing downtown parking are made available to fund parking improvements in the downtown and shoulder districts.
18. The City should locate a more visible, more customer friendly long term location to accommodate the Parking Services unit. Best practices for North American municipalities suggest that compliance, meter collection, administration and operations management staff should be co-located in a downtown space that is convenient to walk-up customers. The new City Hall security model, and proposed location of the Parking Services Branch behind security access control, will hamper customer interaction and service activities, and detract from the public transparency of the program.
19. The City should continue with the process of consolidating all parking related revenues and expenses to produce better understanding of business practices, opportunities, commitments and contributions.
20. The City should establish a management practice whereby all mobile and foot patrol enforcement zones are objectively measured – in terms of physical space limitations and citation yield - by an impartial auditor, and that all zones are periodically adjusted to ensure they can all be adequately patrolled within the time restricted period (i.e. two hour zones patrolled every two hours), and that a base understanding of citation yield determined.

8.0 CONCLUSIONS

After many years of minimal change to public parking policies and practices, the City of Regina has initiated a process toward review and reform. The impetus for this change is vehicle congestion in the downtown; perceptions and observations confirm that on-street parking resources are fully consumed, and that change is necessary to facilitate continuing growth and prosperity in the City.

This report makes recommendations that speak to restoring balance to the existing parking program through working in the following four general areas:

1. Reverse the process of overbooking city streets with parking permits.
2. Implement new meter technology which will increase the number of vehicles that can legally park on city streets.
3. Implement upgraded fee, regulation and compliance practices that will ensure faster turnover and sharing of public parking stalls.
4. Increase the number of stalls available through metering in the shoulder areas of the downtown.

To address this, City Administration has started to assemble an administrative unit that will provide specialist services in optimizing and improving parking programs, facilities and services. This is intended as a first step toward better utilization of existing resources, or, perhaps, creation of a Parking Authority to deal independently with development of new parking facilities to compliment growth and intensification.

This document represents a summary of the current public parking program and provides a detailed summary of what must be accomplished if the City wishes to bring its program to functional modern standards as experienced in other major urban centres.

While the Parking Service Branch is off to a good start, there are a significant number of challenges remaining to be resolved; each resolution represents a major change to the way in which activities have been performed in the past, and some suggest adjustment in the way the City has organized and accomplished its internal business. To be successful, Parking Services must approach these challenges quickly and confidently. To achieve real and valuable results, however, Parking Services must be assisted and strongly supported with the trust and confidence of senior administration and City Council.

Appendix A

Meter Hours Sold by Permit and Resultant Meter Availability

	Annual Fee	Daily Fee	Total Sold	Meter Hrs/Yr	Complimentary Permit Value
Monthly Permit (Continuous day to day)					
Monthly City Parking Meter Permit (all day, 2 hr increments)	\$520.00		55	110,000	
No Charge	\$0.00		400	800,000	\$800,000
Half Price	\$260.00		135	270,000	
Quarter Price	\$130.00		106	212,000	
Monthly Privilege Permit (VIP; free meters, monthly)	0		200	400,000	\$400,000
Parking Permits for Persons with Disabilities	\$75.00		20	15,000	
Business Motor Vehicle Parking Permit	\$65.00		211	422,000	
Single Day Permit					
Reserved Parking Meter Permit*		\$20.00		10,000	\$50,000
Special Occasion Parking Permit*		\$5.00	0	00	\$0
Temporary Street Use Permit*		\$20.00	5	10,000	\$50,000
Single Day Meter Permit (valid for 2 hrs, all day)	\$0.00		4,925	19,700	\$19,700
Convention Parking Permit (single day)	\$7.50		765	6,120	
Non Meter					
Resident Parking Permit	\$15.00		1,225		
Visitor Parking Permit	\$15.00		122		
Taylor Field Resident Parking Permit	N/C		189		

* distribution not recorded; daily estimates available only

TOTAL			8,368	2,274,820	\$1,319,700
Total Meters	1,250				
Meter Hours per Business day	8				
Meter Days (5 Days X 50 weeks)	250				
Total Meter Hours	2,500,000				
Meter Price per Hour	\$1.00				
Maximum Potential Meter Return	\$2,500,000				
Meter Hours Sold by Permit	2,274,820	91.0%			
Meter Hours available for Public Parking	9%				
% Revenue Lost	52.8%				

Notes:

1. Based on reported sales volumes and a conservative estimate of the actual use of meters by permit holders, The City has pre-allocated 91% of its meter time to permit holders.

2. Conservative estimate of the value of parking stalls being given away at no charge is \$1.3 M annually.

Appendix B

ParkRegina Advisory Committee

An Advisory Board of nine individuals representing key stakeholder groups is proposed; it will consider, review, and provide advice on the better use of City owned parking resources. The Board will routinely consider ParkRegina's mandate and mission, the dedication of resources toward stated goals, and make observations toward objectives. The Committee will also consider and may support, but does not approve, the annual budget for the Parking Services Branch

The Board will meet in camera at the call of the Chair. Any formal recommendations of the Committee will be determined by a consensus of voting members with any tie broken by the vote of the Chair. The budget unit will provide a secretary for the purpose of preparing an agenda and keeping minutes of meetings. The Agenda will be approved by the Chair and distributed to Committee Members no later than seven calendar days in advance of each meeting. Committee membership will consist of:

Voting

- ▶ City Manager, City of Regina or designate (Chair)
- ▶ Representative of downtown real estate development stakeholders
- ▶ Representative of downtown business stakeholders
- ▶ Representative of downtown residential stakeholders
- ▶ Representative of downtown economic development agencies representing visitors to the City

Ex Officio

- ▶ Manager, ParkRegina
- ▶ Deputy City Manager or designate (Community Planning and Development)
- ▶ Deputy City Manager or designate (City Operations)
- ▶ Chief or designate (Regina Police Service)

Composition of the Committee may be reviewed and adjusted from time to time at the request of the Chair, in consultation with the City Manager, and agreed by Council, as normally considered through the annual planning and reporting process.

Appendix C

Selected Images – January 2013



Figure 1

Meters reserved for very long periods at City Hall Parkade



Figure 2

Street meters

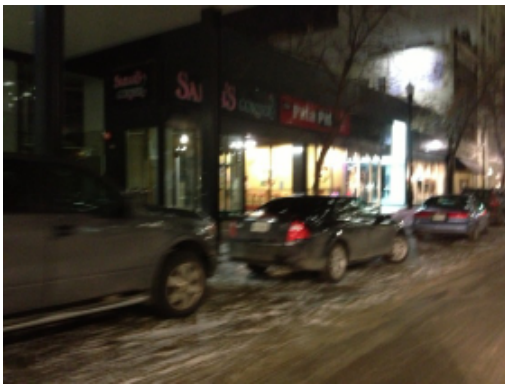


Figure 3

After hours parking in downtown Regina – Quite busy



Figure 4

Snowbound vehicle on Victoria Avenue, blocking buses. Observed in this location for two weeks.



Figure 5

Snowbound vehicle on Rae Street – observed for two weeks

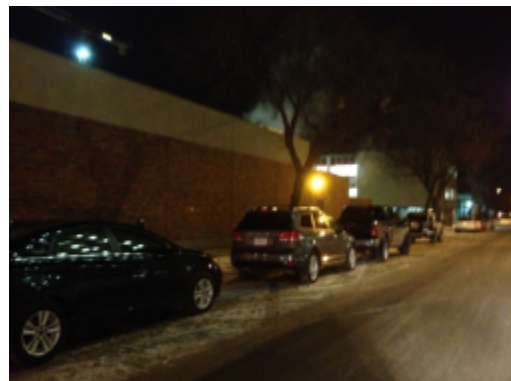


Figure 6

After hours parking in downtown Regina

Appendix C Selected Images – January 2013

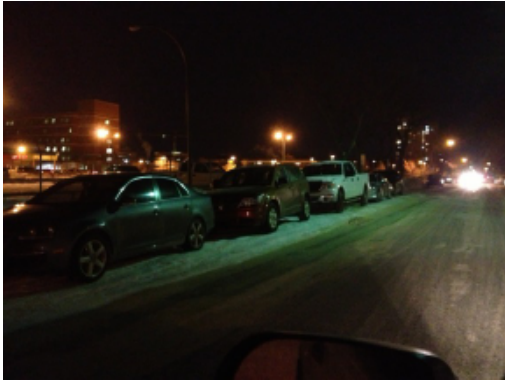


Figure 7
Congested night time parking at Regina General Hospital



Figure 8
Reserved stalls empty – Impark lot on Halifax Street



Figure 9
Snowbound garage, back alley – Halifax Street



Figure 10
Snowbound vehicle blocking snow removal equipment – Halifax Street



Figure 11
Snowbound garage in alleyway



Figure 12
Snowbound vehicle on St. John Street - Observed for two weeks

Appendix C Selected Images – January 2013



Figure 13

Evening parking – residential area south of Victoria Avenue



Figure 14

Snowbound trailer abandoned in alleyway on St. John Street
Observed for two weeks



Figure 15

Normal street load for parked vehicles – Halifax Street



Figure 16

Snowbound vehicle blocking plowing operations



Figure 17

Commercial parking with no movement for two weeks
East of Albert Street



Figure 18

Snowbound vehicle and unplowed lane south of Victoria Avenue
Observed for two weeks

**City of Regina
Current Parking Program Assessment
and
Downtown and Vicinity Parking Strategy**

**Phase 2
Downtown and Vicinity Parking Strategy**

MMM Group Regina

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1.0 INTRODUCTION

After many years of slow growth, the City of Regina is experiencing a surge in economic activity and development intensification, particularly in its downtown; this has put significant strain on the City's existing parking supply and parking management program.

In 2012, as part of an administrative initiative, MMM Group was selected to develop a downtown and vicinity parking strategy that will allow the City to reposition its existing organization toward policies and practices that will better accommodate current and near future demand and slow the trend toward increasing overuse of on-street parking facilities.

The City's overall vision for the project was to clarify the goals and objectives for parking services as they relate to governance, policy, customer service, efficiency, technology, and enforcement. A two-phase approach was developed to help achieve these goals.

Phase 1 of the project was completed in May 2013. The work in this phase consisted of a detailed review of the current parking program within the City, and how the delivery of these services is managed between departments. As well, this report included a review of municipal parking bylaws, facilities and services (including internal and external stakeholder consultation and operational examination), and proposed solutions and improvements to the delivery and management of parking services within a municipal environment.

Phase 2 of the project commenced in June 2013. In this phase, a detailed survey of current supply, demand and utilization in downtown Regina and the surrounding areas was undertaken in order to identify the current parking characteristics and enable the consultant team and the City to have a sound understanding of current parking supply and demand relationships. This information was used to develop a comprehensive strategy for the management of parking in the downtown and immediately surrounding area.

This report documents the Phase 2 analysis and findings for the *City of Regina Current Parking Program Assessment and Downtown and Vicinity Parking Strategy*.

2.0 BACKGROUND

2.1 Phase 1 Results

The Phase 1 report contains an assessment of the City of Regina's current parking program. This program review involved observations, interviews, and investigations regarding the delivery of parking services within the City and a review of parking policies, practices, activities and procedures.

After reviewing the details of the parking program with City staff and stakeholders, drawing comparisons to other public parking programs in North America, and applying industry best practices to local experiences, the Phase 1 analysis concluded with the following recommendations for modernizing and improving the City's public parking program:

1. The Municipal Parking Services Organization should be allowed to "run like a retail business".
2. The Municipal Parking Services Organization should develop its own public facing identity and brand.
3. A Stakeholder's Advisory Committee should be established.
4. A simplified parking permit system with appropriate fee structures should be developed.
5. Re-enforce that on-street space, especially metered areas should be used for short term parking only.
6. The communication process between Service Regina and the Municipal Parking Enforcement should be automated and streamlined, and Parking Enforcement should be reoriented toward greater efficiency.
7. The existing parking management software and enforcement hardware should be replaced or upgraded to modern standards.
8. A reserve account(s) should be established to stabilize parking business operations and ensure timely replacement and modernization of facilities and equipment.
9. The Municipal Parking Services Organization should be responsible for managing the supply and demand for all municipal on- and off-street parking facilities and services.
10. Compliance staff should be increased city wide to adequately fill a weekday and weekend day shift, and an evening shift Monday to Friday, and to adequately police meters and two hour zones and ensure appropriate turnover of short term space.
11. The City should improve its fine collection processes for convicted offenders through employment of a provincial Bailiff or some other resolute means.
12. The City should adopt streamlined measures and/or develop additional policies to permit removal of vehicles from the Public Right of Way to ensure adequate snow removal and street maintenance.
13. The City should consider direct investment and other opportunities to ensure the adequate growth in the off-street parking facilities to serve daily/hourly customers as the City grows.
14. Multi-space parking meters should be installed in the residential shoulder areas of the downtown (including hospital areas) to encourage turnover of short term on-street space. Residential permit holders should be exempt from meter fees in these areas.

15. Multi-space parking meters should replace the current single space meters in the downtown to better manage space and allow up to 30 percent more capacity within the current curbside allocation.
16. Meter fees and daily and monthly permit fees should increase to the equivalent of \$ 2 per hour as is common in other mid-sized cities in Western Canada.
17. The City should ensure that development funds collected in lieu of building or not building parking spaces are made available for parking improvements in the downtown and shoulder areas.
18. The Municipal Parking Services Organization should locate to a more visible, customer friendly and publicly available service venue.
19. All parking related facilities and services, revenues and expenses, programs and practices, and responsibilities and accountabilities should be incorporated into one administrative unit.
20. The Municipal Parking Services Organization should adopt a rational measurement and metrics program as a basis for operational planning and decision making.

2.2 Phase 2 Methodology

Phase 2 of the *City of Regina Current Parking Program Assessment and Parking Strategy* expands on the general recommendations developed in Phase 1 to produce a strategy for managing parking in downtown Regina. The downtown district was selected for further review because of the existing and emerging parking issues in this area.

There are other areas within the City of Regina that are currently experiencing parking issues, such as the neighborhoods surrounding the General Hospital, the Pasqua Hospital, and the University of Regina. These areas warrant further investigation, but they are not included in the scope of this study.

The study area for the Phase 2 investigation is illustrated in Figure 1. Note that the City blocks within the study area were numbered to aid in the data collection process. The block faces comprising the outer perimeter of the study area were also included in the data collection effort. The main body of the study area is comprised of the entire downtown district, which is bounded by the CP Rail mainline in the north, College Avenue in the south, Albert Street in the west, and Broad Street in the east.

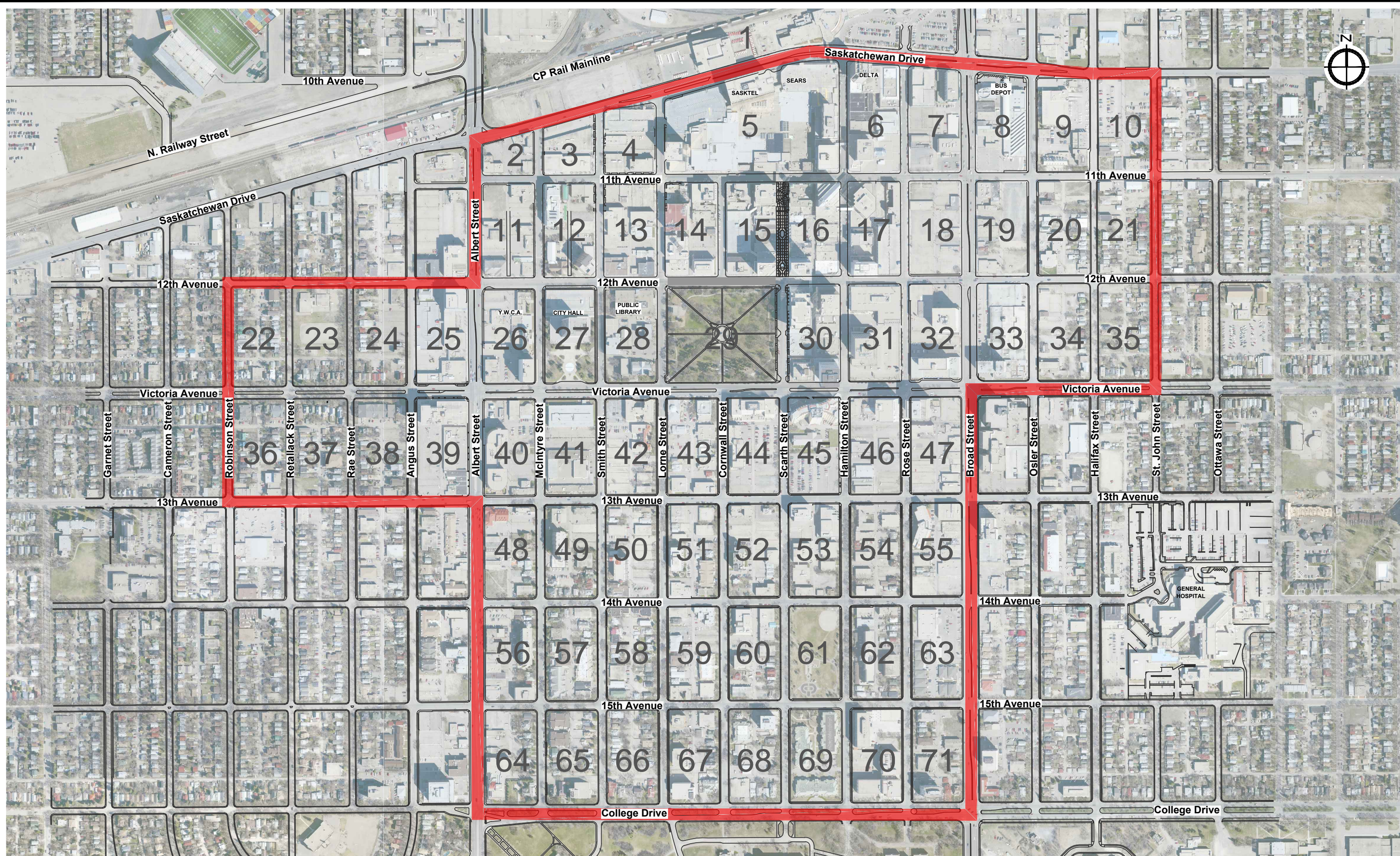
Small extensions have been added west of Albert Street (in the Cathedral neighborhood) and east of Broad Street (in the Heritage neighborhood and south in the Centre Square neighborhood) as these areas are affected by downtown district parking demands.

The Phase 2 review starts with an investigation into the existing parking characteristics in downtown Regina. This investigation involved an extensive data collection exercise to determine supply, demand, and utilization information in the study area. The data was catalogued and analyzed to determine patterns that could provide insight into the existing parking situation in downtown Regina.

The parking characteristics data was then combined with results of the current program assessment to develop a strategy for the management of parking in downtown Regina and the immediately surrounding areas.

NOTE: These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

DRAWING: 5412025-STUDY AREA.dwg DATE: 2013-07-25 DRAWN BY: KBM



LEGEND:
 STUDY AREA LIMITS



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Issued Date - 2013-07-25
 Aerial Imagery - 2010
 Not to Scale

Figure 1
Downtown Regina Study Area
 Regina Downtown Parking Study

3.0 STUDY AREA PARKING CHARACTERISTICS

This section focuses on the data collection processes, the results of the parking surveys, the implications of the parking supply and demand on downtown Regina, and assessment of the potential growth in parking demand and strategies to meet future parking needs.

3.1 Data Collection Process

The data collection exercise was divided into five distinct phases: on-street parking supply, off-street surface parking supply, on-street parking utilization, off-street surface parking utilization, and on-street parking duration.

3.1.1 On-Street Parking Supply Data

On-street parking supply information in the study area was collected in April and May 2013. The data was gathered by observing each block face within the study area and taking note of the number and type of on-street parking available (metered, non-metered, time restricted, loading zones, accessible parking, etc.). Each block was catalogued with photos and diagrams. The block faces on the outer perimeter of the study area were also included in the on-street parking data collection effort.

The metered parking stalls were easy to identify, but counting the non-metered stalls required estimation in some cases. If the block face was fully occupied, the supply of non-metered stalls was based on the total number of vehicles observed. If the block face was not fully occupied, the supply of non-metered stalls was based on an estimate of the number of cars that could park on that block face given the length of available curb and the density of non-metered curbside parking on adjacent streets.

A general description of the types of on-street parking spaces available in the study area is listed below:

- ▶ Standard Meter Parking - \$1 per hour, for a maximum of two hours. Fees in effect on weekdays between 8:00 a.m. and 6:00 p.m. Parking is free on Saturdays, but the two hour time limit remains in place. No fees and no restrictions on Sundays and holidays.
- ▶ Loading Zones – some loading zones are metered (generally 15 minutes maximum), and some are non-metered (generally 10 or 15 minutes maximum)
- ▶ Time Restricted Zones – most time restricted parking zones in the study area are one or two hours maximum, with the days and hours that the restriction is in effect posted on the sign.
- ▶ Accessible Parking – accessible parking stalls are generally provided free of charge for a maximum of three hours. No time limits are imposed on weekends and holidays.
- ▶ Unrestricted Parking – No meters or signs indicating parking restrictions

Note that curbside parking on Albert Street, Broad Street, 11th Avenue and the segment of 12th Avenue between Lorne Street and Albert Street is restricted during peak commute hours (7:00 a.m. – 8:30 a.m. and 3:30 p.m. – 5:30 p.m. on weekdays) to provide bus lanes.

Detailed results from the on-street parking data collection exercise can be found in Appendix A. Table 1 below provides a summary of the results for the entire study area. Figure 2 provides a graphical representation of the types of on-street parking available throughout the study area. It does not provide the type and location of every on-street parking spot, but rather illustrates the predominant type of parking available on each block face.

Table 1 – Summary of On-Street Parking Supply in the Study Area

Metered Parking		Non-Metered Parking			
Standard Parking Meters	Metered Loading Zones	Time Restricted Spots	Non-Metered Loading Zones	Accessible Spots	Unrestricted Spots
1,114	75	1,668	135	72	67
Total Metered Parking Spots	1,189	Total Non-Metered Parking Spots			1,942
Total On-Street Parking Supply					3,131

3.1.2 Off-Street Surface Parking Supply Data

Off-street parking supply information in the study area was collected in April and May 2013. The data was gathered by observing the identified surface parking lots in the study area, and taking note of number and type of parking stalls provided.

The off-street surface parking inventory was divided into the following categories:

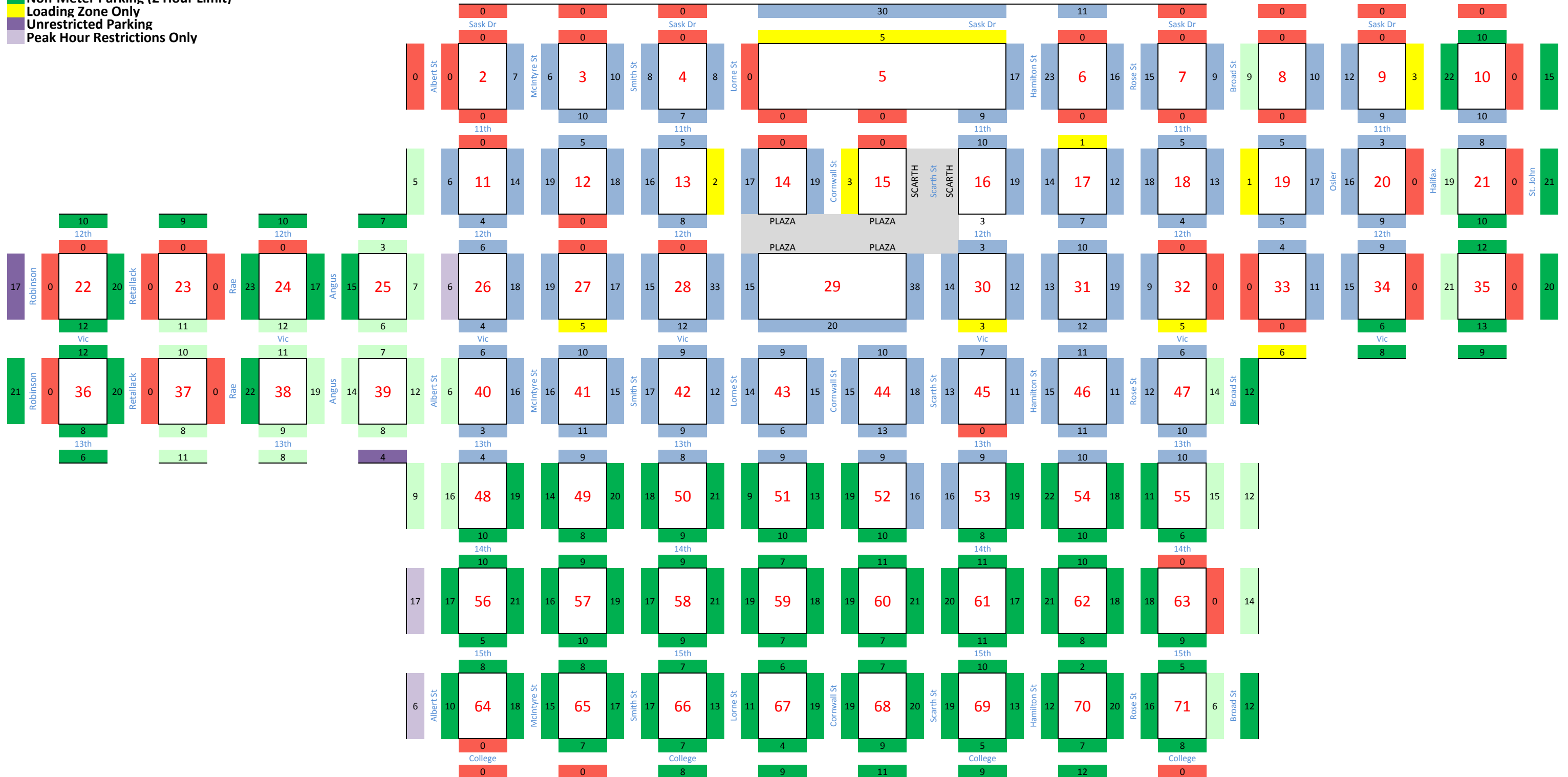
- ▶ **Public Off-Street Surface Parking** – pay parking lots that are available for public use
 - ▶ Reserved – prepaid stalls that are reserved for a specific end user. Typically individuals or businesses that have purchased stalls for employee parking. These stalls are marked with signs.
 - ▶ Non-Reserved – pay parking that is available to the general public
- ▶ **Private Off-Street Surface Parking** – parking lots that serve private residential, commercial, and retail uses
 - ▶ Reserved – private parking that is available for residents/employees only
 - ▶ Non-Reserved – parking that is made available to the public provided that they are visiting a specific location. Generally customer or visitor parking for specific businesses.

Figure 2

Regina Downtown Parking Study

Types of On-Street Parking Available in the Study Area

- No Parking
- Meter Parking
- Non-Meter Parking (1 Hour Limit)
- Non-Meter Parking (2 Hour Limit)
- Loading Zone Only
- Unrestricted Parking
- Peak Hour Restrictions Only



Detailed results from the off-street surface parking lot data collection exercise are provided in Appendix B. Each off-street surface lot has different pay structures and time restrictions. An attempt was made to catalogue these details when readily available. Daily parking rates in the study area ranged from \$4 a day to \$14 a day.

Note that multi-level parking structures were not included in the off-street parking inventory. Private multi-level parking structures are difficult to account for because they are often difficult to detect, and access is generally restricted. There are several public parking structures in the study area that do provide a key supply of parking for the downtown area.

Table 2 provides a summary of the off-street surface parking supply information for the study area.

Table 2 – Summary of Off-Street Surface Parking Supply

Public Surface Lots		Private Surface Lots	
Reserved Spaces	Non-Reserved Spaces	Reserved Spaces	Non-Reserved Spaces
758	1,216	4,322	3,060
Total Public Surface Lot Spaces	1,974	Total Private Surface Lot Spaces	7,382
Total Surface Lot Spaces			9,356

3.1.3 On-Street Parking Utilization Surveys

On-street parking utilization surveys were undertaken to determine how the on-street parking stalls are being used in the study area. Two separate surveys were undertaken on Wednesday, June 12, 2013 and Tuesday, June 18, 2013 respectively. The surveys were conducted by visually observing the number of vehicles parked along each block face in the study area during three separate time periods:

- ▶ Morning – between the hours of 10:00 a.m. and 11:00 a.m.
- ▶ Mid-day – between the hours of 12:00 p.m. and 1:00 p.m.
- ▶ Afternoon – between the hours of 2:30 p.m. and 3:30 p.m.

A parking spot was considered utilized if it was occupied at the time of the survey. The number of vehicles on each block face was counted, and this number was then compared to supply data to determine utilization as a percent of available spaces.

Detailed results from the utilization surveys can be found in Appendix C. Note that there was construction on some block faces during the utilization study. Some on-street parking spots were not available at this time due to the construction and the creation of temporary bus terminals on Hamilton Street and Rose Street.

Parking planners tend to consider the practical capacity of on-street parking that serves short stay users at 85 percent of the total spaces available. It essentially enables parkers to find a vacant stall within the block of their desired destination, thereby minimizing road congestion and the amount of time spent cruising the nearby blocks to find a vacant stall. This practical capacity threshold is desirable to minimize parker frustration, energy use, and vehicle emissions.

The data from the parking utilization surveys was plotted on maps, indicating the level of usage in the following categories and colour:

- ▶ Utilization at 85 percent and greater – red
- ▶ Utilization 70 to 84 percent - orange
- ▶ Utilization below 70 percent - green

Figures 3 to 8 illustrate the parking utilization that occurred over the two-day survey for the morning, mid-day and afternoon periods. Note that a utilization rate greater than 100 percent indicates that vehicles were parked illegally. It is not difficult to perceive that some visitors to downtown Regina find it difficult to locate a vacant on-street parking space as evidenced by the red areas in these figures indicating at-capacity conditions.

3.1.4 Off-Street Surface Parking Utilization Surveys

Off-street parking utilization surveys were undertaken to determine how off-street surface parking lots are being used on a typical weekday. The off-street surface lot utilization data was collected on Thursday June 13, 2013 and Wednesday June 19, 2013. Different parking lots were canvassed on each day. The surveys were conducted by visually observing the number of vehicles parked in a select number of public off-street parking lots during three separate time periods:

- ▶ Morning – between the hours of 10:00 a.m. and 11:00 a.m.
- ▶ Mid-day – between the hours of 12:00 p.m. and 1:00 p.m.
- ▶ Afternoon – between the hours of 2:30 p.m. and 3:30 p.m.

A parking spot was considered utilized if it was occupied at the time of the survey. The number of vehicles observed in each lot was compared to the supply data to determine utilization as a percent of available spaces.

The off-street parking utilization surveys were restricted to public off-street surface parking lots only. The intent was to determine how the available supply of public parking is being used within the study area. Private and reserved parking spaces were not considered to be as relevant to this study. The survey included 23 separate lots (combined into 16 groups) on 14 different blocks, covering almost all of the available un-reserved public surface lot stalls (1,149 of 1,195 available).

Detailed results of the off-street surface parking utilization surveys are included in Appendix D. A graphical summary of the results is shown in Figures 9 through 11.

Figure 3
Regina Downtown Parking Study
On-Street Utilization Results
Wednesday, June 12, 2013 - Morning Count

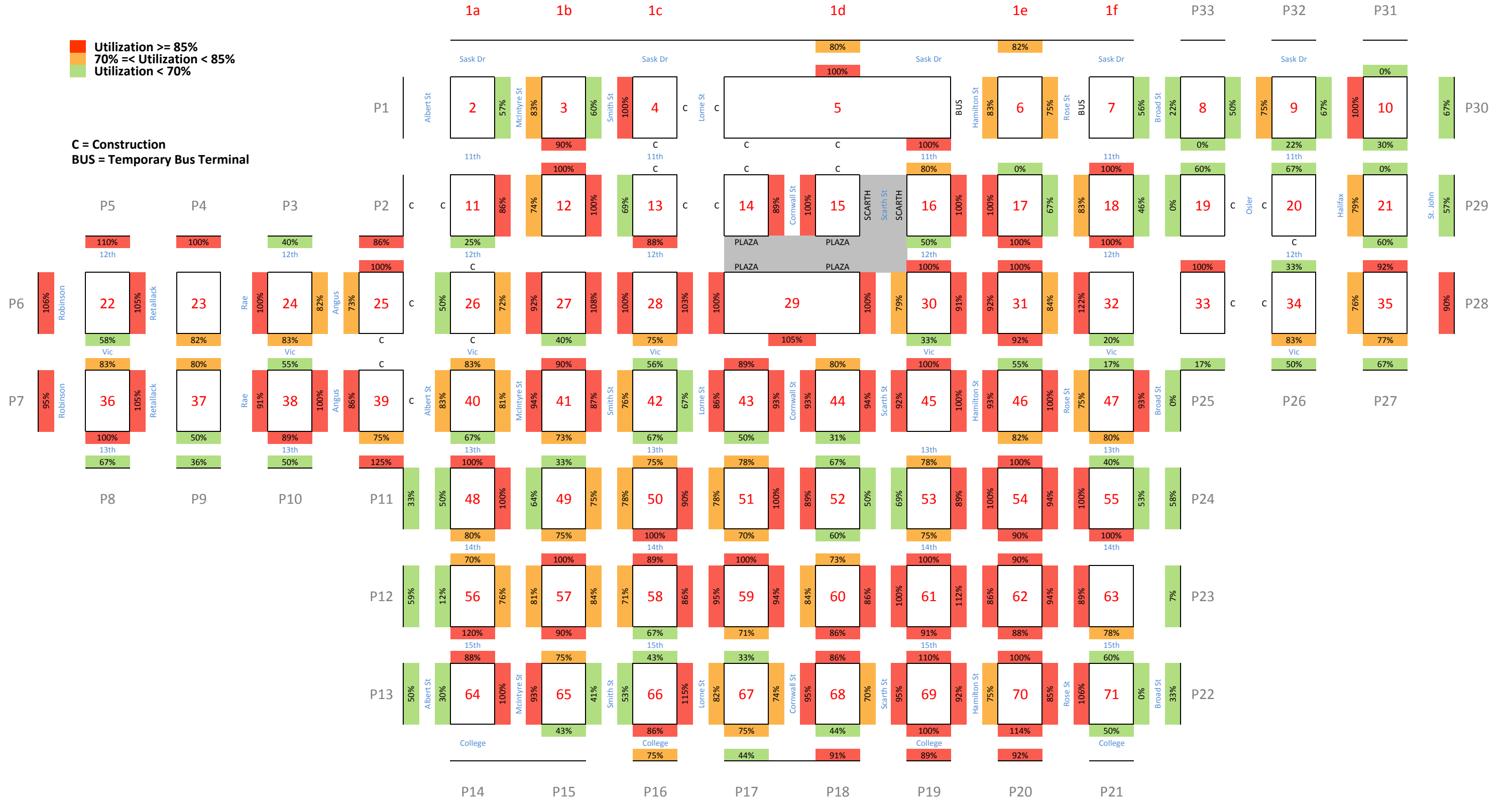


Figure 4
Regina Downtown Parking Study
On-Street Utilization Results
Wednesday, June 12, 2013 - Midday Count

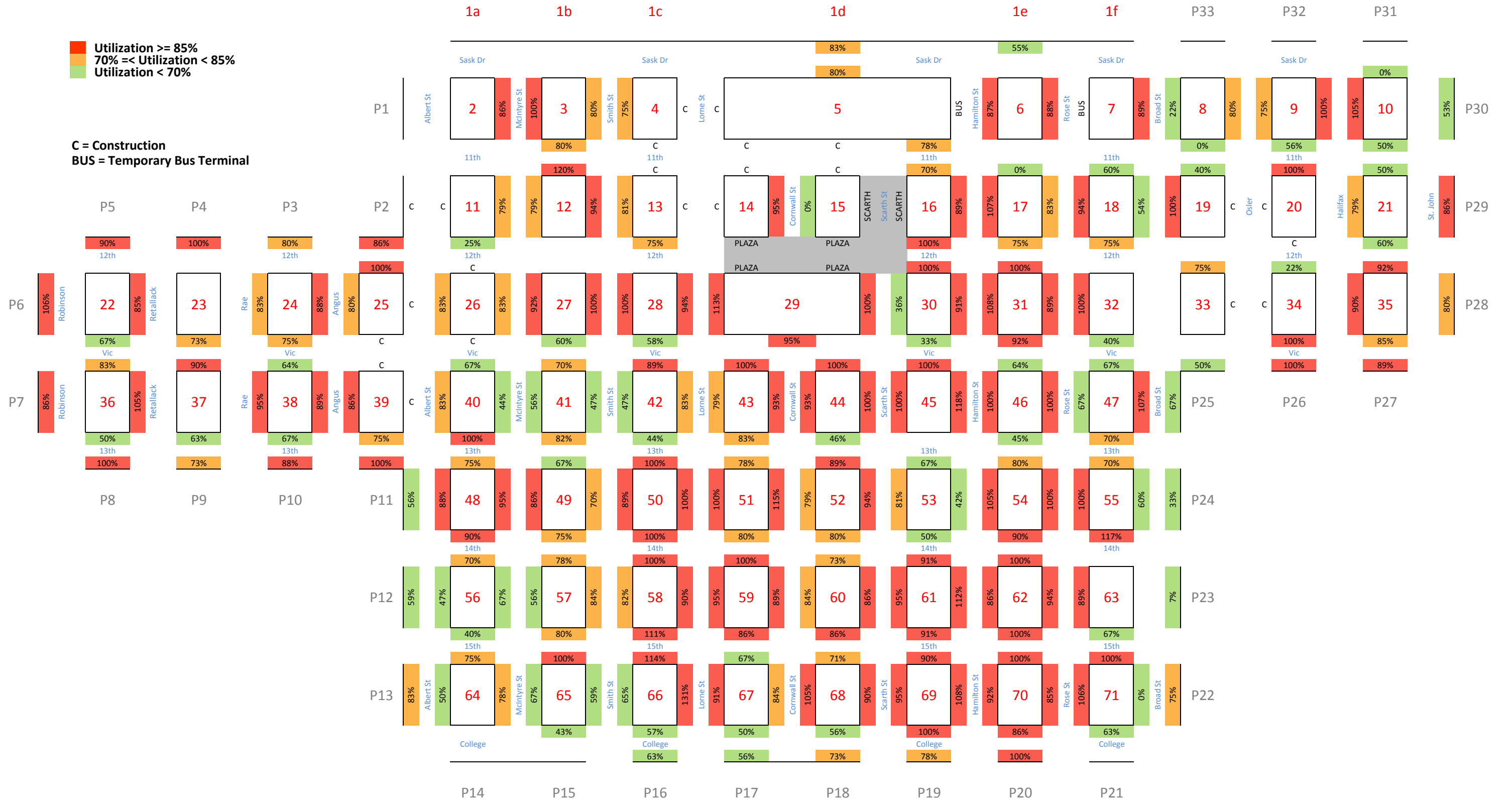


Figure 5
Regina Downtown Parking Study
On-Street Utilization Results
Wednesday, June 12, 2013 - Afternoon Count

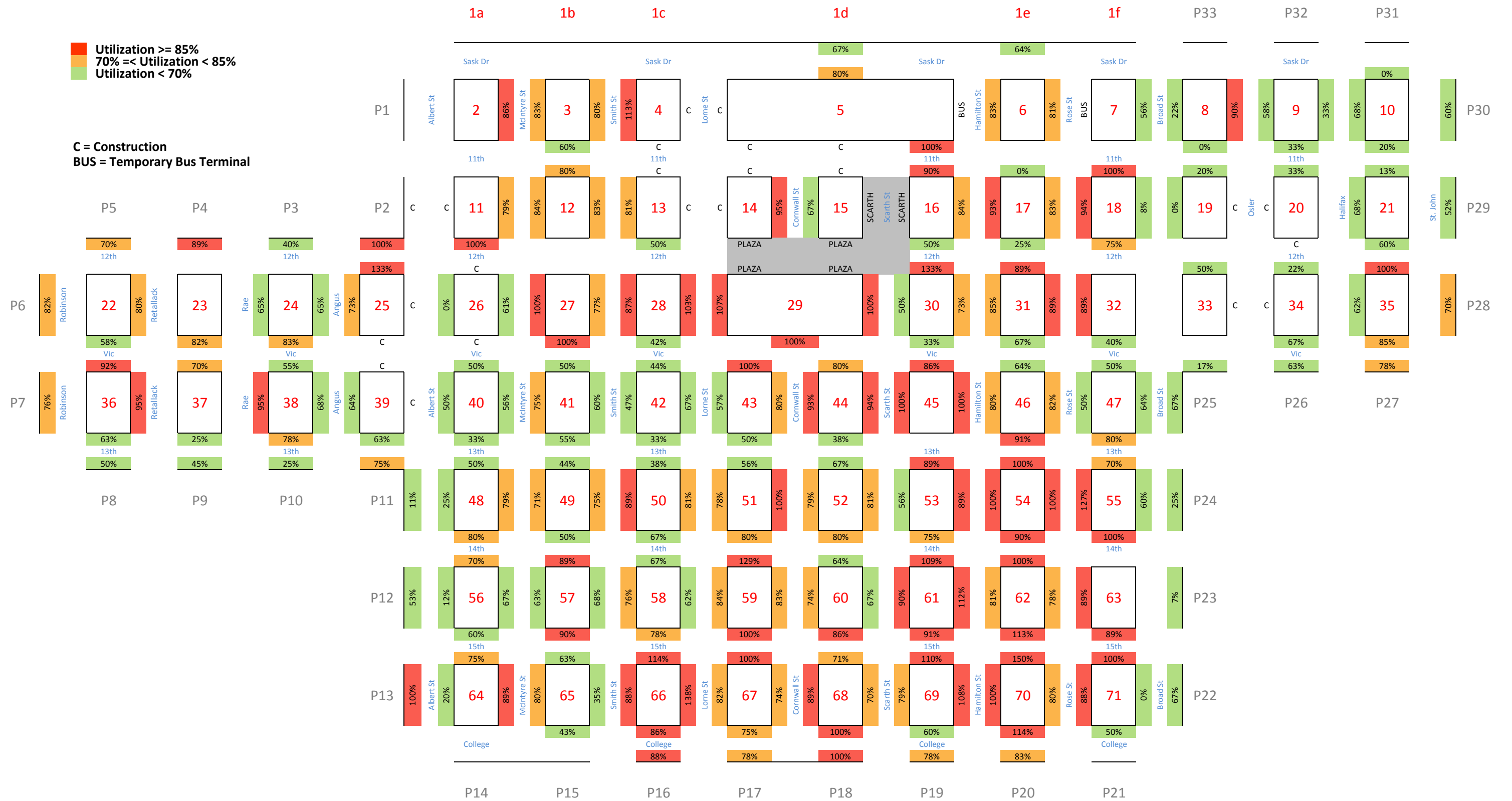


Figure 6
Regina Downtown Parking Study
On-Street Utilization Results
Tuesday, June 18, 2013 - Morning Count

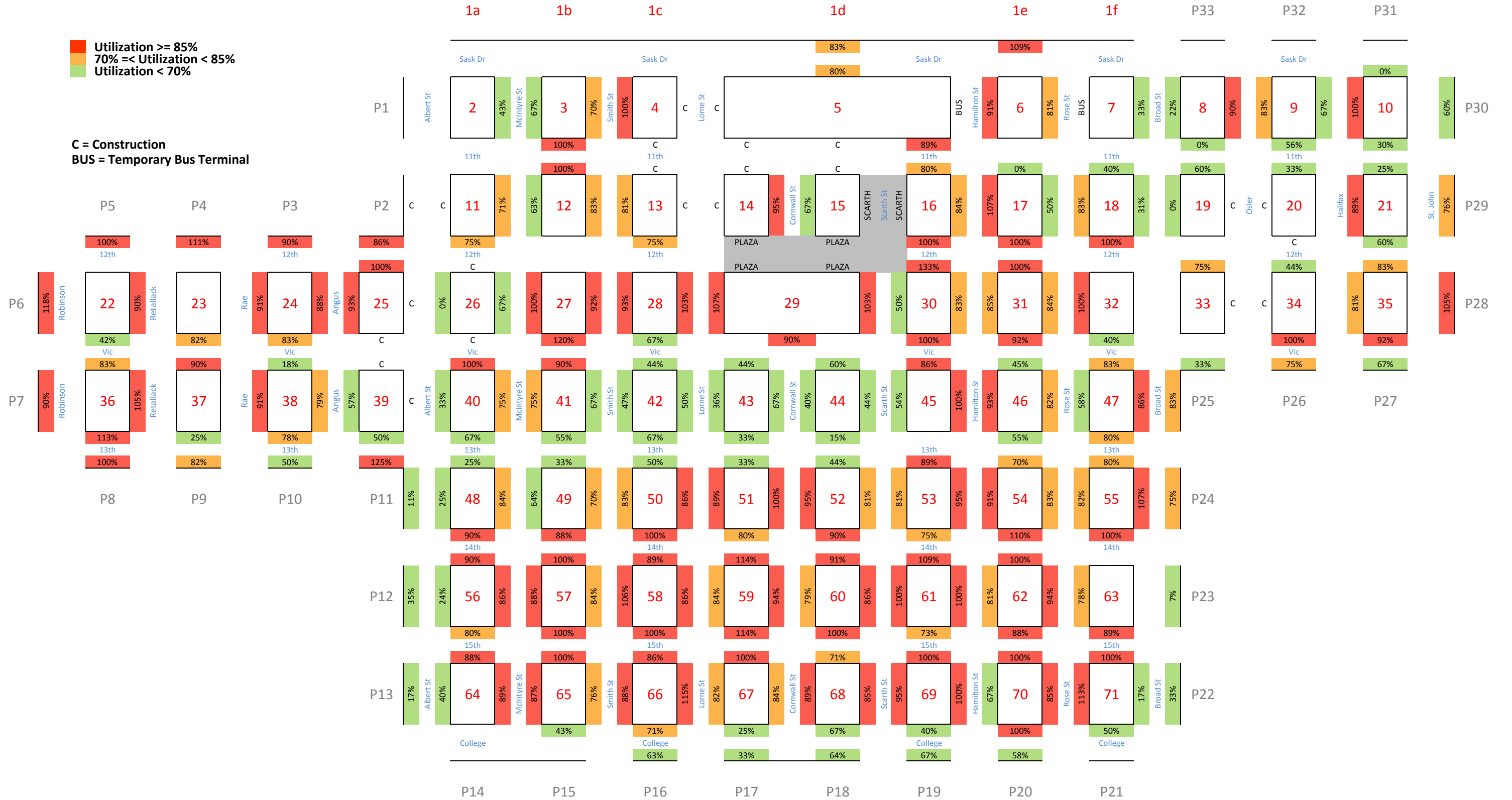


Figure 7
Regina Downtown Parking Study
On-Street Utilization Results
Tuesday, June 18, 2013 - Midday Count

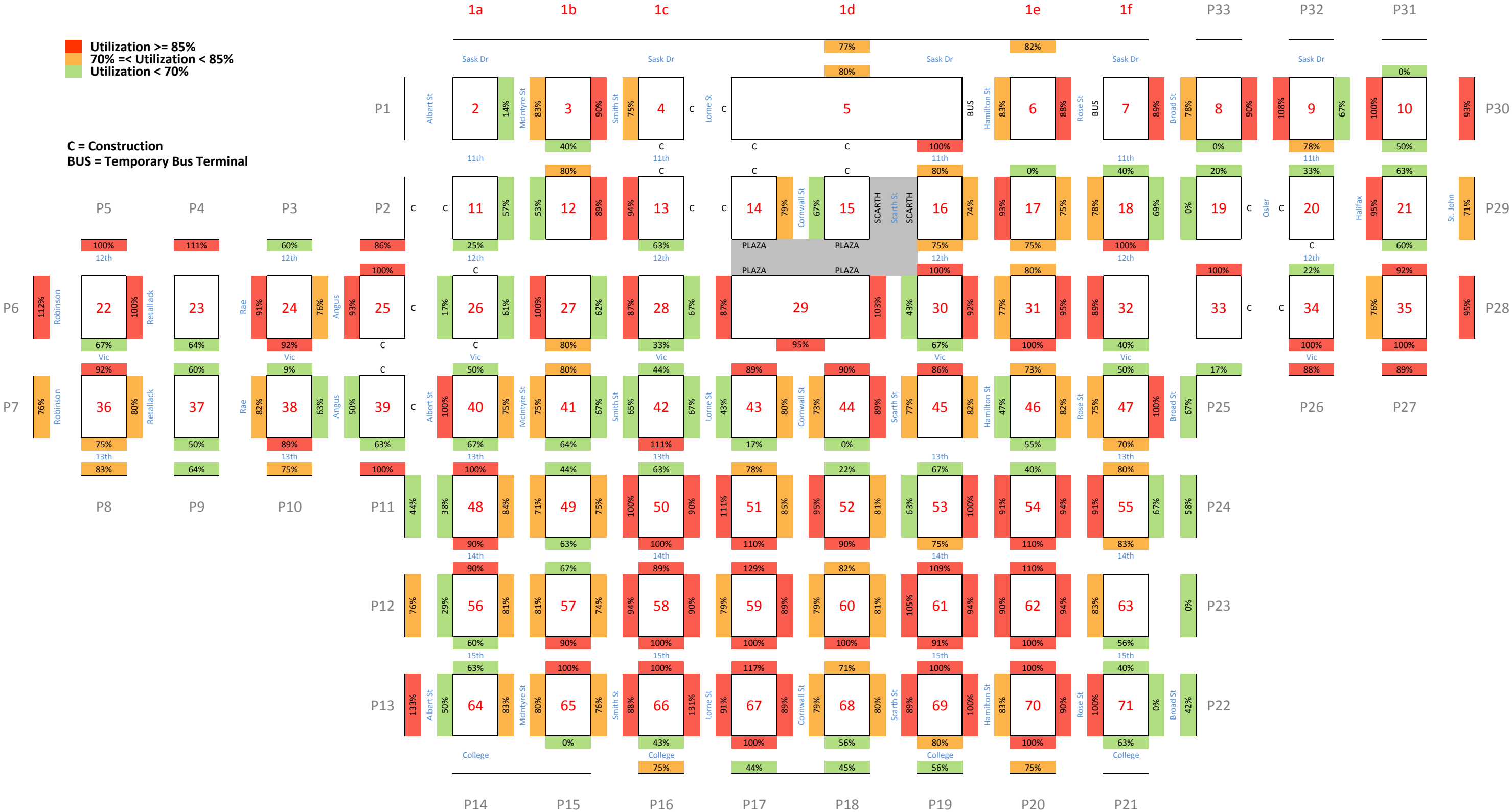


Figure 8
Regina Downtown Parking Study
On-Street Utilization Results
Tuesday, June 18, 2013 - Afternoon Count

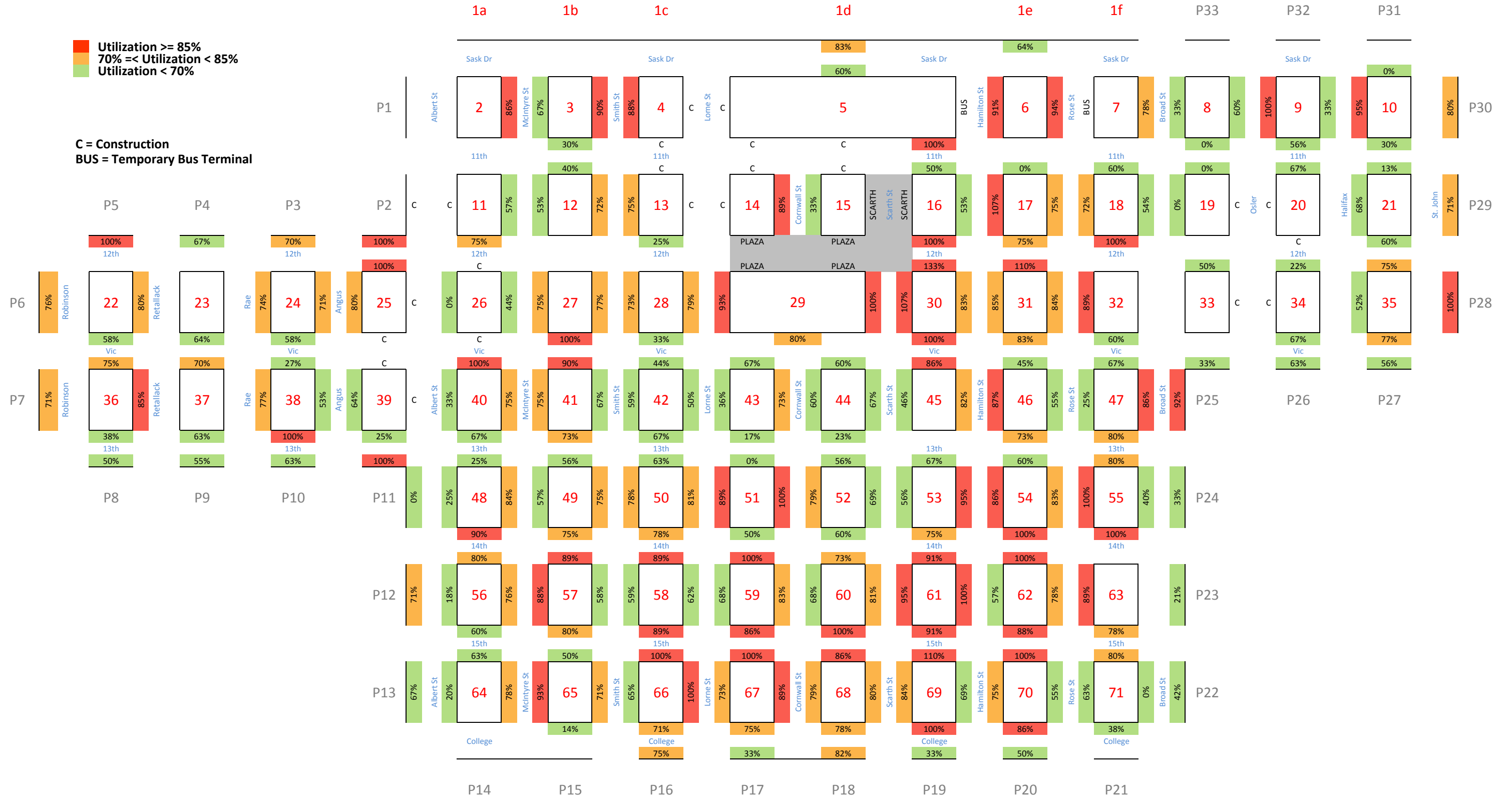


Figure 9

Regina Downtown Parking Study

Off-Street Parking Utilization Results - Morning Count

Thursday, June 13, 2013

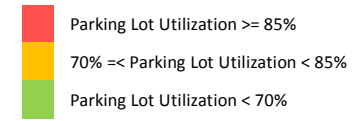


Figure 10

Regina Downtown Parking Study

Off-Street Parking Utilization Results - Midday Count

Thursday, June 13, 2013

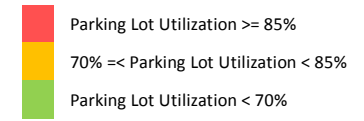
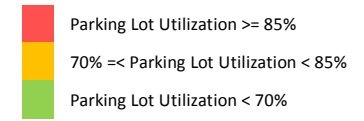


Figure 11

Regina Downtown Parking Study

Off-Street Parking Utilization Results - Afternoon Count

Thursday, June 13, 2013



3.1.5 On-Street Parking Duration Survey

The duration of stay characteristics were surveyed for on-street parking on four blocks:

- ▶ Block 17 – June 12, 2013 (8:00 a.m. to 8:00 p.m.) and June 20, 2013 (8:00 a.m. to 4:00 p.m.)
- ▶ Block 27 – surveyed on June 12 (8:00 a.m. to 8:00 p.m.) and on June 20 (8:00 a.m. to 4:00 p.m.)
- ▶ Block 38 – surveyed on June 13 (8:00 a.m. to 8:00 p.m.)
- ▶ Block 44 – surveyed on June 13 (8:00 a.m. to 8:00 p.m.)

These surveys were completed by walking around the blocks at 15 minute intervals noting the license plates of vehicles parked at the curb, and identifying if any of the vehicles had a valid City of Regina parking permit. The blocks were selected as being representatives of different parking uses within the study area, both within the downtown core and in the fringe areas.

On blocks 17, 27, and 44, the survey personnel noted the presence of orange (2013) City of Regina parking permits that allow vehicles to park at metered locations free of charge. For block 38, which is on the fringe of the downtown district and includes residential parking, the survey personnel noted the presence of residential parking permits that allow residents to park without limit in otherwise time restricted areas.

Detailed results from the on-street parking duration surveys are provided in Appendix E. One of the key results from the duration surveys is an indication of the average duration of stay at the meters and signed time restricted curb parking, as summarized in Table 3 below.

Table 3 – Average Duration of Stay for On-Street Parking

Block Number	Date	Average Duration of Stay (minutes)		
		Standard Meter (2 Hour Limit)	1 Hour Limit	2 Hour Limit
17	June 12, 2013	65	-	-
17	June 20, 2013	82	-	-
27	June 12, 2013	88	-	-
27	June 20, 2013	86	-	-
38	June 13, 2013	-	88	246
44	June 13, 2013	96	-	-

3.2 Analysis Results

Further review of the data from the utilization and duration surveys helped to provide insight into the current parking situation in the downtown district and surrounding areas. To aid in the analysis of the survey results, the overall study area was subdivided into five analysis zones, as illustrated in Figure 12. The boundaries of these zones are as follows:

- ▶ Zone 1 – Robinson Street, 12th Avenue, Albert Street and 13th Avenue
- ▶ Zone 2 – Saskatchewan Drive, Scarth Street, 13th Avenue and Albert Street
- ▶ Zone 3 – Saskatchewan Drive, Broad Street, 13th Avenue and Scarth Street
- ▶ Zone 4 – Saskatchewan Drive, St John Street, Victoria Avenue and Broad Street
- ▶ Zone 5 – 13th Avenue, Broad Street, College Avenue, and Albert Street

3.2.1 On-Street Parking

Table 4 indicates the number of on-street parking stalls in the study area, divided into the five zones. The utilization of the spaces identified in this table is of critical interest as it relates to an assessment of the parking supply and demand relationship in downtown Regina, and the identification of on-street parking deficiencies and surpluses.

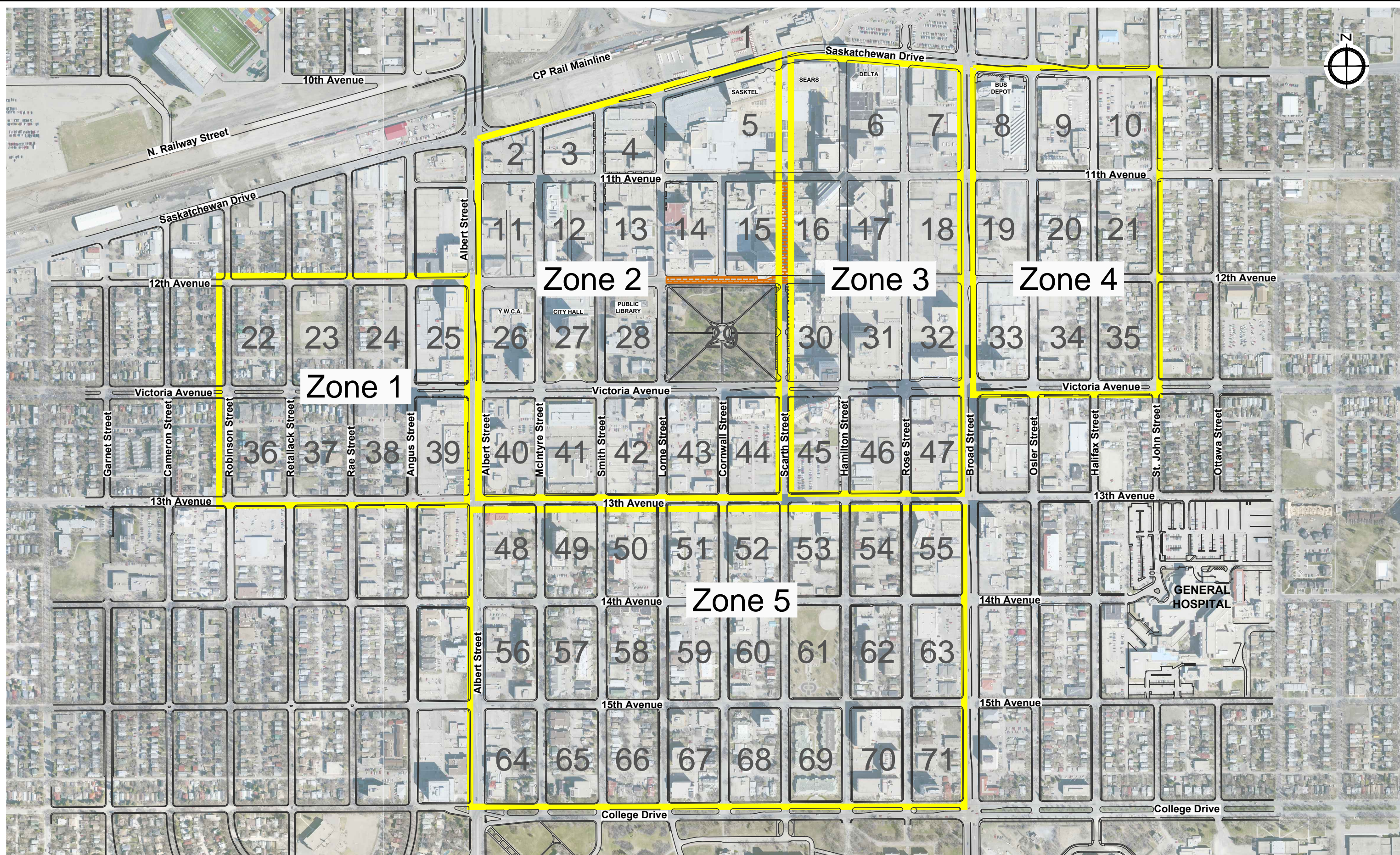
Table 4 – On-Street Parking Supply – By Zone

Zone	Total Number of Stalls	Standard Meter Stalls
1	389	0
2	670	548
3	427	346
4	360	132
5	1,285	88
Total	3,131	1,114

Short term visitors to a downtown area tend to place the highest priority on finding on-street parking spaces, and parkers may circulate through the area to find vacant spots, causing increased traffic congestion in the area. If no curbside spaces are available, parkers will then search for a vacant stall in an off-street surface parking lot. Structured parking is often the least desirable form of parking for short term users. On the other hand, long-stay parkers (monthly contract parkers and employees in the area) will focus on finding a place to park in off-street parking facilities because the allowable duration of stay enables them to park all-day. However, observation of the downtown core revealed that many motorists are currently choosing to park all-day at the meters, instead of parking in an off-street location such as a surface parking lot or parkade.

NOTE: These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

DRAWING: 5412025-ANALYSIS ZONES.dwg DATE: 2013-12-02 DRAWN BY: KBM



LEGEND:

- ANALYSIS ZONE
- PLAZA



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Issued Date - 2013-12-02
Aerial Imagery - 2010
Not to Scale

Figure 12
Analysis Zones
Regina Downtown Parking Study

Table 5 indicates the average occupancy levels in the five analysis zones for the three time periods over the two-day data collection exercise. The significant findings of the on-street parking utilization surveys are as follows:

- ▶ The highest parking usage occurred in the western portion of the study area - Zone 1 - which was essentially operating at capacity in the morning and mid-day periods.
- ▶ The on-street parking spaces in the core area of downtown Regina (Zones 2 and 3) were also highly occupied (just below the capacity threshold), and for several periods over 50 percent of the block faces had an average occupancy greater than 85 percent.
- ▶ The south portion of the study area had a similar level of parking usage as the core area.
- ▶ The lowest level of parking usage was in the area east of Broad Street.
- ▶ The highest level of parking usage occurred in the morning and mid-day survey periods and the usage curtailed in the afternoon.

Table 5 – Summary of On-Street Parking Utilization Results

Analysis Zone	Time Period	June 12, 2013		June 18, 2013	
		Average Occupancy (%)	% Blocks at Capacity *	Average Occupancy (%)	% Blocks at Capacity *
1	Morning	86	50	86	57
	Mid-day	87	54	81	43
	Afternoon	74	21	72	18
2	Morning	80	51	70	30
	Mid-day	79	40	68	28
	Afternoon	72	28	63	19
3	Morning	79	49	78	43
	Mid-day	79	54	75	32
	Afternoon	72	32	74	35
4	Morning	51	11	60	14
	Mid-day	68	36	66	39
	Afternoon	47	7	52	14
5	Morning	76	47	76	51
	Mid-day	81	49	79	51
	Afternoon	78	39	71	31

Note (*) – The Percent (%) of Blocks at Capacity refers to the extent of block faces where the parking occupancy was 85 percent and greater – the practical capacity level for curbside parking.

Another indication of parking space utilization is the parker's length of stay. Table 6 indicates the average duration of stay for those parkers that displayed a City permit and for those vehicles that had no permit. The use of prime curbside stalls by parkers that display a City of Regina parking permit appears to be an issue in downtown Regina. It was interesting to note that in Block 27, which includes City Hall, at 9:00 am during the June 12th survey, 100 percent of the stalls were fully occupied, and 72 percent of them were by vehicles that displayed a City issued permit.

Table 6 – Breakdown of Average Duration of Stay Results for On-Street Parking (Minutes)

Block/Date	Average Duration of Stay - Minutes					
	Vehicles with Permits			Vehicles without Permits		
	Meters (2 Hour Limit)	1 Hour	2 Hour	Meters (2 Hour Limit)	1 Hour	2 Hour
17/June 12	84	-	-	65	-	-
17/June 20	105	-	-	81	-	-
27/June 12	208	-	-	66	-	-
27/June 20	152	-	-	77	-	-
38/June 13	-	75*	468*	-	88	218
44/June 13	112	-	-	96	-	-

Note (*) – The permits observed on this block were residential parking permits, rather than City issued meter exemptions

The parking duration data shown in Table 6 indicates that, for those areas included in the survey:

- ▶ The average duration of stay for vehicles with permits is longer than the average duration of stay for vehicles without permits
- ▶ Where there are restrictions imposed by traffic signs (i.e. non-metered time restricted zones), the average duration of stay is greater than the allowable time

Table 7 provides a summary of the percentage of vehicles that exceeded the on-street parking time limits on each surveyed block. The data is split between vehicles with parking permits and vehicles without parking permits. Note that some of the City issued permits allow vehicles to park for longer than the posted duration limit.

Table 7 – On-Street Overstay Parking Results

Block	Date	Percent of Vehicles Over Parking Duration Limit	
		Vehicles With Permits	Vehicles Without Permits
17	June 12, 2013	30%	16%
17	June 20, 2013	29%	20%
27	June 12, 2013	54%	12%
27	June 20, 2013	38%	18%
38	June 13, 2013	71%	36%
44	June 13, 2013	50%	29%

The information presented in Table 7 indicates the following:

- ▶ The vehicles with parking permits tend to take advantage of their overstay privileges, as indicated by the fact that a higher percentage of vehicles with permits tend to stay longer than the duration limit
- ▶ The percentage of non-permit overstay vehicles in Block 17 and Block 27, located in the heart of the commercial core, is lower than the percentage of non-permit overstay vehicles in the other two survey areas. This indicates that the enforcement program may be operating more effectively in specific downtown core areas.
- ▶ In Block 38, situated west of Albert Street, a relatively high percentage of vehicles stay beyond the signed time limit restrictions. It is possible that parkers are taking advantage of a less efficient enforcement program in this non-metered fringe area,
- ▶ Block 44 is on the southern fringe of the downtown core. Although this fringe area still has parking meters, it appears that the overstay percentage for non-permit vehicles is still higher than in the downtown core areas.

3.2.2 Off-Street Parking

The off-street parking utilization rates were determined for selected parking lots in 14 blocks distributed throughout Analysis Zones 2, 3 and 4. The data was collected for the morning, mid-day and afternoon time periods for one weekday.

Typically, off-street parking lots are used by downtown employees such that there is a lower level of turnover as compared to that occurring at curbside parking stalls. Parking planners consider the practical capacity for parking lots or parkades is in the order of 90 to 95 percent.

Table 8 provides the average level of occupancy over all of lots included in the survey, and the number of lots where the occupancy was greater than 90 percent.

Table 8 – Average Occupancy Rates for Off-Street Surface Parking Lots

Survey Period	Average Occupancy (%)	Lots > 90 %
Morning	87.0	8
Mid-day	81.0	5
Afternoon	71.6	3

The occupancy data for the individual blocks indicates that the parking usage of those lots in the blocks north of 13th Avenue and east of Cornwall Street (Zone 3) would be considered to be at capacity in the morning period, and then demand tapers off as the business day continues.

Though the off-street parking survey included most of the off-street surface parking lots in the study area that have stalls available for public parking, it did not cover all off-street parking in the downtown and shoulder areas, and the available capacity in some of the parking structures is not known.

3.2.3 Wayfinding

A related question is whether visitors to downtown Regina know the existence of the major parking structures that provide public short-stay parking. Parking guidance systems have been introduced in European cities that provide information on the location of public parking structures and real-time information on the number of available stalls. These systems are being introduced in some North American cities, but more often these systems are being used in parking structures, particularly when used with over-stall detector systems that enable parkers to identify a vacant stall when traveling through the structure.

When these systems are applied at the street level, municipal parking organizations should be involved in setting the criteria as to what types of facilities are to be included in the system: just public owned sites or all major parking structures. Regina is not at the stage where such a comprehensive parking guidance system is required; however, there appears to be a need to examine the major routes in the downtown area to ensure that there are wayfinding signs that can direct visitors to major public parking systems, i.e. the Cornwall Centre, Rose Street Parkades (at Saskatchewan Drive and at 12th Avenue).

In some instances, current wayfinding signs are not placed sufficiently in advance of the turning location to enable a driver to make a decision on making a turn towards the desired facility; for example, on Saskatchewan Drive, east of Hamilton Street. Wayfinding signing also provides an opportunity for the

municipal parking organization to place their “brand” or logo on the sign, which provides an identification linkage with that agency. Consequently, consideration should be given to undertaking a comprehensive examination of the current wayfinding program, identify major sites that are not properly signed, create eligibility criteria, and develop a new “brand” wayfinding sign.

The study observed that there is a high level of curbside congestion in downtown Regina relative to other cities, and that it is probable that many visitors, shoppers and residents find it difficult to locate an available parking space in high demand areas of the downtown and shoulder areas. It is increasingly common to see wayfinding or parking guidance systems used in high density facilities or in congested downtowns where available parking is scarce.

Strategies to address these parking supply issues coincide with the observations and recommendations in the Current Program Assessment, with the additional comment that a comprehensive examination of the current wayfinding system should be undertaken. Improved wayfinding and dynamic parking guidance has been demonstrated to reduce the amount of time and resources consumed by customers searching for a parking space, and to increase efficient use of available curb side space.

3.3 Continued Evaluation

A supply/demand/utilization study, current within 10 years, should be kept on hand to aid in the measurement of changes in parking characteristics from year to year. This type of study can be used to measure downtown parking space utilization as a whole, or in smaller areas of concern, as changes are noted.

Similar studies may also be commissioned to provide a more accurate analysis of the parking challenges in other areas of the City that were outside the scope of this study. The measured understanding of parking characteristics that result from these studies is invaluable to decision making and change impact assessments as the City grows and evolves.

4.0 CITY OF REGINA PARKING STRATEGY

4.1 Strategic Directions

“Parking should be a Non-Event”

Ready access to available, convenient, and economical public parking is a key factor in determining what activities are possible and practical in the day-to-day lives of most people in modern urban centres.

Parking is “the grease that oils the gears that drives the economic engine”. Where access to parking (actual or perceived) is restricted or impractical, the personal and business potentials which arise from an individual’s ability to move around the City are constrained; where practical access to parking (actual or perceived) is assured, opportunities to pursue these potentials are greatly increased.

The functional and economic viability, vitality, and “quality of life” for individuals, groups, merchants, businesses, and institutions are affected – often to a surprising extent – by the practical availability of public parking. A reliable parking operation that can complement and assist individuals on their way to their various residential, retail, industrial, commercial and institutional destinations can amplify the practical viability of these destinations, improve opportunity and “quality of life” within serviced areas, and improve the perceived value of serviced facilities, to the greater advantage of the municipality.

“Parking is a Piece of Many Puzzles”

In recent years, responsibility for the public parking function in Regina has been managed in separate silos by several divisions and departments within the City; for the most part, each service has viewed its contribution to the parking experience as a lesser priority or as a non-core function for their department.

While several components of the parking service return a small net revenue value to City coffers, parking resources are provided to the public in a piecemeal, uncoordinated and under-serviced manner. This greatly frustrates and upsets many individual taxpayers, tourists, merchants and business people. Parking is generally considered to be inadequate in Regina, and this perception adversely impacts commercial, retail, and residential activity, particularly in the downtown.

It is sometimes suggested that an indifferent approach to increased parking congestion leads to greater use of alternative preferred transportation modes; this is not proven to be the case. Parking congestion simply leads to roadway congestion that ensnares transit and cycling traffic as well. The only factor that is proven to reduce driving and parking activity is operating cost to the individual driver; the direct cost of parking must be higher – industry consumer surveys suggest 20 percent to 30 percent higher - than the corresponding daily or monthly transit fare before modal shift begins to occur.

An indifferent approach encourages more vehicles with below-market fees and does not improve growth in the parking supply. A more responsible policy would see the City participating in an improved parking environment, setting higher service standards at full cost recovery levels charging at-market fees, resulting in a better designed and maintained parking environment, reduced overall parking utilization, greater modal shift to other forms of transportation, improved services to taxpayers, and quality of life for those living in high density downtown areas.

The Key Role in the Delivery

A branded Municipal Parking Services Organization (proposed name: ParkRegina) will bring all City-owned parking resources into one organization. This unit, guided by concern for the Public Good and best practices in the public parking industry, will coordinate and optimize all on- and off-street facilities and services, monitoring and enforcement programs, customer and client services, stakeholder group support, public parking policy development, and support for downtown stakeholders and the commercial and residential community. It will deliver better service and provide better value to the City, its constituent departments, agencies, communities, partners, stakeholders, and individual customers. The proposed unit will provide the following advantages to the City:

1. Organize, optimize, operate, and regulate (provide enforcement for) and ensure adequate current and future supply of municipally owned and/or administered, on- and off-street parking facilities, citywide.
2. Participate in the planning, development, and operation of City owned public and fee for service parking related facilities where appropriate, as determined by the Public Good.
3. Provide enlightened guidance and leadership within the local and extended parking services sector and an impetus toward betterment of value and service to customers, and to the Public Good.
4. Serve as a centre of knowledge and facilitator for parking related operational and development issues.
5. Operate with customer service focus on a fee for service basis, providing economical facilities and services at no cost to residents.

The primary benefit of empowering a consolidated parking unit will lie in its ability to better evaluate, coordinate and improve services to individual parkers, the public, tourist and visiting groups, and stakeholder groups, and to better serve public policy objectives. It will also provide a significant financial return to the City as a byproduct of its operations.

An approved strategy will guide operational efficiency issues, organizational and customer service improvements, including recommended technology improvements, known repair and replacement programs, and updates to facilities and service practices which will safeguard existing parking revenue streams and provide solutions for commonly expressed customer and stakeholder complaints.

“ParkRegina” will develop its reputation as a centre of knowledge and point of contact for public parking policies and issues, and maintain a proactive “path forward” for public and private parking services, in cooperation with stakeholder groups, especially in the downtown. It will ensure that existing facilities remain viable and work to improve, optimize, and grow facility base, customer use, net revenues, and productivity, in cooperation with downtown stakeholders and other client groups. It will work proactively with other agencies to encourage and participate in the intensification of downtown parking resources, supporting municipal growth and redevelopment goals.

“ParkRegina” will operate in an open, transparent, and publicly accountable manner. Its activities will be characterized by an energetic, enthusiastic, innovative, and cooperative approach to solution development in all areas.

4.2 Service Overview

In pursuit of its strategic objectives, the municipal parking organization (“ParkRegina”) will establish credentials and achieve service excellence in its primary service areas. It will also engage and develop its abilities in secondary service areas. The services are described below.

4.2.1 Primary Services

On-Street Fee Supported Public Parking Services including parking metering, revenue collection, cash control, parking monitoring and enforcement, disabled and fire lane, sign placement/management and residential/public permit and pre-payment programs.

Off-Street Fee Supported Public Parking and Special Events Services including routine daily/hourly public parking at municipal facilities and surface lots, permit programs, sign management, daily and special event staffing, film shoot accommodations, and other non-routine occurrences.

Parking Fines, Penalties, Enforcement Towing/Seizure and collection actions as required to better manage parking resources and as advantageous to the municipality and the Public Good.

Special Needs and Emergency Services Parking (Disabled, Fire Lane, etc.) on public and private properties as governed by provincial and municipal legislation.

Public Parking Facilities and Services; Planning, Development and Operation (public daily and monthly parking lots, parkades, public loading and service areas) in the downtown and other areas of the City, where required and advantageous to the municipality and the Public Good.

Customer Service for all resources administered including contracting, billing and invoicing, collections, and management of service levels.

Serve as a centre of knowledge and point of contact for the municipality in managing parking facility development and maintaining high quality urban design standards.

Provide leadership to the private sector in encouraging greater investment in quality facilities and services for parkers in Regina.

4.2.2 Secondary Services

Serve as a centre of knowledge and point of contact for the public seeking advice in general parking related matters.

Serve as a centre of knowledge and point of contact for property owners, parking operators and service providers seeking advice in parking design, application, and enforcement related issues.

Serve as a centre of knowledge and point of contact for municipal services and the media regarding parking policies, practices, designs and services.

Administer internal municipal, provincial, or other accommodation related parking resources where advantageous to the municipality or the Public Good.

Provide parking enforcement services to private property owners via contract or enforcement program option where advantageous to the municipality or the Public Good.

Serve as a clearing house for day to day updates of public parking service, special needs, and related signage including positioning of loading and service facilities, emergency routes, disability parking, and other static elements as required or advantageous to the municipality and its communities.

4.2.3 Mission, Vision, and Values

It is important that “ParkRegina” develop a set of statements related to the Mission, Vision, and Values of the organization to help define their goals and develop a strong and cohesive organization culture.

The Mission, Vision, and Value statements below are provided as an example of prototypical statements for a municipal parking group. “ParkRegina” should organize a facilitated workshop to develop its own Mission, Vision, and Value statements.

Mission

ParkRegina is a self-supporting branch of the City of Regina, dedicated to providing world class public parking solutions to a growing world class city.

Vision

ParkRegina facilitates proactive and effective public parking solutions, balanced and progressive client and customer relationships, enlightened and forward oriented regulation and space management, and the best practical use of municipal parking resources to meet the changing needs of the City of Regina, its constituent departments, agencies, communities, partners, stakeholders, and individual citizens and parkers, as guided by the Public Good and best practices in the public parking industry

Values

ParkRegina is committed to:

Quality of Life

The Public Good

Continuous Improvement

Financial Responsibility

Best Practices

Trust

Reputation

Value

Customer Service Excellence

Cooperation

Teamwork

4.3 Guiding Principles

“ParkRegina” will function in accordance with the following principles:

1. Establish primary duty and accountability to the Public Good and pursuit of opportunities for service improvement, wherever apparent, in duty to the City and its residents.
2. Establish best practices in parking services operations through accountability, auditability, and administrative transparency.
3. Establish a market rate delivery standard. Industry best practices identify market rate for public parking at 15 percent availability of current supply and a 90-95 percent occupancy rate for off-street lots.
4. Assess requirements in terms of cost and benefit, supply and demand, growth and development.
5. Conduct operations at no direct cost to the City or its residents.
6. Provide fair reimbursement and compensation to suppliers, agencies, departments, and the City for costs of assets, maintenance, or other expenses.
7. Be objective and use an entrepreneurial “business” approach where costs are measured against benefits.
8. Effectiveness
9. Cost Efficiency
10. Support for the Public
11. Support for Stakeholders
12. No or limited competition with the Private Sector

4.4 Goals and Quick Wins

4.4.1 Broad Goals

As an organization, Parking Services (“ParkRegina”) will pursue broad goals that will provide positive impact to the City’s reputation, as well as operational and planning efficiency. The organization will develop and employ strategies that:

1. Increase parking capacity and efficiency; expand supply, price services at market rate, make better use of supply/or optimize on-street parking supply and pricing.
2. Reduce long-term parking, encourage transit use, encourage transportation efficiency (enforcement), encourage transportation sharing and transit oriented development
3. Increase the ability to manage parking and customer behaviours through enforcement, and payment and metering technologies
4. Increase financial management efficiency and increase financial returns to the City; improve parking fine collections, increase sales revenues and increase the revenue efficiency of its operations.

The organization will implement programs that will:

1. Earn a reputation for the City of Regina as a municipality which is “open for business”, and which treats its residents, visitors, businesses and stakeholders with good humour, ready assistance, friendly empathy, appropriate professional respect, courtesy, transparency, and progressive solutions.
2. Develop and manage all facilities and services to the highest standard available in accordance with industry best practices.
3. Manage all city owned on- and off-street parking assets in a manner that guarantees at least 15 percent available on-street space to daily/hourly customers and off-street assets that target 90-95 percent occupancy.
4. Develop revenue streams and contain expenses so as to provide for all capital and operational needs at no cost to the tax supported city budget.
5. Work proactively to plan, organize and coordinate public and private parking facilities and services and ensure that supply, demand and utilization conflicts do not occur, or are contained and minimized.
6. Study and investigate parking best practices and programs so as to become the City’s internal “parking consultant” and deliver accurate and well considered advice other departments within the corporation and to City Council.
7. Operate services so as to demonstrate higher service standards and provide leadership in customer service and physical upkeep of parking facilities to the private sector operators.

4.4.2 Narrow Goals

In terms of narrow or short term goals, the organization will resolve, remediate, or improve operational efficiency and quality of life issues as follows:

1. Reduce the overuse of on-street parking by:
 - ▶ Containment of permits and complimentary privileges
 - ▶ Adoption of market pricing sufficient to create 15 percent availability of on-street parking stalls
 - ▶ Increasing the space efficiency of on-street parking by an estimated 30 percent
 - ▶ Increasing enforcement operations to generate turnover
 - ▶ Installing meters in downtown shoulder areas to generate turnover and improve quality of life for residents
 - ▶ Coordinating with other City services and the private sector to ensure optimal utilization of all off-street facilities, and that new facilities are well designed and brought into the marketplace to serve daily/hourly customers
2. Increase operational efficiency by:
 - ▶ Upgrading administration programs to capture all current and outstanding revenue available, and to provide better, more individually based customer service
 - ▶ Adopting an objective, metrics based approach to planning and evaluating operations
 - ▶ Reorganizing enforcement services to emphasize individual fairness and transparency
 - ▶ Redirecting enforcement services to ensure all bylaws and policies are effectively policed
3. Improve organizational efficiency by:
 - ▶ Adopting and promoting its availability and high service standards to the public – whereby influencing private sector service providers to improve - through its brand.
 - ▶ Working closely with other City departments to ensure a coordinated use of the public right of way, an effective role in providing a balance transportation resource, and a far sighted and enlightened City planning environment.
 - ▶ Building its professional capabilities so as to provide the corporation and City Council with the best available advice in parking policies and practices.

4.4.3 Quick Wins

The City is fortunate in that there are a number of quick upgrades that it can implement that will immediately improve revenue and cost efficiency:

1. Capture of outstanding permit and enforcement revenues and rationalization of the permit program will result in an estimated \$ 1M revenue recovery from enforcement tickets, with an additional \$ 0.5 M each year in permit fees to sustain the organization and purchase management software and meters.
2. Purchase of management software will facilitate immediately improved operational accuracy and improved annual revenues.
3. Purchase of multi-space metering machines will result in immediate revenue increase of up to 30 percent in high demand areas. (This result has been demonstrated repeatedly in other cities).
4. Increase in meter rates will result in immediate increases of stall availability and up to 50 percent greater revenue.
5. Deployment of multi-space meters to the shoulder areas of downtown, and to the public spaces adjacent to hospitals and other institutions located in those areas, will result in significant increases in revenue, as well as reduced parking occupancy, reduced traffic congestion in these neighbourhoods, higher living standards for residents, and a greater interest in these institutions (e.g. the General Hospital) seeking new solutions (this is a common result of installations in other cities).
6. Establishment of an Advisory Committee will immediately improve communications and understanding of parking in Regina, as well as send the message to businesses and residents that parking is “open for business”.
7. Current City ownership of three surface lots (Rose and 11th Avenue; Osler Street behind the Regina Inn; and possibly Lorne Street and 11th Avenue) provides an opportunity to establish multi-space meter lots in high visibility off-street locations; this will further improve revenue, move some vehicles off the street, as well as provide an opportunity for the City to establish a higher standard in Regina for the appearance of surface lots.

4.5 Tasks and Timelines

Parking Services (“ParkRegina”) will maintain a running list of limited goals and milestones to be achieved within its enunciated continuous improvement principles and strategic objectives. Achievement of goals will be limited by available funds. Several multi-year or phased projects will be required; phases may be adjusted as permitted by funding and public support. Several practices will commence in the first year of operation and continuously improve from year to year as a matter of standard practice.

4.5.1 Tasks

The organization will develop initial operating and capital budgets and establish operating protocols based on decisions made and information included in this report.

Although there are initial operational, administrative, technical and legal challenges to overcome, Parking Services (“ParkRegina”) possesses experienced and capable leadership, some existing, experienced working groups, and solid public and stakeholder support for its mission and values. There is also an adequate infrastructure, significant and predictable product demand, some price and value tolerance, and ready access to innovative and proven public parking solutions available “off the shelf” in the industry marketplace. The current outdated condition of some parking assets (such as the ticket management software) also reflects a rare potential to move quickly forward with modern solutions, achieving greater gains in terms of the Public Good and the financial performance of these systems than is usually the case. It is considered that “ParkRegina’s” guiding principle - “fair conduct of operations at no direct cost to the municipality” – will be honoured from the outset.

There are no dedicated reserve funds for repair or replacement of assets. As a result, these assets have been allowed to decline. The municipal parking organization (Parking Services) will assume liability for these assets and expend funds for repairs and replacements as required. Parking Services will not assume responsibility (other than parking enforcement) for properties or expenses related to non-fee supported parking resources, such as free public parking on roadways or in suburban off-street locations.

Major Tasks for the next five year period are as follows:

- 1. Establish a brand for the Parking Services Branch (e.g. ParkRegina); source, site and establish a suitable parking business, administration and operations location to consolidate parking related services and resources to enhance the customer facing profile of the branch.**

A stylized “P” symbol should be created to denote “ParkRegina” facilities. At the present time, City of Regina Parking Services is located on the 13th Floor of City Hall. “ParkRegina’s” mandate is to be customer service oriented and to pursue transparency in all of its transactions; the City Hall location is not readily accessible from the downtown commercial locations the organization seeks to serve. A more accessible customer oriented space is preferred, and should be sourced and acquired in the next few years.

- 2. Adjust and rationalize parking permit privileges.**

“ParkRegina” will review the City’s parking permit programs and look to consolidate parking permit privileges into more general categories and ensure that permits are issued at the market rate. Permit sales will be managed and administered within current inventories.

3. Replace current downtown single space meters with multi-space meters, in either Pay and Display or Pay by Plate operating mode, deploy to shoulder areas of the downtown, and establish a new pricing policy.

Replacement of on-street individual space parking meters with solar powered wireless programmable Pay Stations, one of which would take the place of seven to ten individual parking meters. These units are readily available and commonly in use throughout many Canadian municipalities. They offer credit card, receipts and variable rate functionality at the curbside, and are considered to be useful in supporting local business activities. Pricing should reflect the market rate for establishing 15 percent availability at the curbside. Metering in shoulder areas of the downtown should positively impact residents – who have a residential permit and do not need to pay the meters – by turning over long term parkers or deterring them altogether.

4. Acquire new parking enforcement technology and redesign enforcement, adjudication, and curbside services to provide greater customer and account control, and greater customer service and collection success.

New technology featuring or facilitating wireless real time hand held parking enforcement computers, wireless database searches and information transfers, cellular phone based customer communication, heightened curbside customer assistance profiles, and parking account administration, will enhance or replace the existing Groupe Techna/MESCC/DAP/ TicketTracer parking ticket management system with a modern, wireless integrated system built for a municipal parking environment.

It will include, but not be limited to:

- ▶ Wireless integration with the Autovu program (four units) and hand held computers (18 units).
- ▶ Individual and bulk permit inventory, sales and management module
- ▶ Cell phone parking integration
- ▶ User defined report writing capability (Crystal Reports or equivalent)
- ▶ Point of sale integration
- ▶ Wireless real time hand held computer interface
- ▶ GPS enabled real time vehicle time restriction tracking (9 suitable vehicles)
- ▶ Easy import export features
- ▶ Meter maintenance field tracking
- ▶ Account based customer interface
- ▶ Work station distribution to remote locations (towing compound, etc.)
- ▶ Citation and photo tracking of individual vehicles associated with accounts
- ▶ Towing and adjudication modules
- ▶ Use of street permit tracking and billing module
- ▶ Special event tracking and management module

Additional opportunities for reinvestment and improved delivery of services will be sought and proposed for approval through the annual business plan. These *may* include:

- ▶ Expansion of prepayment and permit programs (hang tags or license plate credentialing) for use in residential and commercial areas, offering a variety of services, and facilitated through an online sales gateway. Permit systems may be proposed for commercial loading zone areas, courier vehicles, bundled public fees and discount prepayments, downtown “boosters” or promotions, movie shoots, community service workers or volunteers, and special needs parkers.
- ▶ Partnerships with special event venues to incorporate parking charges in venue ticketing in order to provide parking “free to the customer”, while recovering costs of providing the parking service.
- ▶ Implement a voucher system for on- and off-street merchant validation, as well as Guest, Visitor, Special Needs, valet, or VIP parking services.
- ▶ Implement higher design and service standards for surface parking lots which demonstrate a better visual appearance in the City.
- ▶ Implement continuous improvement in assembling adjudication and collection techniques which will realize higher customer service levels and more robust financial returns.
- ▶ Work towards establishment of high density parkade operations to replace an equivalent number of surface parking areas in the downtown.
- ▶ Design and implement a downtown way finding or Parking Guidance System that will assist in targeting vehicles to available parking spaces (parkades and surface lots).

4.5.2 Timeline

Goals for the first five years of this operating plan are identified as follows:

Budget Year 2014 will be the first official operating year for the “ParkRegina” concept and will incorporate considerable planning and implementation work. In this year, a new or significantly upgraded parking compliance and management system should be sourced and/or acquired. The movement to a new platform is being driven by the obsolescence of the existing system and the replacement time line is urgent, due to significant duplication costs and outstanding revenues that cannot be efficiently captured with the current system.

In **Budget Year 2014**, the “ParkRegina” organization will also become responsible for service delivery in the on- and off-street metering and permit program functions, and further integrate services with Service Regina, Bylaw Enforcement, Planning, Fleet, and Facilities departments.

In **Budget Year 2015**, the organization will continue to concentrate on reforming the on-street parking program, and will select and implement the first phase (downtown core areas) of a multi-year purchase arrangement to replace single head parking meters with multi-space machines. It will continue with reforming the permit program.

In **Budget Year 2016** “ParkRegina” will continue to operate the permit administration and enforcement systems. Improved online access to permits and parking offence tags will be available in this year.

In **Budget Year 2017**, the organization will proceed with second phase (downtown shoulder areas) of the on-street meter program, and Phase 2 of the new meter installation in the shoulder areas.

In **Budget Year 2018**, “ParkRegina” will proceed with completion of the new metering technology installation on downtown city streets and in the shoulder areas.

A GANTT drawing outlining tasks and timelines is provided in Appendix F.

4.6 Off-Street Parking Development Mechanisms

As growth occurs in areas where the parking availability is constrained, the key strategy used by municipal governments is to ensure that any new development provides adequate off-street parking to meet the expected demand. To achieve this end, *Regina’s Zoning Bylaw* contains regulations indicating the amount of on-site parking required for various types of land uses.

In downtown areas, new commercial developments tend to occur in multi-floor buildings where the required parking is placed in multi-story parking structures, either above or below the base ground level. In some instances, access to this parking is limited to the building tenants and site generated visitors must find parking on the streets or other parking facilities near the commercial building. As a result, the visitor parking that occurs off-site can exacerbate current parking problems.

This transfer of visitor parking off-site tends to become the responsibility of the municipality to resolve the current parking problems. Recognizing that there is a finite limit to curb parking, when parking shortages do occur, municipal authorities have to develop off-street parking solutions.

Some of the techniques used by municipal authorities to develop off-street parking facilities are as follows:

- ▶ Direct investment
- ▶ Parking development funds
- ▶ Cash-in-lieu of Parking programs
- ▶ P3 partnerships
- ▶ Caveats and shared facilities arrangements

As downtown areas grow, municipal authorities often have to develop off-street parking facilities when on-street parking deficiencies occur. This leads the City departments responsible for providing facilities and services to find a suitable site to acquire or to use City-owned land to create the new parking facility. Proactive municipal parking organizations create land-banks to anticipate the future use of this land for off-street parking, within the context of current urban planning policies.

Funding the land acquisition and/or construction for a parking facility necessitates careful fiscal management. One approach is to fund the land purchase and/or parking facility construction through normal capital borrowing, using the future parking revenue to finance the development program. There are budget cycle implications when land purchases are being considered.

Another approach is for the parking provider to create a parking development reserve fund, making annual contributions to this fund from the positive net return from the parking revenue collections. This enables a parking facility organization to act quickly to acquire a strategic property asset when it appears on the market, and not have to await the normal annual budgeting process. A variant of this approach occurs when the municipality creates a benefit assessment bylaw that is applied to all businesses in the defined “benefit” area and this tax mechanism is used to construct new parking facilities.

A third approach is to create a bylaw such that a parking tax is applied to current private parking facilities. The advantage of the parking development fund is that a reserve fund is created which enables the parking organization to act quicker when parking investments are needed.

The benefit assessment and parking tax bylaws tend to become a financing tool following the development of the new parking facility. A parking tax had been implemented in the Vancouver region via the provincial transportation agency TransLink; however, the tax was later stopped when the financing source for the transportation agency was changed. The City of Montreal has implemented a parking tax.

The City of Regina has the provision for payment-in-lieu of parking within Chapter 14 of the Zoning Bylaw. It states that Council may waive, at its sole discretion, all or part of the parking requirements in the downtown zone in exchange for a payment of the waived spaces on the basis of a contribution to the City of \$7,000 per waived stall. It is important to understand that any decisions made in regards to parking management occur with the realization that it is a key Transportation Demand Management (TDM) strategy that can encourage trip makers to consider alternate modes of transportation.

The major influences of parking management as it relates to sustainability involves the regulation of parking supply for land use development projects, and parking pricing when the municipal authority controls a significant amount of the On- and Off-Street parking supply. Utilization of the payment (cash)-in-lieu of parking mechanism, when urban development projects are unable to supply their full complement of parking on-site or the planning authority desires to limit parking in the project, is one means of increasing the amount of parking that is controlled by the municipal parking organization.

There are two basic forms of “cash-in-lieu of parking programs”; mandatory and voluntary. Calgary is a good example of a city where there is a mandatory “cash-in-lieu of parking” policy. In the downtown area, new commercial developments can only supply 50 percent of their required parking spaces and, for the remaining stalls, the developer pays to the City a sum equaling the residual stalls times the current per stall value. Most Canadian cities have voluntary cash-in-lieu of parking policies similar to Regina.

In principle, cash-in-lieu policies do not inhibit development. Instead, they allow developers the flexibility to either provide all of the parking spaces as required by the by-law, or to supply a lower amount while paying the City a value representing the cost of the non-supplied stalls.

The value of the waived (cash-in-lieu) parking stall depends on a variety of factors, including:

- ▶ The value of land
- ▶ The cost of construction and the level of service provided by the parking facilities to be developed with the cash-in-lieu funds
- ▶ Consideration of potential revenue from the new parking facilities

Where the cash-in-lieu payment is voluntary, it is appropriate to include within the per-stall payment value some component of land value. In a voluntary system, the developer chooses to make the payment as compared to developing the parking on-site. Where the cash-in-lieu policy is a mandatory requirement, then the land value is excluded from the payment on the assumption that, when possible, the developer would prefer to place the parking on-site. It is deemed unfair to the developer to pay for land, which remains an asset of the municipality. In the Regina context, cash-in-lieu payments are voluntary and, therefore, consideration should be given to include a component of land cost in the waived per stall value.

The next cost component is the construction cost per stall value for the parking facilities plan. The level of service concept relates to the type of parking to be provided. If the parking plan proposes to develop surface parking lots only, then the per-stall value may be in the order of \$5,000 per stall. However, if above-grade parking structures are to be developed, then the value may be in the order of \$25,000 to \$35,000 per stall.

If the parking structures are to be built below-grade, the cost is significantly greater (approximately double the cost of an above grade parkade). Where the parking facilities plan for the downtown area may be comprised of a mixture of surface lots and parking structures, then some combination of the two values above would be appropriate.

Lastly, the cash-in-lieu value should reflect the potential for revenue generation from the proposed parking facility. To estimate the effect of this cost parameter, a financing plan would be prepared that addresses construction financing, operation and maintenance costs, and any potential revenue stream.

The City of Regina should consider setting a higher per-stall value than the current \$7,000, recognizing that there may be a need to develop a parking structure in the near/mid-term to meet the downtown parking needs as current downtown parking demand is far outweighing the supply.

Governmental agencies are looking to find new sources of funds to finance infrastructure improvements and the Private-Public-Partnership (P3) structure is one of the new mechanisms. Essentially, the governmental agency finds a private organization to design, build, finance, operate and maintain the infrastructure project over a specified period after which the project is turned over to the public agency. The Province of Alberta has used this P3 mechanism in the Calgary and Edmonton regions to develop

new sections of their ring roads. The Confederation Bridge linking New Brunswick and Prince Edward Island was constructed through the P3 process with tolls on the new bridge to pay for the project financing. The Alberta Health Region used the P3 mechanism to construct a new 1,100 stall parking structure at the Foothills Health Centre in Calgary.

There are instances where a municipal parking organization has developed an off-street parking lot on a prime parcel in the downtown area and over time it became apparent to City officials that the highest and best use of the parcel is not for parking, but for commercial development to enhance the economic vitality of the downtown. However, the parking facility provided an important resource for short-term parking that also supports the downtown economic activity. A solution to this dilemma is to sell the land at market price to a private developer with the caveat that the project is to include in their parking facility the supply of short-term spaces that is currently operated by the municipal parking organization. In this sense, the new facility is operated to meet the needs of both the development tenants and the municipality in a shared operating arrangement. In some instances, the parking facility is operated by a third party (e.g. Impark) where the parkade operations, maintenance and revenue splitting are done according to the agreed development agreement.

At present, the City of Regina has a voluntary cash-in-lieu policy in place which has not been engaged over the years. A re-application of the cash-in-lieu program, as well as implementation of new funding mechanisms such as a parking development reserve, P3 development, and caveats and shared facility arrangements, will ensure suitable financing for future municipal parking facilities to meet demand in the growing downtown.

However, there are some issues with caveat parking that the City of Regina should take into consideration when a developer wants to implement the practice of avoiding paying cash-in-lieu for a specific project by arranging to place some or all of the required parking off-site. Some of these considerations are as follows:

1. The off-site parking facility should be owned by the subject developer. There needs to be surety of use of the stalls associated with the caveat. Should the caveat be with another party, there may be a risk that the site converts from a parking use to some form of commercial development, resulting in the need to relocate the stalls associated with the caveat to another site.
2. The off-site parking facility should be in a convenient walking distance to the developer's project. 300 metres is a practical walking distance minimum criterion.
3. There needs to be an on-going tabulation of caveat-stalls that are being assigned to off-site locations. For example, if there are a series of caveat assigned parking stalls associated with an off-site location, it is important to distinguish between the actual number of bylaw required parking stalls that are being allocated to the subject parking facility and the number of stalls the developer may actually rent to the tenants of the development project. In a free-market condition, it is common that many tenant leases may only allow a limited number of stalls in the caveat-assigned parking facility, and those employees not receiving one of the caveat-stalls tend to park in more remote locations where the price is lower.

4. Consideration needs to be given to the effect of allowing the caveat parking stalls to be placed in the off-site parking facility as it relates to the displaced parkers. If the parking facility is serving two major users, tenant parkers and general short-stay visitor parkers, the parker that tends to become displaced is associated with the downtown short-stay parking demand. These displaced parkers tend to become the responsibility of the City of Regina, as there is no private party looking after their interests.
5. The practice of considering caveat parking in an off-site parking facility for a downtown development project should take into consideration the shared parking principle. Shared parking is associated with mixed-use development where the combination of land uses results in a demand for parking space that is less than the demand generated by the individual land uses on free-standing sites.

On balance, there is nothing wrong with the use of caveat parking, but its implementation needs to take into account the above considerations.

4.7 Financial Administration

4.7.1 Annual Budget

In considering budgets and approvals, it must be kept in mind that municipal parking organizations are always profit generating budget units, and that *expenditures on staff and improved assets almost always produce increased revenue net of the expense incurred*. In many instances, delay of necessary purchases or hiring of staff to process revenue related functions result in lost profits or missed opportunities, and this has a negative and detrimental effect on the larger City budget. All efforts must be made to provide the organization with a streamlined process for gaining expenditure approvals based on a financial cost/benefit analysis.

As a revenue generating branch, “ParkRegina” will produce and maintain an annual report on operations, activities, accomplishments financial reports and five year profit and loss (revenue and expense) projections.

The report and budget will be prepared in accordance with City of Regina standards and under the Department of Finance direction to coincide with budget preparation and approval processes in other departments and budget units.

Projections will include key purchases or expenditures considered for the current or future years, as well as the revenue expected to accrue from these expenditures year over year. Key purchases, together with a supporting cost/benefit analysis, will be provided within the text of the annual report.

4.7.2 Reserves

The City will retain a reserve funding system (operating, replacement, and capital), from its parking revenues as part of its asset base to assist in stabilizing the financial performance of the unit from year to year, and as a means of replacing key assets for which there are immediate revenue implications. More information can be found in the Phase 1 report, the Current Program Assessment.

4.7.3 Fees and Charges

In all cases, the City will develop fees and charges for parking related facilities and services based on the cost of providing the service/asset, the fee's effectiveness as a demand management tool, and the desired end condition.

Tiered fees - such as lower fees and longer length of stay periods permitted – will be considered for on- and off-street locations based on the objective sought, and by the end condition occurring as a result of the price differential.

Enforcement fines will be based on the cost of operations, as well as the penalties necessary to provide a meaningful deterrent associated with misuse or irresponsible use of public space. Currently, it is observed that parking ticket fines are fairly low when compared to other municipalities and are not providing a sufficient deterrent to those who choose to park illegally.

4.8 Metrics

Meaningful metrics are key to understanding the extent, productivity, and relationships within a given parking program. Managers measure their value for money and value for effort by developing direct comparisons between operating and capital lines, and utilization information, to compare costs and productivity, and ensure the viability of each program item. A comprehensive list of 50 common and available metrics is provided in Appendix G.

4.9 Human Resources

The municipal parking organization will employ most personnel in accordance with standard City policies and practices, and may employ contractors where they are economical and demonstrate better value for the city.

Where internal services are utilized, the “ParkRegina” organization and the internal client will establish a functional Service Level Agreement (SLA). Where a functional SLA cannot be negotiated, external resources may be contracted.

4.10 Information Technology

To date, each department or division participating in the provision of parking services has procured its own IT solutions independently and in common with larger departmental goals. As a consequence, where specialized parking solutions would be advantageous in terms of revenue control or cost savings, these tools have not been acquired, or have fallen to the bottom of the acquisition priority list. This has resulted in a considerable cost to the City in terms of lost revenue.

In 2014, immediate measures should be taken to correct this situation, through an upgrade of existing or acquisition of a new and dynamic “off the shelf” Parking Office Management System – incorporating parking permit, parking privilege, ticket issuance, data management, point of sale, e-commerce,

enforcement and adjudication, financial control, auditing, and statistical and management reporting in a networked system.

This solution will replace the TicketTracer software as the primary integrated operating and administration system for “ParkRegina”. Existing data will be imported to this system from the current mainframe application. It will be mounted on a LAN or other similar technology and will utilize standard PC’s, hand held PDA style computers with wireless or hard wire style network connectivity, and existing network technology. The estimated cost of such a system and peripherals is \$500,000 and should be acquired in 2014. The exact cost will depend on the specifics and functionality required by the work unit.

There will be ongoing upgrades of the on-street parking technology as multi-space meters are implemented. These units will introduce PCI compliant credit card and pay by cell phone technologies, as well as remote payment stations where possible for ease of payment and reduction of rate sensitivity.

4.11 Marketing and Communications

As noted above, municipal public parking in Regina is estimated to occupy only a small proportion of total off-street market share, but 100 percent of all fee supported on-street stalls in the downtown.

In a business approach to managing assets, environment, pricing, utilization and net revenues for both on- and off-street facilities, operations are affected by local supply and demand for stalls, customer awareness and value added services. These are off-set by projects undertaken in pursuit of the greater Public Good, as in localities where free on- and off-street stalls are in high demand.

“Nobody comes Downtown to park”

Municipal parking is a second tier service, which does not have the ability to generate its own demand, but which does have the ability to work to the benefit or adversity of the primary services it supports. Cities can expand or reduce their market share, increase or decrease their supply of parking stalls to the advantage or disadvantage of its competitors, but they cannot expand their total market demand, which is governed by the activities and abilities of the local primary demand generators in the downtown. To achieve long-term sustainable success, a municipal parking organization must work in harmony with their host communities to facilitate access and anticipate and fulfill the needs of these communities and their individual customers.

In its first years of operation, the “ParkRegina” organization will focus on building and establishing the department as a positive and efficient presence in the City, and portraying it as a valuable and responsible corporate citizen, with an emphasis on promoting short term on-street parking management for hourly/daily parkers. As revenue growth is important to the future success of the organization, a proactive, but modest, marketing approach will be pursued.

The greatest strength of “ParkRegina” will be its ability to work closely with other City Departments and its various stakeholders and client groups to facilitate growth in utilization and occupancy of the downtown and other commercial areas, which will, in turn, foster growth in the overall parking market.

Marketing will draw attention to the unique public parking mission of the organization and emphasize the outstanding value and quality of its product through association with key concepts, such as Quality, Safety, Service, Value Added, Convenience, and Worry Free parking. In the successful pursuit of this approach, it will be essential to differentiate municipal parking from private parking resources (e.g. Impark, etc.), and to use the physical appearance of Agency offices, facilities, and personnel, to reinforce these images.

Brand Name and Logo Identification – Within the City’s authorized visual identity guidelines, “ParkRegina” will develop a distinctive brand name, logo, identity, and business presence which differentiates the municipal parking organization from its competition, as well as its municipal predecessors. The identity will be adopted and reinforced on signage, in literature, in advertising, in business, and in customer service transactions targeting the daily and monthly parking customer sectors.

It is important to offer a brand presence that will be meaningful to residents, as well as the growing number of visitors and guests arriving in Regina. The new brand will be associated with fair, transparent and economical municipal public parking that is very well known and understood across North America.

Flexible Pricing and Packaging of Products – Wherever possible, the organization will employ new technology to provide greater flexibility in pricing, time units and bundling of services to add value and enhance customer appeal. It will provide greater access to product bundles such as public parking meter prepayments, credit card payment, smart card payment, cell phone payment, text messaging reservation services, and parking stall booking over the Internet. It will also partner with client groups (Regina Downtown BID, Convention Centre) to produce complimentary services, such as event coupons and prepayment vouchers, to ease and support public access to areas that are “parking challenged” and where businesses can benefit from improved parking opportunities.

Use of Distinctive Technology or Attendant Services to Identify Municipal Facilities – Wherever possible, distinctive machine appearances and configurations will be used to reinforce the visibility and perception of quality municipal facilities.

Use Radio and Print Spot Ads to Emphasize the Message “Public Parking and Downtown Regina are Open for Business” – Moderate quantities of media time will be employed to reinforce the suggestion that municipal parking services are an excellent value for parking customers and are available for large events.

Partnerships with the Regina Downtown Business Improvement District (RDBID) and Other Client Groups – Opportunities for the sharing of attraction resources and cooperation in attraction and system implementation activities (such as parking validation programs, special event activities, and community programs) will be developed. In addition, the presence of City staff (attendants and enforcement) will be partnered with local resources to provide a perception of enhanced area security and customer service.

4.12 Critical Success Factors

Several factors are critical to the success of the “ParkRegina” organization in achieving its strategic goals within the identified timeline.

1. Strong support from Council, stakeholders, and the public

The organization must enjoy a strong relationship of trust, confidence, and proactive cooperation with others in the administration, Council, stakeholders and the public. Members of the community must be supportive and comfortable with “ParkRegina’s” mandate and ability to manage parking resources.

2. Appointment of Advisory Committee

“ParkRegina” will be assisted by an Advisory Board, established to offer guidance, observe activities, provide feedback on operations, check performance, and provide support and resources, as may be necessary or advantageous in accomplishing the mission and strategic objectives. The Terms of Reference and composition of the Board is provided in Appendix H.

3. Policy Assistance

The Municipal Parking Organization will benefit from active support from Council and other municipal departments involved in downtown development. Planning authorities may consider policies which encourage parking facility intensification; including discouragement of surface parking lot construction and a complimentary encouragement of surface lot demolition and redevelopment into more valuable, higher density facilities, such as occupied buildings or parkades. The content and extent of such participation will remain the responsibility of the departments involved.

5.0 CONCLUSIONS

After many years of slow growth, the City of Regina is experiencing a surge in economic activity and development intensification, particularly in downtown locations; this has put significant strain on the City's existing supply of public parking spaces and parking management program. The project team has developed this Downtown and Vicinity Parking Strategy to allow the City to reposition its existing organization toward policies and practices that will better accommodate current and near future demand and slow the trend toward increasing overuse of on-street facilities. The City will task its internal parking management organization with the implementation of this strategy over a five year period.

The strategy advocates restoration of the balance that must exist in the municipal parking and transportation program. To achieve this, the City must reverse several existing counter-productive business and management practices, as well as operate and monitor its public on- and off-street facilities more diligently, and develop a platform from which to engage – and grow – the off-street parking supply to serve the City in the future.

In its Phase 1 Report (the Current Program Assessment), MMM identified 20 actions that should be undertaken by the City to improve the effectiveness and profitability of the municipal parking program. In the parking supply, demand and utilization study that followed in Phase 2, MMM identified significant overuse of the on-street parking supply in the downtown and shoulder areas, with over 50 percent of all downtown block faces performing well over capacity.

This is another strong indication that current demand at the current price point for on-street parking is greater than the existing supply, and that an improved enforcement program, new fee/fine structure, and new metering technology should be introduced to remedy the situation.

The overuse of on-street parking space in downtown Regina points to a lack of coordination between the City of Regina, its stakeholders, and off-street parking owners and operators, and that a coordinating Stakeholders Advisory Committee should be introduced.

A review of several key City planning documents strongly indicated a negative or indifferent view of parking activity in the City, and lack of interest in developing and maintaining public parking resources. This represents a gap in planning because a balanced municipal transportation program includes a realistic projection of future parking density required to supply a growing city.

The City should consider additional policies that will ensure an adequate supply of daily/hourly parking space is constructed and maintained (by direct investment, P3 solutions or by the private sector) in the preferred built form as the city grows.

“ParkRegina” can help build the City for future generations, build a superior customer service experience, pay for itself (and more), bear the cost of its own reorganization, partner with stakeholders and the private sector, deliver services flexibly and firmly, participate in a balanced transportation plan, improve the quality of communities, and improve the quality of life for citizens. However, it cannot do any of these things unless it is allowed to retain its own revenues and reinvent itself.

Appendix A - On Street Parking Supply Data

Regina Downtown Parking Study												
ON-STREET PARKING SUPPLY DATA - April/May 2013												
Block / Perimeter No.	Name of Street/ Road/ Avenue	Standard Meter Parking	Loading Zone (Meter) Parking	Loading Zone (Non Meter) Parking	Accessible Parking	Non Meter / Free Parking				Bus Stop Spots	Total Available On Street Spots (Excludes Bus Stops)	
		Max. 2 Hours (\$1/Hr.)			Non Meter Parking (Max. 3 Hour)	Time Limit			Total Non Meter / Free Parking			
						Less than Hour	1 Hour	2 Hour				No Sign
1	Saskatchewan Dr.	35	5		1					0	1	41
2	McIntyre Street	6		1						0		7
2	Saskatchewan Dr.									0		0
2	Albert Street									0	1	0
2	11th Avenue									0		0
3	11th Avenue	10								0		10
3	McIntyre Street	6								0		6
3	Saskatchewan Dr.									0	1	0
3	Smith Street	9			1					0		10
4	Saskatchewan Dr.									0		0
4	Lorne Street	6	1		1					0		8
4	11th Avenue	7								0		7
4	Smith Street	8								0		8
5	11th Avenue	9								0	1	9
5	Lorne Street									0		0
5	Saskatchewan Dr.		2	1	2					0	1	5
5	Hamilton Street	11	5		1					0		17
6	Saskatchewan Dr.									0	1	0
6	Rose Street	15			1					0		16
6	11th Avenue									0		0
6	Hamilton Street	17	1	3	2					0		23
7	Saskatchewan Dr.									0		0
7	Broad Street	8	1							0	1	9
7	11th Avenue									0		0
7	Rose Street	14	1							0		15
8	Saskatchewan Dr.									0		0
8	Broad Street						9			9	1	9
8	Osler Street	10								0		10
8	11th Avenue									0	1	0
9	Saskatchewan Dr.									0		0
9	Halifax Street			3						0		3
9	11th Avenue	9								0	1	9
9	Osler Street	12								0		12
10	Saskatchewan Dr.							10		10		10
10	St. John St									0		0
10	11th Avenue	10								0		10
10	Halifax Street							22		22		22
11	11th Avenue											0
11	McIntyre Street	10	2	2						0		14
11	12th Avenue	3	1							0		4
11	Albert Street	6								0		6
12	11th Avenue	4	1							0	1	5
12	Smith Street	16	2							0		18
12	12th Avenue									0	1	0
12	McIntyre Street	16	1	2						0		19
13	11th Avenue	5								0	1	5
13	Lorne Street			2						0		2

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		Max. 2 Hours (\$1/Hr.)			Non Meter Parking (Max. 3 Hour)	Time Limit			Total Non Meter / Free Parking			
						Less than Hour	1 Hour	2 Hour				No Sign
13	12th Avenue	6							2	2		8
13	Smith Street	11	4		1					0		16
14	Lorne Street	8	1						8	8		17
14	11th Avenue									0	1	0
14	Cornwall Street	18	1							0		19
15	11th Avenue									0	1	0
15	Cornwall Street		1		2					0		3
15	12th Avenue									0		0
15	Scarth Street									0		0
16	Hamilton Street	11	2		2				4	4		19
16	12th Avenue								3	3		3
16	Scarth Street									0		0
16	11th Avenue	8	2							0		10
17	11th Avenue		1							0	1	1
17	Rose Street	7	2			3				3		12
17	12th Avenue	5	1		1					0		7
17	Hamilton Street	13	1							0		14
18	11th Avenue	5								0		5
18	Broad Street	12			1					0	1	13
18	12th Avenue	4								0		4
18	Rose Street	16			2					0		18
19	Broad Street		1							0	1	1
19	11th Avenue	4	1								1	5
19	Osler Street	17								0		17
19	12th Avenue	5								0		5
20	11th Avenue	2		1						0	1	3
20	Halifax Street									0		0
20	12th Avenue	6	1						2	2		9
20	Osler Street	14	2							0		16
21	11th Avenue	7		1						0		8
21	St. John St									0		0
21	12th Avenue			4	1			5		5		10
21	Halifax Street			1			18			18		19
22	12th Avenue									0		0
22	Retallack Street							20		20		20
22	Victoria Avenue							12		12		12
22	Robinson Street									0		0
23	Rae Street									0		0
23	Victoria Avenue						11			11		11
23	Retallack Street									0		0
23	12th Avenue									0		0
24	Victoria Avenue						12			12		12
24	Rae Street							23		23		23
24	12th Avenue									0		0
24	Angus street							17		17		17
25	Victoria Avenue						6			6		6
25	Angus street							15		15		15

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		Max. 2 Hours (\$1/Hr.)			Non Meter Parking (Max. 3 Hour)	Time Limit			Total Non Meter / Free Parking			
						Less than Hour	1 Hour	2 Hour				No Sign
25	12th Avenue						3			3		3
25	Albert Street						7			7	1	7
26	12th Avenue	6								0		6
26	McIntyre Street	15		3						0		18
26	Victoria Avenue	4								0		4
26	Albert Street			1					5	5	1	6
27	12th Avenue									0	1	0
27	Smith Street	13		2	2					0		17
27	Victoria Avenue			5						0		5
27	McIntyre Street	15		2	2					0		19
28	12th Avenue									0	1	0
28	Lorne Street	28	1		4					0		33
28	Victoria Avenue	11		1						0		12
28	Smith Street	14	1							0		15
29	Scarth Street	36			2					0		38
29	Victoria Avenue	20								0		20
29	Lorne Street	15								0	1	15
30	12th Avenue	3								0		3
30	Hamilton Street	7	4		1					0	1	12
30	Victoria Avenue		3							0		3
30	Scarth Street	5	6		3					0		14
31	12th Avenue	10								0		10
31	Rose Street	17	2							0		19
31	Victoria Avenue	11			1					0		12
31	Hamilton Street	8			5					0		13
32	12th Avenue									0		0
32	Broad Street									0		0
32	Victoria Avenue			5						0		5
32	Rose Street	7	1		1					0		9
33	Broad Street									0		0
33	12th Avenue	4								0		4
33	Osler Street	10			1					0		11
33	Victoria Avenue									0	1	0
34	12th Avenue	9								0		9
34	Halifax Street									0		0
34	Victoria Avenue							6		6	1	6
34	Osler Street	13	1		1					0		15
35	12th Avenue							12		12		12
35	St. John St									0		0
35	Victoria Avenue							13		13		13
35	Halifax Street						21			21		21
36	Retallack Street							20		20		20
36	13th Avenue			2				6		6		8
36	Robinson Street									0	1	0
36	Victoria Avenue							12		12		12
37	Rae Street									0		0
37	13th Avenue						8			8	1	8

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		Max. 2 Hours (\$1/Hr.)			Non Meter Parking (Max. 3 Hour)	Time Limit			Total Non Meter / Free Parking			
						Less than Hour	1 Hour	2 Hour				No Sign
37	Retallack Street									0		0
37	Victoria Avenue						10			10		10
38	Victoria Avenue			1			10			10		11
38	Angus street						19			19		19
38	13th Avenue						9			9		9
38	Rae Street							22		22		22
39	Victoria Avenue						7			7		7
39	Albert Street						12			12	1	12
39	13th Avenue						8			8	1	8
39	Angus street						14			14		14
40	McIntyre Street	16								0		16
40	13th Avenue	2			1					0		3
40	Albert Street						6			6	1	6
40	Victoria Avenue	6								0		6
41	Smith Street	15								0		15
41	13th Avenue	9	1		1					0		11
41	McIntyre Street	15	1							0		16
41	Victoria Avenue	9			1					0		10
42	Lorne Street	9		3						0		12
42	13th Avenue	9								0		9
42	Smith Street	17								0		17
42	Victoria Avenue	6		3						0		9
43	Cornwall Street	15								0		15
43	13th Avenue	6								0		6
43	Lorne Street	12			2					0	1	14
43	Victoria Avenue	9								0		9
44	Scarth Street	18								0		18
44	13th Avenue	13								0	1	13
44	Cornwall Street	12		2	1					0		15
44	Victoria Avenue	6		4						0		10
45	13th Avenue									0		0
45	Scarth Street	13								0		13
45	Victoria Avenue	7								0		7
45	Hamilton Street	11								0	1	11
46	Rose Street	11								0		11
46	13th Avenue	11								0		11
46	Hamilton Street	14			1					0		15
46	Victoria Avenue	9	2							0		11
47	Victoria Avenue	5		1						0		6
47	Broad Street						14			14	1	14
47	13th Avenue	9	1							0		10
47	Rose Street	10		1	1					0		12
48	13th Avenue	4								0		4
48	Albert Street			2			14			14		16
48	14th Avenue							10		10		10
48	McIntyre Street			1				18		18		19
49	13th Avenue	5	2		2					0		9

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		Max. 2 Hours (\$1/Hr.)			Non Meter Parking (Max. 3 Hour)	Time Limit			Total Non Meter / Free Parking			
						Less than Hour	1 Hour	2 Hour				No Sign
49	McIntyre Street			2	1			11		11	1	14
49	14th Avenue							8		8		8
49	Smith Street							20		20		20
50	13th Avenue	8								0		8
50	Smith Street			2				16		16		18
50	14th Avenue							9		9		9
50	Lorne Street							21		21		21
51	13th Avenue	9								0		9
51	Cornwall Street			4				9		9	1	13
51	14th Avenue			3				7		7		10
51	Lorne Street			1				8		8	1	9
52	13th Avenue	9								0		9
52	Cornwall Street			2	2			15		15		19
52	14th Avenue			2				8		8		10
52	Scarth Street	16								0		16
53	13th Avenue	6	1		2					0		9
53	Scarth Street	11	4		1					0	1	16
53	14th Avenue			2				6		6		8
53	Hamilton Street				1			18		18	1	19
54	13th Avenue	10								0		10
54	Hamilton Street			1				21		21		22
54	14th Avenue							10		10		10
54	Rose Street							18		18		18
55	13th Avenue	10								0		10
55	Broad Street						15			15	1	15
55	14th Avenue							6		6		6
55	Rose Street			1	2			8		8	1	11
56	McIntyre Street			1	2			18		18		21
56	15th Avenue				2			3		3	1	5
56	Albert Street			1				16		16	1	17
56	14th Avenue							10		10		10
57	14th Avenue							9		9		9
57	Smith Street			1				18		18		19
57	15th Avenue							10		10		10
57	McIntyre Street			2				14		14	1	16
58	Lorne Street							21		21		21
58	15th Avenue							9		9		9
58	Smith Street			1	1			15		15		17
58	14th Avenue							9		9		9
59	Cornwall Street			1				17		17		18
59	15th Avenue							6		6	1	6
59	Lorne Street			1				18		18	1	19
59	14th Avenue			1				7		7		8
60	14th Avenue			1				10		10		11
60	Cornwall Street			2				17		17		19
60	15th Avenue							7		7		7
60	Scarth Street			2	2			17		17		21

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Regina Downtown Parking Study												
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Block / Perimeter No.	Name of Street/ Road/ Avenue	Standard Meter Parking	Loading Zone (Meter) Parking	Loading Zone (Non Meter) Parking	Accessible Parking	Non Meter / Free Parking				Bus Stop Spots	Total Available On Street Spots (Excludes Bus Stops)	
		Max. 2 Hours (\$1/Hr.)			Non Meter Parking (Max. 3 Hour)	Time Limit			Total Non Meter / Free Parking			
						Less than Hour	1 Hour	2 Hour				No Sign
61	14th Avenue							11		11		11
61	Hamilton Street							17		17	1	17
61	15th Avenue							11		11		11
61	Scarth Street							20		20		20
62	14th Avenue							10		10		10
62	Rose Street							18		18		18
62	15th Avenue							8		8		8
62	Hamilton Street			2				19		19		21
63	14th Avenue									0		0
63	Broad Street									0	1	0
63	15th Avenue							9		9		9
63	Rose Street							18		18	1	18
64	McIntyre Street							18		18		18
64	College Avenue									0		0
64	Albert Street			1				9		9	1	10
64	15th Avenue							8		8		8
65	15th Avenue							8		8		8
65	Smith Street				1			16		16		17
65	College Avenue			1	1			5		5	1	7
65	McIntyre Street							15		15	1	15
66	College Avenue			1				6		6		7
66	Smith Street							17		17		17
66	15th Avenue							7		7		7
66	Lorne Street							13		13		13
67	College Avenue			1				3		3	1	4
67	Lorne Street			4				7		7	1	11
67	15th Avenue							6		6		6
67	Cornwall Street			3				16		16		19
68	College Avenue							9		9		9
68	Cornwall Street			1				18		18		19
68	15th Avenue			1				6		6		7
68	Scarth Street			1	1			19		19		21
69	College Avenue							5		5	1	5
69	Scarth Street							19		19		19
69	15th Avenue							10		10		10
69	Hamilton Street							13		13	1	13
70	College Avenue							7		7		7
70	Hamilton Street			1				11		11		12
70	15th Avenue							2		2		2
70	Rose Street			2				18		18		20
71	15th Avenue			1				4		4		5
71	Rose Street			1				15		15		16
71	College Avenue			2				6		6		8
71	Broad Street							6		6		6
P1	Albert Street (12th Av. & Sask. Dr.)							5		5	1	5

Appendix A - On Street Parking Supply Data

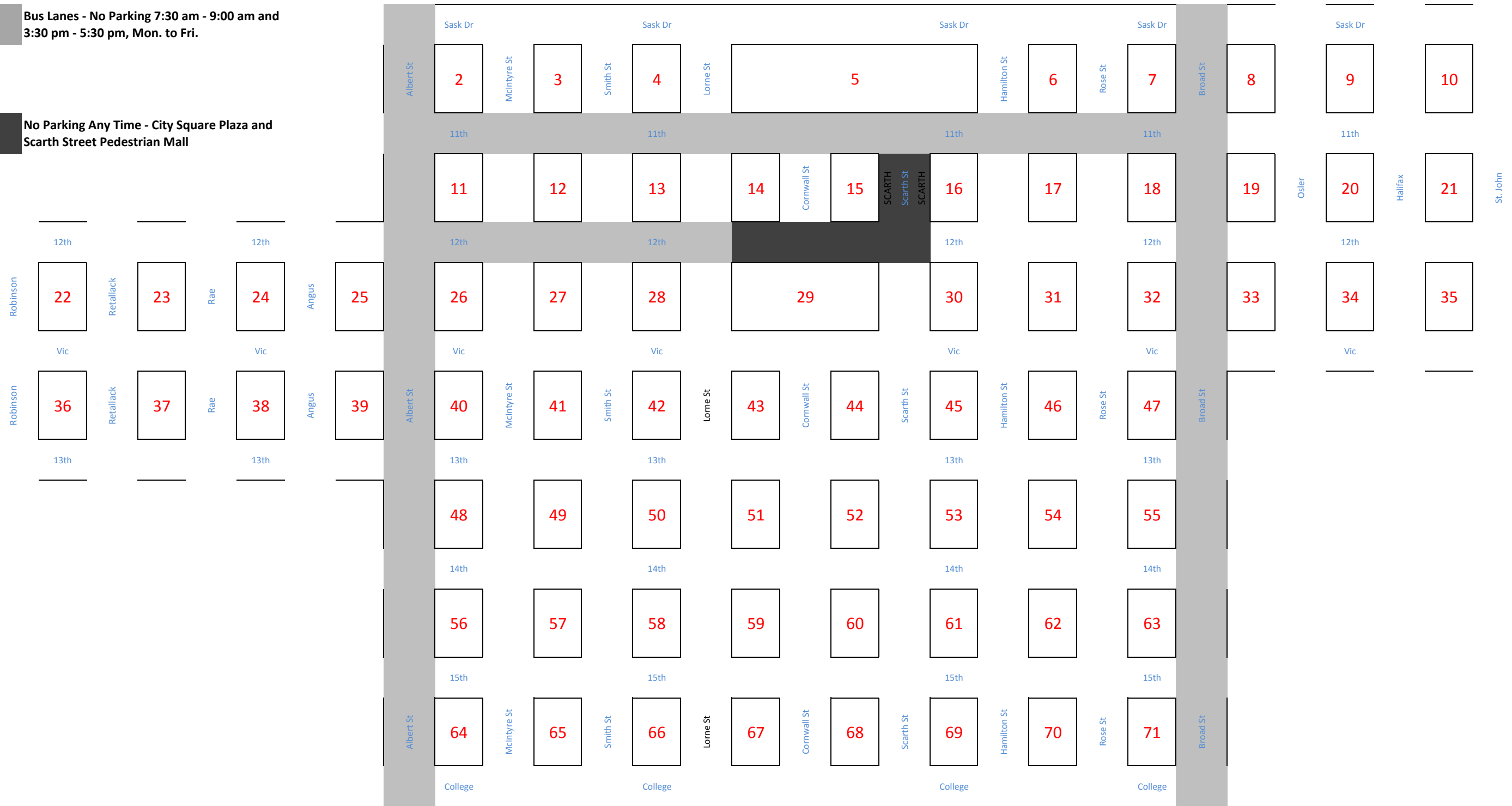
Regina Downtown Parking Study												
ON-STREET PARKING SUPPLY DATA - April/May 2013												
Block / Perimeter No.	Name of Street/ Road/ Avenue	Standard Meter Parking	Loading Zone (Meter) Parking	Loading Zone (Non Meter) Parking	Accessible Parking	Non Meter / Free Parking				Bus Stop Spots	Total Available On Street Spots (Excludes Bus Stops)	
		Max. 2 Hours (\$1/Hr.)			Non Meter Parking (Max. 3 Hour)	Time Limit			Total Non Meter / Free Parking			
						Less than Hour	1 Hour	2 Hour				No Sign
P2	12th Avenue (Between Robinson & Albert St.)			2				34		34		36
P3	Robinson Street (Between 13th Av. & 12th Av.)							21	17	38		38
P4	13th Avenue (Between Albert & Robinson St.)						19	6	4	29	3	29
P5	Albert Street (Between College Av. & 13th Av.)			1			9		22	31	4	32
P6	College Avenue (Between Broad St. & Albert St.)							49		49	1	49
P7	Broad Street (Between Victoria Av. & College Av.)			4	1		24	21		45	3	50
P8	Victoria Avenue (Between Broad St. & St. John st)			10				13		13	2	23
P9	St. John Street B/W Sask. Dr & Victoria Avenue			1				55		55		56
P10	Saskatchewan Dr. B/W Broad Street & St. John Street									0		0
TOTAL SPOTS		1114	75	135	72	3	296	1369	67	1735	73	3131

Appendix A - On Street Parking Supply Data

Regina Downtown Parking Study Bus Lane Parking Restrictions

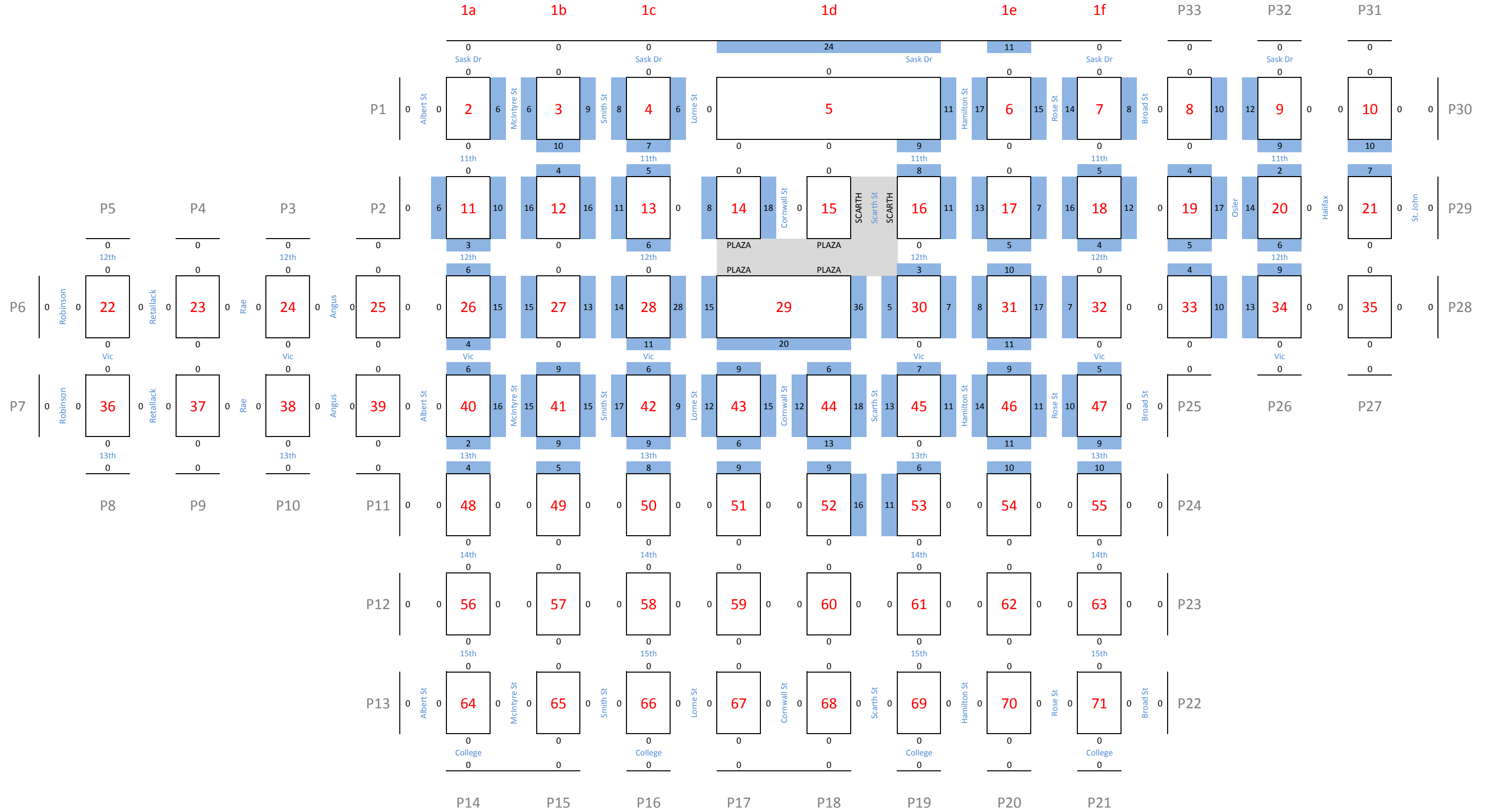
Bus Lanes - No Parking 7:30 am - 9:00 am and 3:30 pm - 5:30 pm, Mon. to Fri.

No Parking Any Time - City Square Plaza and Scarth Street Pedestrian Mall



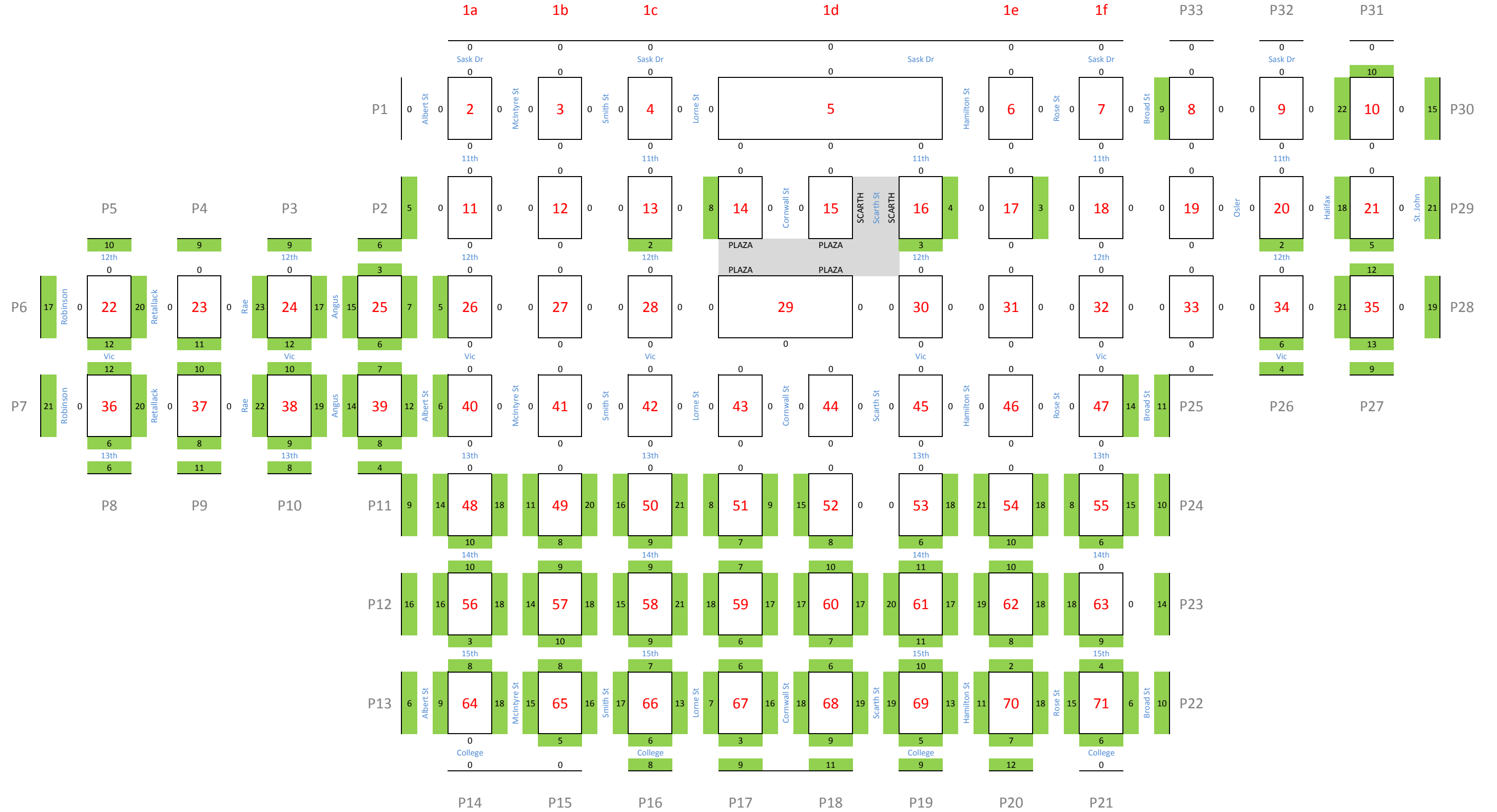
Appendix A - On Street Parking Supply Data

Regina Downtown Parking Study
Existing On-Street Parking Supply - Standard Meter Parking



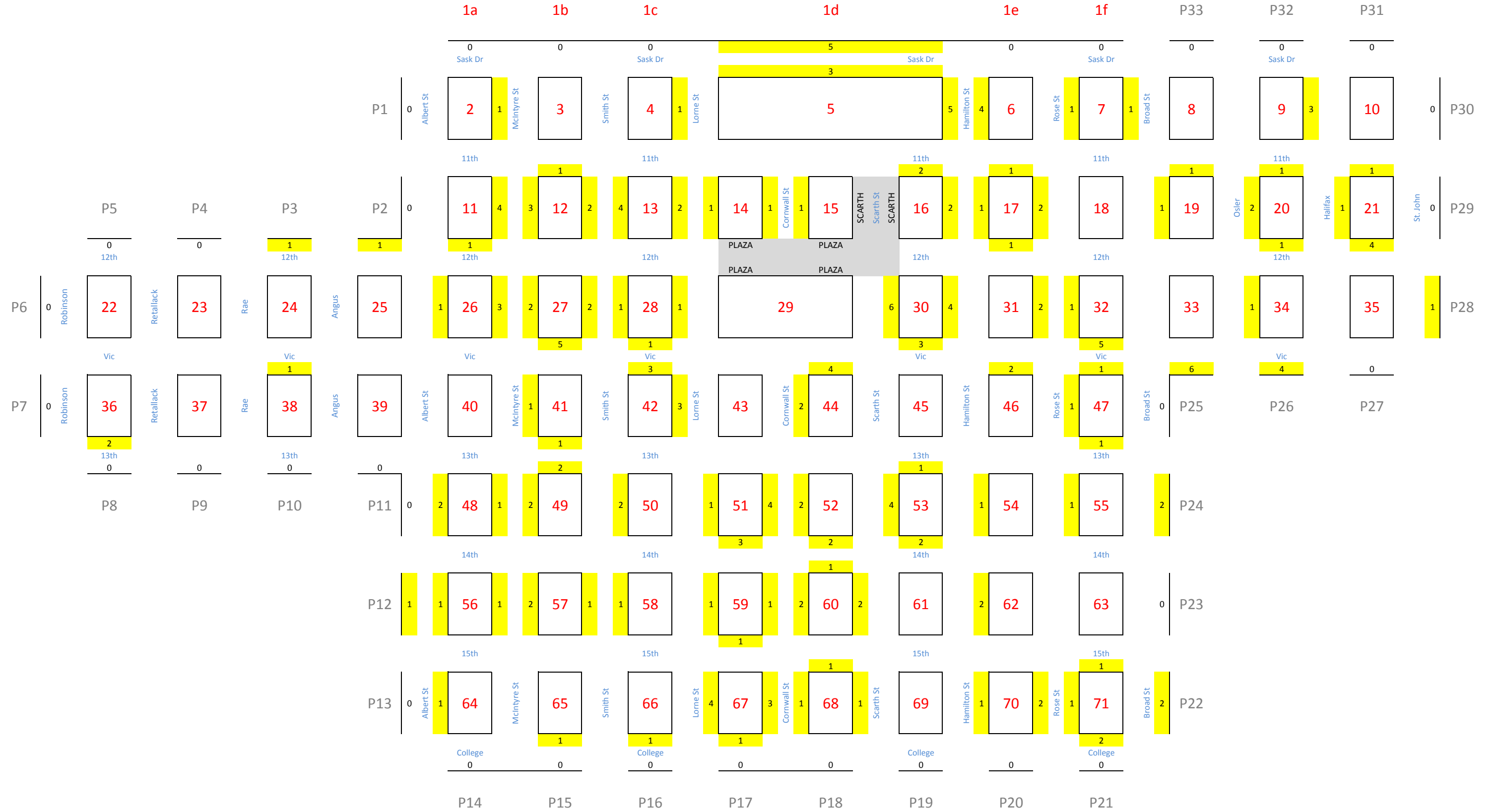
Appendix A - On Street Parking Supply Data

Regina Downtown Parking Study
Existing On-Street Parking Supply - Non Meter (Time Limit)



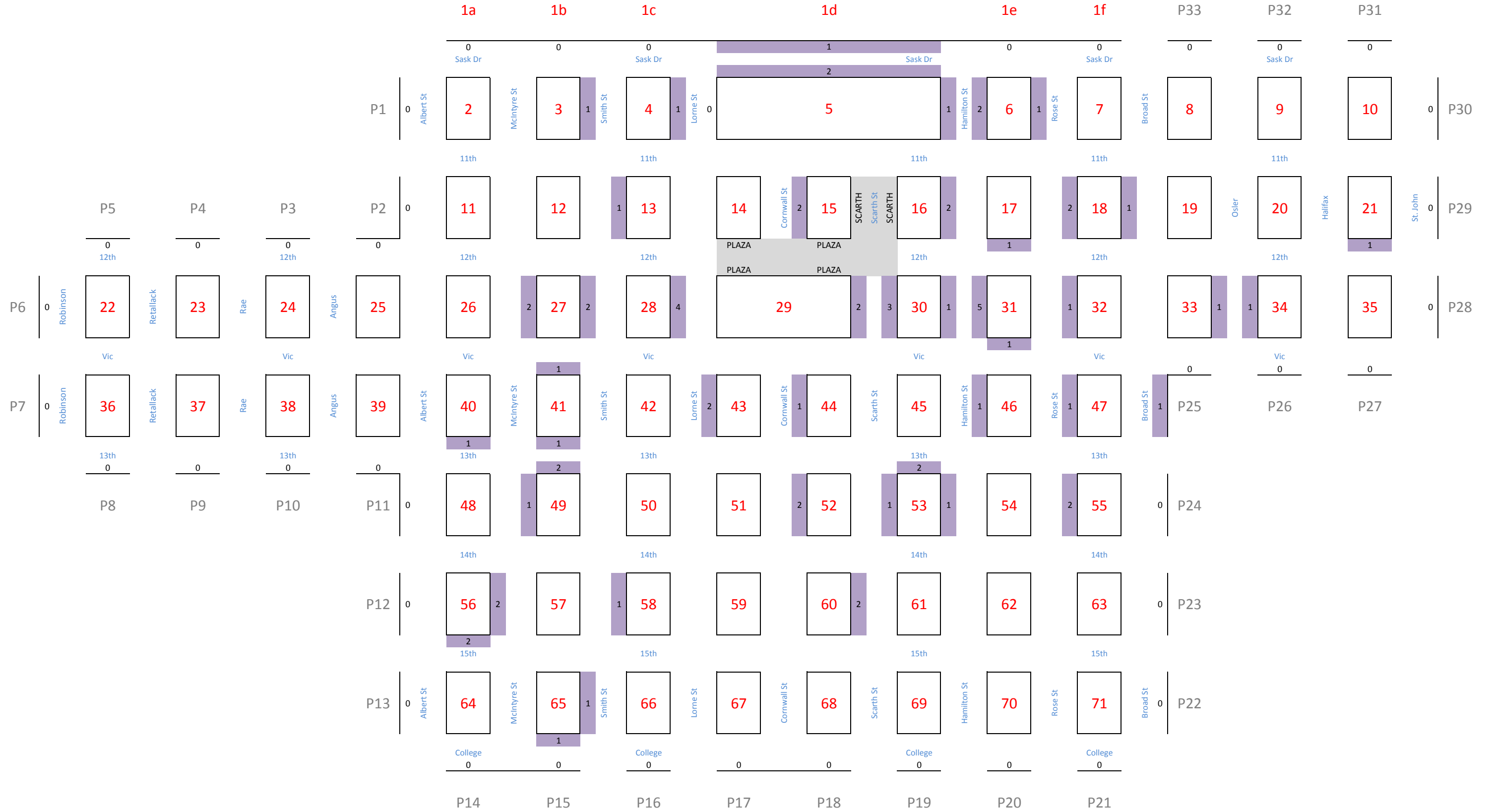
Appendix A - On Street Parking Supply Data

Regina Downtown Parking Study Existing On-Street Parking Supply - Loading Zones



Appendix A - On Street Parking Supply Data

Regina Downtown Parking Study Existing On-Street Parking Supply - Accessible Parking Spots



Appendix B - Off Street Parking Supply Data

Regina Downtown Parking Study																	
OFF- STREET PUBLIC AND PRIVATE PARKING SUPPLY DATA - April/May 2013																	
Block No.	Parking Lot Details	Off Street Paid Public Parking						Total Paid Public Parking Spots (Supply)	Off Street Private Parking						Total Res. & Non Res. Private Parking	Total Off Street (Public & Private) Parking Spots Available	
		Off Street Reserved Paid Parking			Non Reserved Paid Parking				Reserved Private Parking			Non Reserved Private Parking					
		Available Spots	Hour	Min./Max. Cost (\$)	Available Spots	Hour	Min./Max. Cost (\$)		Available Spots	Min./Max. Time Permitted	Acc. Spots	Total Reserved Private Parking	Available Spots	Min./Max. Time Permitted			Acc. Spots
1	Private Parking for Casino Regina						0				0	920		22	942	942	942
1	Private Parking for Casino Regina Employees						0				0	55			55	55	55
1	Private Parking for Canada Post Customers						0				0	6			6	6	6
1	Impark Public Parking	94	1H-12H	\$1-7	387	1H-12H	\$1-7	481			0				0	0	481
2	Private Parking						0	1			1	5			5	6	6
2	Private Parking (Res. For Empire Hotel's Guests)						0	29			29				0	29	29
2	Private Parking for Empire Hotel and others						0	16	12 H		16				0	16	16
2	Private Parking (Res. For Tattoos Customers)						0				0	19			19	19	19
3	Private Parking (Res. For CIBC)						0	2			2				0	2	2
3	Private Parking (for Sask. Dr. Private Plaza Parking)						0	22			22				0	22	22
3	Private Parking for CIBC Contractors only						0	5			5				0	5	5
3	Private Parking Lot - Reserved for different Companies						0	66	24 H		66				0	66	66
4	Private Parking Lot for Danaheur Building						0	26	24 H		26				0	26	26
4	Private Parking - 24 Hr. Reserved						0	26	24 H		26				0	26	26
4	Private Parkade (4 Storeys) for Sasktel						0				0				0	0	0
4	Private Parking - Reserved for RODS and other Companies						0	34	24 H		34				0	34	34
5	Private Parking - For SGI Customers						0				0	4	20 M	1	5	5	5
5	Express Parking 1 & 2 (Public) for Cornwall Center Off Sask. Dr. and Hamilton St. (Multi-level Parkade) - No Supply Data					1 H - 12 H	\$2 - 10	0			0				0	0	0
6	Alvin Hamilton Public Parkade - Off Rose St. - No Supply Data					12 H	\$12	0			0				0	0	0
6	Private Parking						0				0				0	0	0
7	Wingate Hotel/Impark	27						27			0		30M-12H		0	0	27
7	Impark (Public Parking)	62	20M-12H	\$1-8	71	20M-12H	\$1-8	133			0				0	0	133
7	Tim Hortons							0	2		2	18	20M		18	20	20
7	Impark Public Parkade /Wingate Hotel	26	30M-12H					26			0				0	0	26
7	Public Parkade (Delta) - No Supply Data							0			0				0	0	0
8	Private Parking spots for Wascana Dunier, Shawarma, Wonderland and Lang's Café							0			0	18			18	18	18
8	Private Parking for STC Staff & Customers							0	95	1	96				0	96	96
8	Private Parking Taxi Stand Reserved for Capital Cab							0	4		4				0	4	4
9	Private Parking for Police Department							0	111		111				0	111	111
9	Private Parking adjacent with Police Department							0			0	33			33	33	33
10	Private Parking (Big Surface lot)							0			0	139			139	139	139
10	Private Parking lots							0			0	47			47	47	47
10	Private Parking for German Club & Lieper Financial Group Customers							0			0	40			40	40	40

Appendix B - Off Street Parking Supply Data

Regina Downtown Parking Study																	
OFF- STREET PUBLIC AND PRIVATE PARKING SUPPLY DATA - April/May 2013																	
Block No.	Parking Lot Details	Off Street Paid Public Parking						Total Paid Public Parking Spots (Supply)	Off Street Private Parking						Total Res. & Non Res. Private Parking	Total Off Street (Public & Private) Parking Spots Available	
		Off Street Reserved Paid Parking			Non Reserved Paid Parking				Reserved Private Parking			Non Reserved Private Parking					
		Available Spots	Min./Max. Cost (\$)	Min./Max. Time Permitted (M for Minute, H for Hour)	Available Spots	Min./Max. Time Permitted (M for Minute, H for Hour)	Min./Max. Cost (\$)		Available Spots	Min./Max. Time Permitted	Acc. Spots	Total Reserved Private Parking	Available Spots	Min./Max. Time Permitted			Acc. Spots
10	Private Parking for St. Nicholas Church						0				0	24			24	24	24
11	Private Parking lots						0				0	55			55	55	55
11	Private Parking for Ass. of Regina Realtor Inc.						0				0	22			22	22	22
11	Private Parking						0				0	13			13	13	13
11	Private Parking for Canadian Cancer Society						0				0	14			14	14	14
11	Customer Parking Private (Res.)						0	20	30M	1	21			0	21	21	21
11	Private Parking (Res. 24 Hr)						0	24	24H		24			0	24	24	24
11	Private Parking - 24 Hr. Res. For MIDAS						0				0	6	24H	6	6	6	6
12	Private Parking Res. For Govt. Services						0	57			57			0	57	57	57
12	Private Parking Lot (24 Hr. Res.)						0				0	30	24H	30	30	30	30
12	Private Parking 24 Hr. for Regina Housing Authority						0				0	36	24H	36	36	36	36
12	Private Parking lot (24 Hr.)						0				0	24	24H	24	24	24	24
12	Private Parking (No Signs)						0				0	4		4	4	4	4
13	Private Parking Lot						0	7	12H		7			0	7	7	7
13	Private Parking for Ministry of Govt. Services						0	27			27			0	27	27	27
13	Private Parking Lot						0	29	24H		29			0	29	29	29
13	Private Parking Lot for Provincial Court of SK.						0	13			13			0	13	13	13
13	Private Parking Lots						0	72	24H		72			0	72	72	72
13	Private Basement Parkade for Prov. Court of SK.						0				0			0	0	0	0
14	Private Parking Lot						0	17	24H	2	19			0	19	19	19
14	Private Parking for Bank of Canada						0	60	24H		60			0	60	60	60
14	Private Parking for R.M of Sherwood						0	7	24H		7			0	7	7	7
14	Private Parking (No Signs)						0				0	4		4	4	4	4
14	Private Parking (for Sasktel)						0	4			4			0	4	4	4
15	Private Parking (Back Alley)						0				0	20		20	20	20	20
15	Hill Centre Public Parkade (Entry & Exit Cornwall St.) - No Supply Data						0				0			0	0	0	0
16	Private Parking (Back Alley)						0	4			4			0	4	4	4
16	Private Parking Lot (Back Alley)						0				0	30		30	30	30	30
16	Basement Parkade (Entry from 12th Av.)						0				0			0	0	0	0
16	Private Underground Parkade (FCC Tower)						0				0			0	0	0	0
17	Holiday Inn Express						0				0	27		2	29	29	29
17	Public Parkade (Plaza) -No Supply Data						0				0			0	0	0	0
17	Private Parking (Back Alley)						0	28			28			0	28	28	28
17	Conexus Plaza Basement Parkade)						0				0			0	0	0	0
17	Conexus Plaza (Private Spots)						0	2			2			0	2	2	2

Appendix B - Off Street Parking Supply Data

Regina Downtown Parking Study																		
OFF- STREET PUBLIC AND PRIVATE PARKING SUPPLY DATA - April/May 2013																		
Block No.	Parking Lot Details	Off Street Paid Public Parking							Total Paid Public Parking Spots (Supply)	Off Street Private Parking							Total Res. & Non Res. Private Parking	Total Off Street (Public & Private) Parking Spots Available
		Off Street Reserved Paid Parking				Non Reserved Paid Parking				Reserved Private Parking				Non Reserved Private Parking				
		Available Spots	Min./Max. Time Permitted (M for Minute, H for Hour)	Min./Max. Cost (\$)	Available Spots	Min./Max. Time Permitted (M for Minute, H for Hour)	Min./Max. Cost (\$)	Available Spots		Min./Max. Time Permitted	Acc. Spots	Total Reserved Private Parking	Available Spots	Min./Max. Time Permitted	Acc. Spots	Total Non Reserved Private Parking		
18	Private Parking Lot							0				0	24	12 H	\$4	28	28	28
18	Impark (Public Parking)	15	30M-12H	\$1-9	90	30 M-12 H	\$1-9	105				0				0	0	105
18	Impark (Public Parking)	9	30M-12H		133	30 M-12 H	\$1-10	142				0				0	0	142
18	Private Parking (No Signs)							0				0	14			14	14	14
18	Private Parking (24 Hr. Parking)							0				0	2	24 H		2	2	2
18	Private Parking (Reserved for different Companies / Departments)							0	52	12 H		52				0	52	52
19	Impark Public Parking	29	1H-12H	\$1-6	112	1H-12H	\$1-6	141				0				0	0	141
19	Private Parking for Casa Latina Restaurant							0				0	14			14	14	14
19	Parking Spots with No Sign							0				0	44			44	44	44
20	Private Parking spots (2 lots) 24 Hours Parking							0				0	61			61	61	61
20	Impark Public Parking				16	12Hours	\$5	16				0				0	0	16
21	Private Parking for Oriental Grocery Store							0				0	8			8	8	8
21	Private Parking -24 Hours Parking							0				0	49			49	49	49
22	No Off Street Parking except Residential							0				0				0	0	0
23	Private Parking for Victoria Campus School							0	33			33				0	33	33
24	Private Parking for Conexus							0	104			104				0	104	104
24	Private Parking - 24 Hours Parking							0				0	12			12	12	12
24	Private Parking for Regina Union Centre							0	23			23				0	23	23
25	Private Parking (with two Parkades) for Conexus							0	28		1	29				0	29	29
25	Private Parking for Central Lutheran Church							0	9			9				0	9	9
26	Private Parking - 24 Hr.							0				0	16	24H		16	16	16
26	Private Parkade (4- Storeyed) for NCO Bldg.							0				0				0	0	0
26	Private Parking (Res. For Bregg)							0	6			6				0	6	6
26	Impark (Public Parking)	23	30M-12H	\$1-8	17	30M -12H	\$1-8	40				0				0	0	40
26	Private Parking (No Signs)							0				0	5			5	5	5
26	Private Parking (For Restaurant & 2 for 1 Pizza)							0				0	14			14	14	14
26	Private Parking Lots (Res. 24 Hr)							0	63	24H		63				0	63	63
27	Public Parking - City Hall - metered spots				21	2H		21				0				0	0	21
27	Private Parking - City Hall parking structure							0	238			238				0	238	238
28	Private Parking (for Public Library Employees)							0	17			17				0	17	17
28	Impark (Public Parking)	20			11			31				0				0	0	31
28	Private Parking Lot (Res. For Church)							0	12			12				0	12	12
28	Private Parking Lots (Res. 24 Hr)							0	54	24H		54				0	54	54
28	Private Parking Lot (for Ministry of Taxation)							0	33			33				0	33	33
29	No Public / Private Parking in this Block							0				0				0	0	0

Appendix B - Off Street Parking Supply Data

Regina Downtown Parking Study																	
OFF- STREET PUBLIC AND PRIVATE PARKING SUPPLY DATA - April/May 2013																	
Block No.	Parking Lot Details	Off Street Paid Public Parking						Total Paid Public Parking Spots (Supply)	Off Street Private Parking						Total Res. & Non Res. Private Parking	Total Off Street (Public & Private) Parking Spots Available	
		Off Street Reserved Paid Parking			Non Reserved Paid Parking				Reserved Private Parking			Non Reserved Private Parking					
		Available Spots	Hour	Min./Max. Cost (\$)	Available Spots	Hour	Min./Max. Cost (\$)		Available Spots	Min./Max. Time Permitted	Acc. Spots	Total Reserved Private Parking	Available Spots	Min./Max. Time Permitted			Acc. Spots
30	Private Parking Spots						0	9	24H		9			0	9	9	
30	Private Parking Spots Lot						0	7	24H	2	9			0	9	9	
30	Private Parking Lot for CK Pizza						0				0	6		6	6	6	
30	Private Basement Parkade for TD Bank Bldg.						0				0			0	0	0	
30	Private Basement Parkade for Victoria Park Bldg.						0				0			0	0	0	
30	Private Basement Parkade for Canada Life						0				0			0	0	0	
31	Impark (Public Parking)	85	20M-12H	\$1-12	69	20M-12H	\$1-12	154			0			0	0	154	
31	Private Parking Lot						0				0	6		6	6	6	
31	Private Parking Lot						0	29		1	30			0	30	30	
31	Private Parkade for Green Fell Tower						0				0			0	0	0	
32	Private Parking (24 Hr. Res. For different Companies)						0	48	24 H		48			0	48	48	
32	Chateau Tower Impark (Public Parking) - 3 Floor levels Parking - Off Broad St. - No Supply Data					30M- 12 H	\$1-7	0			0			0	0	0	
32	Private Parking - for Japanese Restaurant						0				0	14		14	14	14	
32	Impark Public Parking	28	30M-12H	\$1-12	26	30M- 12 H	\$1-12	54			0			0	0	54	
32	Private Parking Lot (24 Hr. Res. For different Companies)						0	29	24 H		29			0	29	29	
32	Guest Parking for Ramada Hotel (Private) Off Rose Street						0				0			0	0	0	
32	Underground Impark Public Parking - No Supply Data						0				0			0	0	0	
33	Private Parking for Sask Jobs Building						0	42			42	14		15	57	57	
33	Private Parking for Regina Hotel						0				0	19		19	19	19	
34	Impark Public Parking	97	1H-12H	\$1-6	10	1H-12H	\$1-6	107			0			0	0	107	
34	Private Property Parking						0				0	64		64	64	64	
34	Private Parking for Health Regina						0	25			25			0	25	25	
35	Impark Public Parking	26	1H-12H	\$1-6			26				0			0	0	26	
35	Private Property Parking						0				0	5		5	5	5	
36	Private Parking for SK. Registered Nurses Association						0	21			21			0	21	21	
36	Private Parking for Cathedral Neighborhood Parking only						0	5			5			0	5	5	
37	Private Parking for Employment Network						0	5			5			0	5	5	
38	Private Parking for Viterra						0	57			57			0	57	57	
38	Private Parking for Mysteria						0	4			4			0	4	4	
39	Private Parking for Various Businesses at 2024 Albert Street Plaza						0	34			34			0	34	34	
39	Private Parking for Viterra						0	140			140			0	140	140	
39	Private Parking for Freehouse and Viet Thai						0	9			9			0	9	9	
39	Private Parking - 24 Hour Parking						0				0	7		7	7	7	

Appendix B - Off Street Parking Supply Data

Regina Downtown Parking Study																	
OFF- STREET PUBLIC AND PRIVATE PARKING SUPPLY DATA - April/May 2013																	
Block No.	Parking Lot Details	Off Street Paid Public Parking						Total Paid Public Parking Spots (Supply)	Off Street Private Parking						Total Res. & Non Res. Private Parking	Total Off Street (Public & Private) Parking Spots Available	
		Off Street Reserved Paid Parking			Non Reserved Paid Parking				Reserved Private Parking			Non Reserved Private Parking					
		Available Spots	Min./Max. Time Permitted (M for Minute, H for Hour)	Min./Max. Cost (\$)	Available Spots	Min./Max. Time Permitted (M for Minute, H for Hour)	Min./Max. Cost (\$)		Available Spots	Min./Max. Time Permitted	Acc. Spots	Total Reserved Private Parking	Available Spots	Min./Max. Time Permitted			Acc. Spots
40	Private Parking						0				0	60			60	60	60
40	Private Parking - 24 Hr. for Viterra						0	24	24 H		24			0	24	24	24
40	Private Parking Lots for Residential Buildings						0	56	24 H		56			0	56	56	56
40	Private Parking Spots for GM						0	6		2	8			0	8	8	8
40	Basement Parking for Credit Union of Saskatchewan						0				0			0	0	0	0
40	Private Parking Spots for Buildings						0	21			21			0	21	21	21
40	Private Parking Spots for George Track Law Office						0	6			6			0	6	6	6
41	Private Parking Lots for Government Services						0	104			104			0	104	104	104
41	Private Parking Spots for Employees of YMCA						0	17			17			0	17	17	17
42	Private Parking Lots for Residential Buildings						0	46	24 H		46			0	46	46	46
42	Private Parking Lots for Government Services						0	165			165			0	165	165	165
42	Private Residential Parking Lots						0	45	24 H		45			0	45	45	45
43	Private Parking Spots (24- Hr. Parking)						0				0	3	24 H	3	3	3	3
43	Private Parking Spots - Res. For Northland Immigration						0	3	24 H		3			0	3	3	3
43	Private Parking Lot for Saskatchewan Scholl Board Association (24 - Hr.)						0	23	24 H		23			0	23	23	23
43	Private Parking lots for different Buildings						0				0	109		109	109	109	109
43	Private Parking Spots - Res. For Salvation Army						0	5			5			0	5	5	5
43	Private Parking Spots - Res. For Administration Centre for Sports						0	6			6			0	6	6	6
43	Private Parking Spots for different Buildings						0	36			36			0	36	36	36
44	Impark Public Parking	1	12 H	\$14	95	12 H	\$14	96			0			0	0	96	96
44	Impark Public Parking	77	30M-12H	\$1 - 10	14	30 M - 12 H	\$1-10	91			0			0	0	91	91
44	Private Parking Lot (24 - Hr. Parking)						0				0	130	24 H	130	130	130	130
45	Private Parking Spots (Reserved - Max. 2 Hr.)						0	6	2 H	1	7			0	7	7	7
45	Private Parking Spots (Non - Reserved)						0				0	5		5	5	5	5
45	Private Parking Spots (Res. 24 Hr.)						0	2	24 H		2			0	2	2	2
45	Private Parking Spots (Res. For SaskPower Staff)						0	3			3			0	3	3	3
45	Private Parking Lots Spots - Res. For SaskPower						0	190			190			0	190	190	190
45	Private Parking of SaskPower's Customers						0				0	7	30 M	1	8	8	8
46	Impark Public Parking	37	12 H	\$2	4		\$8	41			0			0	0	41	41
46	Private Parking Spots (Non Res.)						0				0	4		4	4	4	4
46	Private Parking Spots (Reserved - 24 Hr. Parking)						0	6	24 H		6			0	6	6	6
46	Private Parking - Reserved for SaskPower						0	104			104			0	104	104	104
46	Private Parking Spots (24- Hr. Parking)						0				0	39	24 H	39	39	39	39
47	Impark Public Parking	34	12 H	\$2				34			0			0	0	34	34
47	Private Customer Parking for Trifon Pizza						0	13			13			0	13	13	13

Appendix B - Off Street Parking Supply Data

Regina Downtown Parking Study																	
OFF- STREET PUBLIC AND PRIVATE PARKING SUPPLY DATA - April/May 2013																	
Block No.	Parking Lot Details	Off Street Paid Public Parking						Total Paid Public Parking Spots (Supply)	Off Street Private Parking						Total Res. & Non Res. Private Parking	Total Off Street (Public & Private) Parking Spots Available	
		Off Street Reserved Paid Parking			Non Reserved Paid Parking				Reserved Private Parking			Non Reserved Private Parking					
		Available Spots	Hour	Min./Max. Cost (\$)	Available Spots	Hour	Min./Max. Cost (\$)		Available Spots	Min./Max. Time Permitted	Acc. Spots	Total Reserved Private Parking	Available Spots	Min./Max. Time Permitted			Acc. Spots
47	Private Parking for Ministry of Highways (MHI)						0	13			13				0	13	13
47	Private Parking - Reserved for Diplomat						0	14			14				0	14	14
47	Private Parking Lots Spots (Non-Reserved)						0				0	94			94	94	94
48	Private Parking for Residential Buildings						0	56	24 H		56				0	56	56
48	Private Parking - Non Reserved						0				0	42			42	42	42
48	Private Parking for Fire Station No. 1						0	16			16				0	16	16
48	Private Parking for Sake Restaurant						0	4			4				0	4	4
48	Private Parking for Huston House						0	6			6				0	6	6
48	private Parking for Regina Chamber of Commerce						0	12			12				0	12	12
48	Private Parking for Chiropractic Clinic						0	7			7				0	7	7
49	Private Parking for Franciscan Place						0				0	29			29	29	29
49	Private Parking - Reserved for Dahiem & Findlay						0				0	11			11	11	11
49	Impark Public Parking	17	1H-12H	\$1 - \$7	43	1 H - 12 H	\$1 - \$7	60			0				0	0	60
49	Impark Public Parking				24	1 H - 12 H	\$1 - \$5	24			0				0	0	24
49	Private Parking (Residential Buildings)						0	39	24 H		39				0	39	39
49	Private Parking - Reserved for Hillberg & Berk						0				0	10			10	10	10
50	Private Parking - Reserved for Staff of Communication , Energy and Powerworks Union of Canada						0	8			8				0	8	8
50	Private Parking for Ripplinger Financial						0	4			4				0	4	4
50	Private Parking for Residential Buildings						0	160	24 H		160				0	160	160
50	Impark Public Parking	4	1H-12H	\$1 - \$7	38	1 H - 12 H	\$1 - \$7	42			0				0	0	42
50	Private Parking - Reserved						0				0	26			26	26	26
50	Private Parking - Reserved for Henry's Café Customers						0				0	18			18	18	18
51	Private Parking - Reserved for APEGs, Dudley & Company, DFK						0	25			25				0	25	25
51	Private Parking - 24 Private Parking						0				0	57	24 H		57	57	57
51	Private Parking (Basement)						0				0				0	0	0
51	Private Parking - 24 Hour for Residential Buildings						0				0	35	24 H		35	35	35
51	Private Parking - Reserved for Natures Best						0	5			5				0	5	5
51	Private Parking - Reserved						0	4			4				0	4	4
52	Private Parking - 24 Hour Reserved for Phillips &Co.						0	25	24 H		25				0	25	25
52	Private Parking Reserved for 2150 Scarth Street (different Companies)						0	72			72				0	72	72
52	Private Parking - 24 Hour Reserved						0	161	24 H		161				0	161	161
53	Private Parking - Reserved for Members of Affinity Credit Union						0	3			3				0	3	3
53	Private Parking Lots						0				0	40		1	41	41	41
53	Private Parking Parkade (Basement)						0				0				0	0	0

Appendix B - Off Street Parking Supply Data

Regina Downtown Parking Study																	
OFF- STREET PUBLIC AND PRIVATE PARKING SUPPLY DATA - April/May 2013																	
Block No.	Parking Lot Details	Off Street Paid Public Parking						Total Paid Public Parking Spots (Supply)	Off Street Private Parking						Total Res. & Non Res. Private Parking	Total Off Street (Public & Private) Parking Spots Available	
		Off Street Reserved Paid Parking			Non Reserved Paid Parking				Reserved Private Parking			Non Reserved Private Parking					
		Available Spots	Min./Max. Time Permitted (M for Minute, H for Hour)	Min./Max. Cost (\$)	Available Spots	Min./Max. Time Permitted (M for Minute, H for Hour)	Min./Max. Cost (\$)		Available Spots	Min./Max. Time Permitted	Acc. Spots	Total Reserved Private Parking	Available Spots	Min./Max. Time Permitted			Acc. Spots
53	Private Parking Lots - Reserved 24 Hours for Residential Buildings						0	68	24 H		68				0	68	68
54	Private Parking - Res. for Residential Buildings						0	138	24 H		138				0	138	138
54	Impark Public Parking	32	1H-12H	\$1 - \$7	6	1 H - 12 H	\$1 - \$7	38			0				0	0	38
55	Private Parking Lot Res. For Saskatchewan Public Service Commission						0	34			34				0	34	34
55	Private Parking for Residential Building						0	28			28				0	28	28
55	Private Parking Res. For Adam Neisner Reality						0	11			11				0	11	11
55	Private Parking Res. For True Fit Denture Clinic						0	7			7				0	7	7
55	Private Parking for FACT Computer						0	7			7				0	7	7
55	Private Parking for Residential Building						0	22			22				0	22	22
55	Private Parking for Gallery Denture Clinic						0	6			6				0	6	6
55	Private Parking Lot Res. And non Reserved						0	12		2	14	19		19	33	33	33
55	Private Parking - 24 Hour Reserved						0	42	24 H		42				0	42	42
56	Private Parking Reserved for Brown Communication and Caltech						0	11			11				0	11	11
56	Private Parking for City View Centre						0	25			25				0	25	25
56	Private Parking Reserved for Galon Investment and RQHR						0				0	13		13	13	13	13
56	Private Parking for Richmond Nychuk & Stone Creek Financial Group						0				0	18		18	18	18	18
56	Private Parking for Quixotic Aesthetics						0				0	7		7	7	7	7
56	Impark Public Parking	15	24 H	\$6	29	1 H - 24 H	\$1 - \$6	44			0			0	0	44	44
57	No Private Parking except Residential Parking						0				0			0	0	0	0
58	Private Parking for Mechanical Design Group						0	6			6				0	6	6
59	Private Parking Lots - 24 Hours Reserved						0	59			59				0	59	59
59	Private Parking for Lorne Drug						0	6			6				0	6	6
60	Private Parking - 24 Hour for Natural Resources Canada						0	18			18				0	18	18
60	Private Parking - 24 Hour for 2221 Cornwall St. Building						0	27			27				0	27	27
61	No Private Parking						0				0				0	0	0
62	No Private Parking						0				0				0	0	0
63	Private Parking Lots for Shoppers Drug Mart and other Stores						0				0	92		4	96	96	96
64	Private Parking Parkade for Investors Group (multi-levels)						0				0				0	0	0
64	Private Parking for Thai Garden's Customers						0				0	16		16	16	16	16
64	Private Parking for Tylor & Associates Financial Services						0				0	11		11	11	11	11
64	Private Parking - Reserved 24 Hours for Echo Valley Properties Inc.						0	40			40				0	40	40
65	Private Parking for Brothers & Company Financial (Clients and Staff)						0				0	10		10	10	10	10
65	Private Parking along with Basement Parkade for Domview 2400 College Av.						0				0	25		25	25	25	25
65	Private Parking for Frontier Center for Public Policy - Sask. Office						0				0	9		9	9	9	9

Appendix B - Off Street Parking Supply Data

Regina Downtown Parking Study																	
OFF- STREET PUBLIC AND PRIVATE PARKING SUPPLY DATA - April/May 2013																	
Block No.	Parking Lot Details	Off Street Paid Public Parking						Total Paid Public Parking Spots (Supply)	Off Street Private Parking						Total Res. & Non Res. Private Parking	Total Off Street (Public & Private) Parking Spots Available	
		Off Street Reserved Paid Parking			Non Reserved Paid Parking				Reserved Private Parking			Non Reserved Private Parking					
		Available Spots	Min./Max. Cost (\$)	Min./Max. Time Permitted (M for Minute, H for Hour)	Available Spots	Min./Max. Time Permitted (M for Minute, H for Hour)	Min./Max. Cost (\$)		Available Spots	Min./Max. Time Permitted	Acc. Spots	Total Reserved Private Parking	Available Spots	Min./Max. Time Permitted			Acc. Spots
65	Private Parking for TATTOO						0				0	7			7	7	7
66	Private Parking for 2326 College Av. Building						0	5			5				0	5	5
66	Private Parking for Balanced Approach Therapy Centre						0	10			10				0	10	10
66	Private Parking for Jane's Skin Care Day Spa and Fireside Bistro						0	12			12				0	12	12
66	Private Parking for Mintz Wallace Chartered Accountants						0	8			8				0	8	8
66	Private Parking for Remedial Massage and Dentist						0	8			8				0	8	8
66	Private Parking for Cubbon Advertising Concepts						0	5			5				0	5	5
67	Private Parking for Park View Place - 24 Hr. Parking						0	101			101				0	101	101
67	Private Parking for En Vogue Spa						0				0	14			14	14	14
68	Private Parking for Speers Chapel Financial						0				0	16			16	16	16
68	Private Parking for Desjardins Security (Prince Charles Building)						0				0	9			9	9	9
68	Private Parking for PSW - Reserved parking						0				0	9			9	9	9
68	Private Parking - 24 Reserved for GP Financial						0	10			10				0	10	10
68	Private Parking - 24 Hrs. Reserved for Physiotherapy						0	15			15				0	15	15
68	Private Parking for Nycor Community Management						0				0	10			10	10	10
68	Private Parking for Speers Family Centre						0				0	9			9	9	9
69	No Private Parking except Residential Parking						0				0				0	0	0
70	Private Parking for "The Cooperators Life Insurance Company						0	99		2	101				0	101	101
71	No Private Parking except Residential Parking						0				0				0	0	0
TOTAL		758			1,216		1,974	4,307		15	4,322	3,024		36	3,060	7,382	9,356

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Morning

Block #	North	East	South	West
1a	N/A	N/A	0	N/A
1b	N/A	N/A	0	N/A
1c	N/A	N/A	0	N/A
1d	N/A	N/A	24	N/A
1e	N/A	N/A	9	N/A
1f	N/A	N/A	0	N/A
2	0	4	0	0
3	0	6	9	5
4	0	C	C	8
5	5	BUS	9	C
6	0	12	0	19
7	0	5	0	BUS
8	0	5	0	2
9	0	2	2	9
10	0	0	3	22
11	0	12	1	2
12	5	18	0	14
13	C	C	7	11
14	C	17	PLAZA	C
15	C	SCARTH	PLAZA	3
16	8	19	2	SCARTH
17	0	8	4	14
18	5	6	4	15
19	3	C	4	0
20	2	0	2	C
21	0	0	6	15
22	0	21	7	0
23	0	1	9	0
24	0	14	10	23
25	3	C	5	11
26	C	13	C	3

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Morning

Block #	North	East	South	West
27	0	14	2	11
28	0	34	9	15
29	PLAZA	27	21	15
30	3	10	1	11
31	9	16	11	12
32	0	0	1	11
33	4	C	0	0
34	3	0	5	C
35	11	0	10	16
36	10	21	8	0
37	8	0	4	0
38	6	19	8	20
39	0	0	6	12
40	5	13	2	5
41	9	13	8	15
42	5	8	6	13
43	8	14	3	12
44	8	17	4	14
45	7	11	0	12
46	6	11	9	14
47	1	13	8	9
48	4	19	8	8
49	3	15	6	9
50	6	19	9	14
51	7	13	7	7
52	6	8	6	17
53	7	17	6	11
54	10	17	9	22
55	4	8	6	11
56	7	16	6	2
57	9	16	9	13

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Morning

Block #	North	East	South	West
58	8	18	6	12
59	7	17	5	18
60	8	18	6	16
61	11	19	10	20
62	9	17	7	18
63	2	6	7	16
64	7	18	0	3
65	6	7	3	14
66	3	15	6	9
67	2	14	3	9
68	6	14	4	18
69	11	12	5	18
70	2	17	8	9
71	3	0	4	17
P1	N/A	0	N/A	N/A
P2	N/A	C	6	N/A
P3	N/A	N/A	4	N/A
P4	N/A	N/A	9	N/A
P5	N/A	N/A	11	N/A
P6	N/A	18	N/A	N/A
P7	N/A	20	N/A	N/A
P8	4	N/A	N/A	N/A
P9	4	N/A	N/A	N/A
P10	4	N/A	N/A	N/A
P11	5	3	N/A	N/A
P12	N/A	10	N/A	N/A
P13	N/A	3	N/A	N/A
P14	0	N/A	N/A	N/A
P15	0	N/A	N/A	N/A
P16	6	N/A	N/A	N/A
P17	4	N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Morning

Block #	North	East	South	West
P18	10	N/A	N/A	N/A
P19	8	N/A	N/A	N/A
P20	11	N/A	N/A	N/A
P21	0	N/A	N/A	N/A
P22	N/A	N/A	N/A	4
P23	N/A	N/A	N/A	1
P24	N/A	N/A	N/A	7
P25	1	N/A	N/A	0
P26	4	N/A	N/A	N/A
P27	6	N/A	N/A	N/A
P28	N/A	N/A	N/A	18
P29	N/A	N/A	N/A	12
P30	N/A	N/A	N/A	10
P31	N/A	N/A	0	N/A
P32	N/A	N/A	0	N/A
P33	N/A	N/A	0	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Midday

Block #	North	East	South	West
1a	N/A	N/A	0	N/A
1b	N/A	N/A	0	N/A
1c	N/A	N/A	0	N/A
1d	N/A	N/A	25	N/A
1e	N/A	N/A	6	N/A
1f	N/A	N/A	0	N/A
2	0	6	0	0
3	0	8	8	6
4	0	C	C	6
5	4	BUS	7	C
6	0	14	0	20
7	0	8	0	BUS
8	0	8	0	2
9	0	3	5	9
10	0	0	5	23
11	0	11	1	4
12	6	17	0	15
13	C	C	6	13
14	C	18	PLAZA	C
15	C	SCARTH	PLAZA	0
16	7	17	4	SCARTH
17	0	10	3	15
18	3	7	3	17
19	2	C	1	1
20	3	1	2	C
21	4	0	6	15
22	0	17	8	0
23	0	0	8	0
24	0	15	9	19
25	3	C	3	12
26	C	15	C	5

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Midday

Block #	North	East	South	West
27	0	13	3	11
28	0	31	7	15
29	PLAZA	27	19	17
30	3	10	1	5
31	9	17	11	14
32	0	0	2	9
33	3	C	0	0
34	2	1	6	C
35	11	0	11	19
36	10	21	4	0
37	9	0	5	0
38	7	17	6	21
39	0	C	6	12
40	4	7	3	5
41	7	7	9	9
42	8	10	4	8
43	9	14	5	11
44	10	18	6	14
45	7	13	0	13
46	7	11	5	15
47	4	15	7	8
48	3	18	9	14
49	6	14	6	12
50	8	21	9	16
51	7	15	8	9
52	8	15	8	15
53	6	8	4	13
54	8	18	9	23
55	7	9	7	11
56	7	14	2	8
57	7	16	8	9

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Midday

Block #	North	East	South	West
58	9	19	10	14
59	7	16	6	18
60	8	18	6	16
61	10	19	10	19
62	10	17	8	18
63	0	10	6	16
64	6	14	0	5
65	8	10	3	10
66	8	17	4	11
67	4	16	2	10
68	5	18	5	20
69	9	14	5	18
70	2	17	6	11
71	5	0	5	17
P1	N/A	0	N/A	N/A
P2	N/A	0	6	N/A
P3	N/A	N/A	8	N/A
P4	N/A	N/A	9	N/A
P5	N/A	N/A	9	N/A
P6	N/A	18	N/A	N/A
P7	N/A	18	N/A	N/A
P8	6	N/A	N/A	N/A
P9	8	N/A	N/A	N/A
P10	7	N/A	N/A	N/A
P11	4	5	N/A	N/A
P12	N/A	10	N/A	N/A
P13	N/A	5	N/A	N/A
P14	0	N/A	N/A	N/A
P15	0	N/A	N/A	N/A
P16	5	N/A	N/A	N/A
P17	5	N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Midday

Block #	North	East	South	West
P18	8	N/A	N/A	N/A
P19	7	N/A	N/A	N/A
P20	12	N/A	N/A	N/A
P21	0	N/A	N/A	N/A
P22	N/A	N/A	N/A	9
P23	N/A	N/A	N/A	1
P24	N/A	N/A	N/A	4
P25	3	N/A	N/A	8
P26	8	N/A	N/A	N/A
P27	8	N/A	N/A	N/A
P28	N/A	N/A	N/A	16
P29	N/A	N/A	N/A	18
P30	N/A	N/A	N/A	8
P31	N/A	N/A	0	N/A
P32	N/A	N/A	0	N/A
P33	N/A	N/A	0	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
1a	N/A	N/A	0	N/A
1b	N/A	N/A	0	N/A
1c	N/A	N/A	0	N/A
1d	N/A	N/A	20	N/A
1e	N/A	N/A	7	N/A
1f	N/A	N/A	0	N/A
2	0	6	0	0
3	0	8	6	5
4	0	0	C	9
5	4	BUS	9	0
6	0	13	0	19
7	0	5	0	BUS
8	0	9	0	2
9	0	1	3	7
10	0	9	2	15
11	0	11	4	5
12	4	15	0	16
13	C	C	4	13
14	C	18	PLAZA	C
15	C	SCARTH	PLAZA	2
16	9	16	2	SCARTH
17	0	10	1	13
18	5	1	3	17
19	1	C	4	0
20	1	0	2	C
21	1	0	6	13
22	0	16	7	0
23	0	0	9	0
24	0	11	10	15
25	4	C	3	11
26	C	11	C	0

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
27	0	10	5	12
28	0	34	5	13
29	PLAZA	27	20	16
30	4	8	1	7
31	8	17	8	11
32	0	0	2	8
33	2	C	1	0
34	2	3	4	C
35	12	0	11	13
36	11	19	5	0
37	7	0	2	0
38	6	13	7	21
39	0	0	5	9
40	3	9	1	3
41	5	9	6	12
42	4	8	3	8
43	9	12	3	8
44	8	17	5	14
45	6	11	0	13
46	7	9	10	12
47	3	9	8	6
48	2	15	8	4
49	4	15	4	10
50	3	17	6	16
51	5	13	8	7
52	6	13	8	15
53	8	17	6	9
54	10	18	9	22
55	7	9	6	14
56	7	14	3	2
57	8	13	9	10

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
58	6	13	7	13
59	9	15	7	16
60	7	14	6	14
61	12	19	10	18
62	10	14	9	17
63	0	9	8	16
64	6	16	0	2
65	5	6	3	12
66	8	18	6	15
67	6	14	3	9
68	5	14	9	17
69	11	14	3	15
70	3	16	8	12
71	5	0	4	14
P1	N/A	0	N/A	N/A
P2	N/A	0	7	N/A
P3	N/A	N/A	4	N/A
P4	N/A	N/A	8	N/A
P5	N/A	N/A	7	N/A
P6	N/A	14	N/A	N/A
P7	N/A	16	N/A	N/A
P8	3	N/A	N/A	N/A
P9	5	N/A	N/A	N/A
P10	2	N/A	N/A	N/A
P11	3	1	N/A	N/A
P12	N/A	9	N/A	N/A
P13	N/A	6	N/A	N/A
P14	0	N/A	N/A	N/A
P15	0	N/A	N/A	N/A
P16	7	N/A	N/A	N/A
P17	7	N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 12-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
P18	11	N/A	N/A	N/A
P19	7	N/A	N/A	N/A
P20	10	N/A	N/A	N/A
P21	0	N/A	N/A	N/A
P22	N/A	N/A	N/A	8
P23	N/A	N/A	N/A	1
P24	N/A	N/A	N/A	3
P25	1	N/A	N/A	8
P26	5	N/A	N/A	N/A
P27	7	N/A	N/A	N/A
P28	N/A	N/A	N/A	14
P29	N/A	N/A	N/A	11
P30	N/A	N/A	N/A	9
P31	N/A	N/A	0	N/A
P32	N/A	N/A	0	N/A
P33	N/A	N/A	0	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Morning

Block #	North	East	South	West
1a	N/A	N/A	0	N/A
1b	N/A	N/A	0	N/A
1c	N/A	N/A	0	N/A
1d	N/A	N/A	25	N/A
1e	N/A	N/A	12	N/A
1f	N/A	N/A	0	N/A
2	0	3	0	0
3	0	7	10	4
4	0	1	C	8
5	4	BUS	8	0
6	0	13	0	21
7	0	3	0	BUS
8	0	9	0	2
9	0	2	5	10
10	0	0	3	22
11	0	10	3	2
12	5	15	0	12
13	C	C	6	13
14	0	18	PLAZA	C
15	C	SCARTH	PLAZA	2
16	8	16	4	SCARTH
17	0	6	4	15
18	2	4	4	15
19	3	C	3	0
20	1	0	2	C
21	2	0	6	17
22	0	18	5	0
23	0	0	9	0
24	0	15	10	21
25	3	0	0	14
26	C	12	C	0

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Morning

Block #	North	East	South	West
27	0	12	6	12
28	C	34	8	14
29	PLAZA	37	18	16
30	4	10	3	7
31	10	16	11	11
32	0	0	2	9
33	3	C	0	0
34	4	0	6	C
35	10	0	12	17
36	10	21	9	0
37	9	0	2	0
38	2	15	7	20
39	0	2	4	8
40	6	12	2	2
41	9	10	6	12
42	4	6	6	8
43	4	10	2	5
44	6	8	2	6
45	6	11	0	7
46	5	9	6	14
47	5	12	8	7
48	1	16	9	4
49	3	14	7	9
50	4	18	9	15
51	3	13	8	8
52	4	13	9	18
53	8	18	6	13
54	7	15	11	20
55	8	16	6	9
56	9	18	4	4
57	9	16	10	14

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Morning

Block #	North	East	South	West
58	8	18	9	18
59	8	17	8	16
60	10	18	7	15
61	12	17	8	20
62	10	17	7	17
63	0	7	8	14
64	7	16	0	4
65	8	13	3	13
66	6	15	5	15
67	6	16	1	9
68	5	17	6	17
69	10	13	2	18
70	2	17	7	8
71	5	1	4	18
P1	N/A	0	N/A	N/A
P2	N/A	1	6	N/A
P3	N/A	N/A	9	N/A
P4	N/A	N/A	10	N/A
P5	N/A	N/A	10	N/A
P6	N/A	20	N/A	N/A
P7	N/A	19	N/A	N/A
P8	6	N/A	N/A	N/A
P9	9	N/A	N/A	N/A
P10	4	N/A	N/A	N/A
P11	5	1	N/A	N/A
P12	N/A	6	N/A	N/A
P13	N/A	1	N/A	N/A
P14	0	N/A	N/A	N/A
P15	0	N/A	N/A	N/A
P16	5	N/A	N/A	N/A
P17	3	N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Morning

Block #	North	East	South	West
P18	7	N/A	N/A	N/A
P19	6	N/A	N/A	N/A
P20	7	N/A	N/A	N/A
P21	0	N/A	N/A	N/A
P22	N/A	N/A	N/A	4
P23	N/A	N/A	N/A	1
P24	N/A	N/A	N/A	9
P25	2	N/A	N/A	10
P26	6	N/A	N/A	N/A
P27	6	N/A	N/A	N/A
P28	N/A	N/A	N/A	21
P29	N/A	N/A	N/A	16
P30	N/A	N/A	N/A	9
P31	N/A	N/A	0	N/A
P32	N/A	N/A	0	N/A
P33	N/A	N/A	0	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Midday

Block #	North	East	South	West
1a	N/A	N/A	0	N/A
1b	N/A	N/A	0	N/A
1c	N/A	N/A	0	N/A
1d	N/A	N/A	23	N/A
1e	N/A	N/A	9	N/A
1f	N/A	N/A	0	N/A
2	0	1	0	0
3	0	9	4	5
4	0	0	C	6
5	4	BUS	9	0
6	0	14	0	19
7	0	8	0	BUS
8	0	9	0	7
9	0	2	7	13
10	0	0	5	22
11	0	8	1	2
12	4	16	0	10
13	C	C	5	15
14	3	15	PLAZA	C
15	C	SCARTH	PLAZA	2
16	8	14	3	SCARTH
17	0	9	3	13
18	2	9	4	14
19	1	C	3	0
20	1	0	3	C
21	5	0	6	18
22	0	20	8	0
23	0	0	7	0
24	0	13	11	21
25	3	0	C	14
26	C	11	C	1

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Midday

Block #	North	East	South	West
27	0	8	4	12
28	C	22	4	13
29	PLAZA	37	19	13
30	3	11	2	6
31	8	18	12	10
32	0	0	2	8
33	4	C	0	0
34	2	0	6	C
35	11	0	13	16
36	11	16	6	0
37	6	0	4	0
38	1	12	8	18
39	0	8	5	7
40	3	12	2	6
41	8	10	7	12
42	4	8	10	11
43	8	12	1	6
44	9	16	0	11
45	6	9	0	10
46	8	9	6	7
47	3	14	7	9
48	4	16	9	6
49	4	15	5	10
50	5	19	9	18
51	7	11	11	10
52	2	13	9	18
53	6	19	6	10
54	4	17	11	20
55	8	10	5	10
56	9	17	3	5
57	6	14	9	13

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Midday

Block #	North	East	South	West
58	8	19	9	16
59	9	16	7	15
60	9	17	7	15
61	12	16	10	21
62	11	17	8	19
63	0	9	5	15
64	5	15	0	5
65	8	13	0	12
66	7	17	3	15
67	7	17	4	10
68	5	16	5	15
69	10	13	4	17
70	2	18	7	10
71	2	0	5	16
P1	N/A	0	N/A	N/A
P2	N/A	1	6	N/A
P3	N/A	N/A	6	N/A
P4	N/A	N/A	10	N/A
P5	N/A	N/A	10	N/A
P6	N/A	19	N/A	N/A
P7	N/A	16	N/A	N/A
P8	5	N/A	N/A	N/A
P9	7	N/A	N/A	N/A
P10	6	N/A	N/A	N/A
P11	4	4	N/A	N/A
P12	N/A	13	N/A	N/A
P13	N/A	8	N/A	N/A
P14	0	N/A	N/A	N/A
P15	0	N/A	N/A	N/A
P16	6	N/A	N/A	N/A
P17	4	N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Midday

Block #	North	East	South	West
P18	5	N/A	N/A	N/A
P19	5	N/A	N/A	N/A
P20	9	N/A	N/A	N/A
P21	0	N/A	N/A	N/A
P22	N/A	N/A	N/A	5
P23	N/A	N/A	N/A	0
P24	N/A	N/A	N/A	7
P25	1	N/A	N/A	8
P26	7	N/A	N/A	N/A
P27	8	N/A	N/A	N/A
P28	N/A	N/A	N/A	19
P29	N/A	N/A	N/A	15
P30	N/A	N/A	N/A	14
P31	N/A	N/A	0	N/A
P32	N/A	N/A	0	N/A
P33	N/A	N/A	0	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
1a	N/A	N/A	0	N/A
1b	N/A	N/A	0	N/A
1c	N/A	N/A	0	N/A
1d	N/A	N/A	25	N/A
1e	N/A	N/A	7	N/A
1f	N/A	N/A	0	N/A
2	0	6	0	0
3	0	9	3	4
4	0	0	C	7
5	3	BUS	9	0
6	0	15	0	21
7	0	7	0	BUS
8	0	6	0	3
9	0	1	5	12
10	0	0	3	21
11	0	8	3	0
12	2	13	0	10
13	C	C	2	12
14	1	17	PLAZA	C
15	C	SCARTH	PLAZA	1
16	5	10	4	SCARTH
17	0	9	3	15
18	3	7	4	13
19	0	C	3	0
20	2	0	2	C
21	1	0	6	13
22	0	16	7	0
23	0	0	7	0
24	0	12	7	17
25	3	C	C	12
26	C	8	C	0

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
27	0	10	5	9
28	C	26	4	11
29	PLAZA	36	16	14
30	4	10	3	15
31	11	16	10	11
32	0	0	3	8
33	2	C	0	8
34	2	0	4	C
35	9	0	10	11
36	9	17	3	0
37	7	0	5	0
38	3	10	9	17
39	0	5	2	9
40	6	12	2	2
41	9	10	8	12
42	4	6	6	10
43	6	11	1	5
44	6	12	3	9
45	6	9	0	6
46	5	6	8	13
47	4	12	8	3
48	1	16	9	4
49	5	15	6	8
50	5	17	7	14
51	0	13	5	8
52	5	11	6	15
53	6	18	6	9
54	6	15	10	19
55	8	6	6	11
56	8	16	3	3
57	8	11	8	14

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
58	8	13	8	10
59	7	15	6	13
60	8	17	7	13
61	10	17	10	19
62	10	14	7	12
63	0	7	7	16
64	5	14	0	2
65	4	12	1	14
66	7	13	5	11
67	6	17	3	8
68	6	16	7	15
69	11	9	5	16
70	2	11	6	9
71	4	0	3	10
P1	N/A	0	N/A	N/A
P2	N/A	2	7	N/A
P3	N/A	N/A	7	N/A
P4	N/A	N/A	6	N/A
P5	N/A	N/A	10	N/A
P6	N/A	13	N/A	N/A
P7	N/A	15	N/A	N/A
P8	3	N/A	N/A	N/A
P9	6	N/A	N/A	N/A
P10	5	N/A	N/A	N/A
P11	4	0	N/A	N/A
P12	N/A	12	N/A	N/A
P13	N/A	4	N/A	N/A
P14	0	N/A	N/A	N/A
P15	0	N/A	N/A	N/A
P16	6	N/A	N/A	N/A
P17	3	N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Count Results

Date: 18-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
P18	9	N/A	N/A	N/A
P19	3	N/A	N/A	N/A
P20	6	N/A	N/A	N/A
P21	0	N/A	N/A	N/A
P22	N/A	N/A	N/A	5
P23	N/A	N/A	N/A	3
P24	N/A	N/A	N/A	4
P25	2	N/A	N/A	11
P26	5	N/A	N/A	N/A
P27	5	N/A	N/A	N/A
P28	N/A	N/A	N/A	20
P29	N/A	N/A	N/A	15
P30	N/A	N/A	N/A	12
P31	N/A	N/A	0	N/A
P32	N/A	N/A	0	N/A
P33	N/A	N/A	0	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Morning

Block #	North	East	South	West
1a	N/A	N/A		N/A
1b	N/A	N/A		N/A
1c	N/A	N/A		N/A
1d	N/A	N/A	80%	N/A
1e	N/A	N/A	82%	N/A
1f	N/A	N/A		N/A
2		57%		
3		60%	90%	83%
4		C	C	100%
5	100%	BUS	100%	C
6		75%		83%
7		56%		BUS
8		50%	0%	22%
9		67%	22%	75%
10	0%		30%	100%
11		86%	25%	C
12	100%	100%		74%
13	C	C	88%	69%
14	C	89%	PLAZA	C
15	C	SCARTH	PLAZA	100%
16	80%	100%	50%	SCARTH
17	0%	67%	100%	100%
18	100%	46%	100%	83%
19	60%	C		0%
20	67%		C	C
21	0%		60%	79%
22		105%	58%	
23			82%	
24		82%	83%	100%
25	100%	C	C	73%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Morning

Block #	North	East	South	West
26	C	72%	C	50%
27		108%	40%	92%
28		103%	75%	100%
29	PLAZA	100%	105%	100%
30	100%	91%	33%	79%
31	100%	84%	92%	92%
32			20%	122%
33	100%	C		
34	33%		83%	C
35	92%		77%	76%
36	83%	105%	100%	
37	80%		50%	
38	55%	100%	89%	91%
39	C	C	75%	86%
40	83%	81%	67%	83%
41	90%	87%	73%	94%
42	56%	67%	67%	76%
43	89%	93%	50%	86%
44	80%	94%	31%	93%
45	100%	100%		92%
46	55%	100%	82%	93%
47	17%	93%	80%	75%
48	100%	100%	80%	50%
49	33%	75%	75%	64%
50	75%	90%	100%	78%
51	78%	100%	70%	78%
52	67%	50%	60%	89%
53	78%	89%	75%	69%
54	100%	94%	90%	100%
55	40%	53%	100%	100%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Morning

Block #	North	East	South	West
56	70%	76%	120%	12%
57	100%	84%	90%	81%
58	89%	86%	67%	71%
59	100%	94%	71%	95%
60	73%	86%	86%	84%
61	100%	112%	91%	100%
62	90%	94%	88%	86%
63			78%	89%
64	88%	100%		30%
65	75%	41%	43%	93%
66	43%	115%	86%	53%
67	33%	74%	75%	82%
68	86%	70%	44%	95%
69	110%	92%	100%	95%
70	100%	85%	114%	75%
71	60%	0%	50%	106%
P1	N/A		N/A	N/A
P2	N/A	C	86%	N/A
P3	N/A	N/A	40%	N/A
P4	N/A	N/A	100%	N/A
P5	N/A	N/A	110%	N/A
P6	N/A	106%	N/A	N/A
P7	N/A	95%	N/A	N/A
P8	67%	N/A	N/A	N/A
P9	36%	N/A	N/A	N/A
P10	50%	N/A	N/A	N/A
P11	125%	33%	N/A	N/A
P12	N/A	59%	N/A	N/A
P13	N/A	50%	N/A	N/A
P14		N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Morning

Block #	North	East	South	West
P15		N/A	N/A	N/A
P16	75%	N/A	N/A	N/A
P17	44%	N/A	N/A	N/A
P18	91%	N/A	N/A	N/A
P19	89%	N/A	N/A	N/A
P20	92%	N/A	N/A	N/A
P21		N/A	N/A	N/A
P22	N/A	N/A	N/A	33%
P23	N/A	N/A	N/A	7%
P24	N/A	N/A	N/A	58%
P25	17%	N/A	N/A	0%
P26	50%	N/A	N/A	N/A
P27	67%	N/A	N/A	N/A
P28	N/A	N/A	N/A	90%
P29	N/A	N/A	N/A	57%
P30	N/A	N/A	N/A	67%
P31	N/A	N/A		N/A
P32	N/A	N/A		N/A
P33	N/A	N/A		N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Midday

Block #	North	East	South	West
1a	N/A	N/A		N/A
1b	N/A	N/A		N/A
1c	N/A	N/A		N/A
1d	N/A	N/A	83%	N/A
1e	N/A	N/A	55%	N/A
1f	N/A	N/A		N/A
2		86%		
3		80%	80%	100%
4		C	C	75%
5	80%	BUS	78%	C
6		88%		87%
7		89%		BUS
8		80%	0%	22%
9		100%	56%	75%
10	0%		50%	105%
11		79%	25%	C
12	120%	94%		79%
13	C	C	75%	81%
14	C	95%	PLAZA	C
15	C	SCARTH	PLAZA	0%
16	70%	89%	100%	SCARTH
17	0%	83%	75%	107%
18	60%	54%	75%	94%
19	40%	C		100%
20	100%		C	C
21	50%		60%	79%
22		85%	67%	
23			73%	
24		88%	75%	83%
25	100%	C	C	80%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Midday

Block #	North	East	South	West
26	C	83%	C	83%
27		100%	60%	92%
28		94%	58%	100%
29	PLAZA	100%	95%	113%
30	100%	91%	33%	36%
31	100%	89%	92%	108%
32			40%	100%
33	75%	C		
34	22%		100%	C
35	92%		85%	90%
36	83%	105%	50%	
37	90%		63%	
38	64%	89%	67%	95%
39	C	C	75%	86%
40	67%	44%	100%	83%
41	70%	47%	82%	56%
42	89%	83%	44%	47%
43	100%	93%	83%	79%
44	100%	100%	46%	93%
45	100%	118%		100%
46	64%	100%	45%	100%
47	67%	107%	70%	67%
48	75%	95%	90%	88%
49	67%	70%	75%	86%
50	100%	100%	100%	89%
51	78%	115%	80%	100%
52	89%	94%	80%	79%
53	67%	42%	50%	81%
54	80%	100%	90%	105%
55	70%	60%	117%	100%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Midday

Block #	North	East	South	West
56	70%	67%	40%	47%
57	78%	84%	80%	56%
58	100%	90%	111%	82%
59	100%	89%	86%	95%
60	73%	86%	86%	84%
61	91%	112%	91%	95%
62	100%	94%	100%	86%
63			67%	89%
64	75%	78%		50%
65	100%	59%	43%	67%
66	114%	131%	57%	65%
67	67%	84%	50%	91%
68	71%	90%	56%	105%
69	90%	108%	100%	95%
70	100%	85%	86%	92%
71	100%	0%	63%	106%
P1	N/A		N/A	N/A
P2	N/A	C	86%	N/A
P3	N/A	N/A	80%	N/A
P4	N/A	N/A	100%	N/A
P5	N/A	N/A	90%	N/A
P6	N/A	106%	N/A	N/A
P7	N/A	86%	N/A	N/A
P8	100%	N/A	N/A	N/A
P9	73%	N/A	N/A	N/A
P10	88%	N/A	N/A	N/A
P11	100%	56%	N/A	N/A
P12	N/A	59%	N/A	N/A
P13	N/A	83%	N/A	N/A
P14		N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Midday

Block #	North	East	South	West
P15		N/A	N/A	N/A
P16	63%	N/A	N/A	N/A
P17	56%	N/A	N/A	N/A
P18	73%	N/A	N/A	N/A
P19	78%	N/A	N/A	N/A
P20	100%	N/A	N/A	N/A
P21		N/A	N/A	N/A
P22	N/A	N/A	N/A	75%
P23	N/A	N/A	N/A	7%
P24	N/A	N/A	N/A	33%
P25	50%	N/A	N/A	67%
P26	100%	N/A	N/A	N/A
P27	89%	N/A	N/A	N/A
P28	N/A	N/A	N/A	80%
P29	N/A	N/A	N/A	86%
P30	N/A	N/A	N/A	53%
P31	N/A	N/A		N/A
P32	N/A	N/A		N/A
P33	N/A	N/A		N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
1a	N/A	N/A		N/A
1b	N/A	N/A		N/A
1c	N/A	N/A		N/A
1d	N/A	N/A	67%	N/A
1e	N/A	N/A	64%	N/A
1f	N/A	N/A		N/A
2		86%		
3		80%	60%	83%
4		C	C	113%
5	80%	BUS	100%	C
6		81%		83%
7		56%		BUS
8		90%	0%	22%
9		33%	33%	58%
10	0%		20%	68%
11		79%	100%	C
12	80%	83%		84%
13	C	C	50%	81%
14	C	95%	PLAZA	C
15	C	SCARTH	PLAZA	67%
16	90%	84%	50%	SCARTH
17	0%	83%	25%	93%
18	100%	8%	75%	94%
19	20%	C		0%
20	33%		C	C
21	13%		60%	68%
22		80%	58%	
23			82%	
24		65%	83%	65%
25	133%	C	C	73%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
26	C	61%	C	0%
27		77%	100%	100%
28		103%	42%	87%
29	PLAZA	100%	100%	107%
30	133%	73%	33%	50%
31	89%	89%	67%	85%
32			40%	89%
33	50%	C		
34	22%		67%	C
35	100%		85%	62%
36	92%	95%	63%	
37	70%		25%	
38	55%	68%	78%	95%
39	C	C	63%	64%
40	50%	56%	33%	50%
41	50%	60%	55%	75%
42	44%	67%	33%	47%
43	100%	80%	50%	57%
44	80%	94%	38%	93%
45	86%	100%		100%
46	64%	82%	91%	80%
47	50%	64%	80%	50%
48	50%	79%	80%	25%
49	44%	75%	50%	71%
50	38%	81%	67%	89%
51	56%	100%	80%	78%
52	67%	81%	80%	79%
53	89%	89%	75%	56%
54	100%	100%	90%	100%
55	70%	60%	100%	127%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
56	70%	67%	60%	12%
57	89%	68%	90%	63%
58	67%	62%	78%	76%
59	129%	83%	100%	84%
60	64%	67%	86%	74%
61	109%	112%	91%	90%
62	100%	78%	113%	81%
63			89%	89%
64	75%	89%		20%
65	63%	35%	43%	80%
66	114%	138%	86%	88%
67	100%	74%	75%	82%
68	71%	70%	100%	89%
69	110%	108%	60%	79%
70	150%	80%	114%	100%
71	100%	0%	50%	88%
P1	N/A		N/A	N/A
P2	N/A	C	100%	N/A
P3	N/A	N/A	40%	N/A
P4	N/A	N/A	89%	N/A
P5	N/A	N/A	70%	N/A
P6	N/A	82%	N/A	N/A
P7	N/A	76%	N/A	N/A
P8	50%	N/A	N/A	N/A
P9	45%	N/A	N/A	N/A
P10	25%	N/A	N/A	N/A
P11	75%	11%	N/A	N/A
P12	N/A	53%	N/A	N/A
P13	N/A	100%	N/A	N/A
P14		N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 12-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
P15		N/A	N/A	N/A
P16	88%	N/A	N/A	N/A
P17	78%	N/A	N/A	N/A
P18	100%	N/A	N/A	N/A
P19	78%	N/A	N/A	N/A
P20	83%	N/A	N/A	N/A
P21		N/A	N/A	N/A
P22	N/A	N/A	N/A	67%
P23	N/A	N/A	N/A	7%
P24	N/A	N/A	N/A	25%
P25	17%	N/A	N/A	67%
P26	63%	N/A	N/A	N/A
P27	78%	N/A	N/A	N/A
P28	N/A	N/A	N/A	70%
P29	N/A	N/A	N/A	52%
P30	N/A	N/A	N/A	60%
P31	N/A	N/A		N/A
P32	N/A	N/A		N/A
P33	N/A	N/A		N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Morning

Block #	North	East	South	West
1a	N/A	N/A		N/A
1b	N/A	N/A		N/A
1c	N/A	N/A		N/A
1d	N/A	N/A	83%	N/A
1e	N/A	N/A	109%	N/A
1f	N/A	N/A		N/A
2		43%		
3		70%	100%	67%
4		C	C	100%
5	80%	BUS	89%	C
6		81%		91%
7		33%		BUS
8		90%	0%	22%
9		67%	56%	83%
10	0%		30%	100%
11		71%	75%	C
12	100%	83%		63%
13	C	C	75%	81%
14	C	95%	PLAZA	C
15	C	SCARTH	PLAZA	67%
16	80%	84%	100%	SCARTH
17	0%	50%	100%	107%
18	40%	31%	100%	83%
19	60%	C		0%
20	33%		C	C
21	25%		60%	89%
22		90%	42%	
23			82%	
24		88%	83%	91%
25	100%	C	C	93%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Morning

Block #	North	East	South	West
26	C	67%	C	0%
27		92%	120%	100%
28		103%	67%	93%
29	PLAZA	103%	90%	107%
30	133%	83%	100%	50%
31	100%	84%	92%	85%
32			40%	100%
33	75%	C		
34	44%		100%	C
35	83%		92%	81%
36	83%	105%	113%	
37	90%		25%	
38	18%	79%	78%	91%
39	C	C	50%	57%
40	100%	75%	67%	33%
41	90%	67%	55%	75%
42	44%	50%	67%	47%
43	44%	67%	33%	36%
44	60%	44%	15%	40%
45	86%	100%		54%
46	45%	82%	55%	93%
47	83%	86%	80%	58%
48	25%	84%	90%	25%
49	33%	70%	88%	64%
50	50%	86%	100%	83%
51	33%	100%	80%	89%
52	44%	81%	90%	95%
53	89%	95%	75%	81%
54	70%	83%	110%	91%
55	80%	107%	100%	82%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Morning

Block #	North	East	South	West
56	90%	86%	80%	24%
57	100%	84%	100%	88%
58	89%	86%	100%	106%
59	114%	94%	114%	84%
60	91%	86%	100%	79%
61	109%	100%	73%	100%
62	100%	94%	88%	81%
63			89%	78%
64	88%	89%		40%
65	100%	76%	43%	87%
66	86%	115%	71%	88%
67	100%	84%	25%	82%
68	71%	85%	67%	89%
69	100%	100%	40%	95%
70	100%	85%	100%	67%
71	100%	17%	50%	113%
P1	N/A		N/A	N/A
P2	N/A	C	86%	N/A
P3	N/A	N/A	90%	N/A
P4	N/A	N/A	111%	N/A
P5	N/A	N/A	100%	N/A
P6	N/A	118%	N/A	N/A
P7	N/A	90%	N/A	N/A
P8	100%	N/A	N/A	N/A
P9	82%	N/A	N/A	N/A
P10	50%	N/A	N/A	N/A
P11	125%	11%	N/A	N/A
P12	N/A	35%	N/A	N/A
P13	N/A	17%	N/A	N/A
P14		N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Morning

Block #	North	East	South	West
P15		N/A	N/A	N/A
P16	63%	N/A	N/A	N/A
P17	33%	N/A	N/A	N/A
P18	64%	N/A	N/A	N/A
P19	67%	N/A	N/A	N/A
P20	58%	N/A	N/A	N/A
P21		N/A	N/A	N/A
P22	N/A	N/A	N/A	33%
P23	N/A	N/A	N/A	7%
P24	N/A	N/A	N/A	75%
P25	33%	N/A	N/A	83%
P26	75%	N/A	N/A	N/A
P27	67%	N/A	N/A	N/A
P28	N/A	N/A	N/A	105%
P29	N/A	N/A	N/A	76%
P30	N/A	N/A	N/A	60%
P31	N/A	N/A		N/A
P32	N/A	N/A		N/A
P33	N/A	N/A		N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Midday

Block #	North	East	South	West
1a	N/A	N/A		N/A
1b	N/A	N/A		N/A
1c	N/A	N/A		N/A
1d	N/A	N/A	77%	N/A
1e	N/A	N/A	82%	N/A
1f	N/A	N/A		N/A
2		14%		
3		90%	40%	83%
4		C	C	75%
5	80%	BUS	100%	C
6		88%		83%
7		89%		BUS
8		90%	0%	78%
9		67%	78%	108%
10	0%		50%	100%
11		57%	25%	C
12	80%	89%		53%
13	C	C	63%	94%
14	C	79%	PLAZA	C
15	C	SCARTH	PLAZA	67%
16	80%	74%	75%	SCARTH
17	0%	75%	75%	93%
18	40%	69%	100%	78%
19	20%	C		0%
20	33%		C	C
21	63%		60%	95%
22		100%	67%	
23			64%	
24		76%	92%	91%
25	100%	C	C	93%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Midday

Block #	North	East	South	West
26	C	61%	C	17%
27		62%	80%	100%
28		67%	33%	87%
29	PLAZA	103%	95%	87%
30	100%	92%	67%	43%
31	80%	95%	100%	77%
32			40%	89%
33	100%	C		
34	22%		100%	C
35	92%		100%	76%
36	92%	80%	75%	
37	60%		50%	
38	9%	63%	89%	82%
39	C	C	63%	50%
40	50%	75%	67%	100%
41	80%	67%	64%	75%
42	44%	67%	111%	65%
43	89%	80%	17%	43%
44	90%	89%	0%	73%
45	86%	82%		77%
46	73%	82%	55%	47%
47	50%	100%	70%	75%
48	100%	84%	90%	38%
49	44%	75%	63%	71%
50	63%	90%	100%	100%
51	78%	85%	110%	111%
52	22%	81%	90%	95%
53	67%	100%	75%	63%
54	40%	94%	110%	91%
55	80%	67%	83%	91%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Midday

Block #	North	East	South	West
56	90%	81%	60%	29%
57	67%	74%	90%	81%
58	89%	90%	100%	94%
59	129%	89%	100%	79%
60	82%	81%	100%	79%
61	109%	94%	91%	105%
62	110%	94%	100%	90%
63			56%	83%
64	63%	83%		50%
65	100%	76%	0%	80%
66	100%	131%	43%	88%
67	117%	89%	100%	91%
68	71%	80%	56%	79%
69	100%	100%	80%	89%
70	100%	90%	100%	83%
71	40%	0%	63%	100%
P1	N/A		N/A	N/A
P2	N/A	C	86%	N/A
P3	N/A	N/A	60%	N/A
P4	N/A	N/A	111%	N/A
P5	N/A	N/A	100%	N/A
P6	N/A	112%	N/A	N/A
P7	N/A	76%	N/A	N/A
P8	83%	N/A	N/A	N/A
P9	64%	N/A	N/A	N/A
P10	75%	N/A	N/A	N/A
P11	100%	44%	N/A	N/A
P12	N/A	76%	N/A	N/A
P13	N/A	133%	N/A	N/A
P14		N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Midday

Block #	North	East	South	West
P15		N/A	N/A	N/A
P16	75%	N/A	N/A	N/A
P17	44%	N/A	N/A	N/A
P18	45%	N/A	N/A	N/A
P19	56%	N/A	N/A	N/A
P20	75%	N/A	N/A	N/A
P21		N/A	N/A	N/A
P22	N/A	N/A	N/A	42%
P23	N/A	N/A	N/A	0%
P24	N/A	N/A	N/A	58%
P25	17%	N/A	N/A	67%
P26	88%	N/A	N/A	N/A
P27	89%	N/A	N/A	N/A
P28	N/A	N/A	N/A	95%
P29	N/A	N/A	N/A	71%
P30	N/A	N/A	N/A	93%
P31	N/A	N/A		N/A
P32	N/A	N/A		N/A
P33	N/A	N/A		N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
1a	N/A	N/A		N/A
1b	N/A	N/A		N/A
1c	N/A	N/A		N/A
1d	N/A	N/A	83%	N/A
1e	N/A	N/A	64%	N/A
1f	N/A	N/A		N/A
2		86%		
3		90%	30%	67%
4		C	C	88%
5	60%	BUS	100%	C
6		94%		91%
7		78%		BUS
8		60%	0%	33%
9		33%	56%	100%
10	0%		30%	95%
11		57%	75%	C
12	40%	72%		53%
13	C	C	25%	75%
14	C	89%	PLAZA	C
15	C	SCARTH	PLAZA	33%
16	50%	53%	100%	SCARTH
17	0%	75%	75%	107%
18	60%	54%	100%	72%
19	0%	C		0%
20	67%		C	C
21	13%		60%	68%
22		80%	58%	
23			64%	
24		71%	58%	74%
25	100%	C	C	80%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
26	C	44%	C	0%
27		77%	100%	75%
28		79%	33%	73%
29	PLAZA	100%	80%	93%
30	133%	83%	100%	107%
31	110%	84%	83%	85%
32			60%	89%
33	50%	C		
34	22%		67%	C
35	75%		77%	52%
36	75%	85%	38%	
37	70%		63%	
38	27%	53%	100%	77%
39	C	C	25%	64%
40	100%	75%	67%	33%
41	90%	67%	73%	75%
42	44%	50%	67%	59%
43	67%	73%	17%	36%
44	60%	67%	23%	60%
45	86%	82%		46%
46	45%	55%	73%	87%
47	67%	86%	80%	25%
48	25%	84%	90%	25%
49	56%	75%	75%	57%
50	63%	81%	78%	78%
51	0%	100%	50%	89%
52	56%	69%	60%	79%
53	67%	95%	75%	56%
54	60%	83%	100%	86%
55	80%	40%	100%	100%

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

Time Period: Afternoon

Block #	North	East	South	West
56	80%	76%	60%	18%
57	89%	58%	80%	88%
58	89%	62%	89%	59%
59	100%	83%	86%	68%
60	73%	81%	100%	68%
61	91%	100%	91%	95%
62	100%	78%	88%	57%
63			78%	89%
64	63%	78%		20%
65	50%	71%	14%	93%
66	100%	100%	71%	65%
67	100%	89%	75%	73%
68	86%	80%	78%	79%
69	110%	69%	100%	84%
70	100%	55%	86%	75%
71	80%	0%	38%	63%
P1	N/A		N/A	N/A
P2	N/A	C	100%	N/A
P3	N/A	N/A	70%	N/A
P4	N/A	N/A	67%	N/A
P5	N/A	N/A	100%	N/A
P6	N/A	76%	N/A	N/A
P7	N/A	71%	N/A	N/A
P8	50%	N/A	N/A	N/A
P9	55%	N/A	N/A	N/A
P10	63%	N/A	N/A	N/A
P11	100%	0%	N/A	N/A
P12	N/A	71%	N/A	N/A
P13	N/A	67%	N/A	N/A
P14		N/A	N/A	N/A

Appendix C - On Street Parking Utilization Data

Regina Downtown Parking Study On-Street Parking Utilization Results

Date: 18-Jun-13

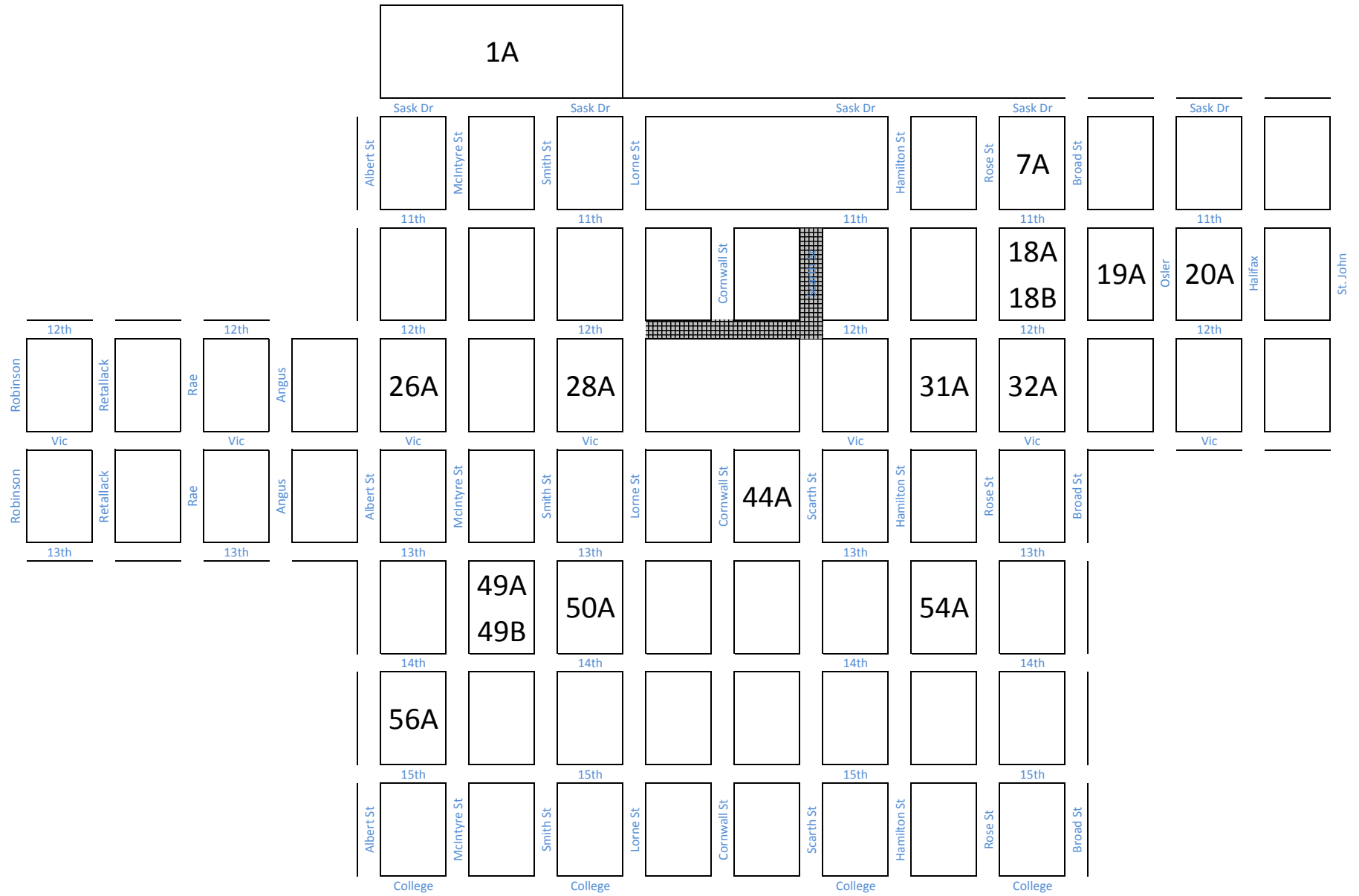
Time Period: Afternoon

Block #	North	East	South	West
P15		N/A	N/A	N/A
P16	75%	N/A	N/A	N/A
P17	33%	N/A	N/A	N/A
P18	82%	N/A	N/A	N/A
P19	33%	N/A	N/A	N/A
P20	50%	N/A	N/A	N/A
P21		N/A	N/A	N/A
P22	N/A	N/A	N/A	42%
P23	N/A	N/A	N/A	21%
P24	N/A	N/A	N/A	33%
P25	33%	N/A	N/A	92%
P26	63%	N/A	N/A	N/A
P27	56%	N/A	N/A	N/A
P28	N/A	N/A	N/A	100%
P29	N/A	N/A	N/A	71%
P30	N/A	N/A	N/A	80%
P31	N/A	N/A		N/A
P32	N/A	N/A		N/A
P33	N/A	N/A		N/A

Appendix D - Off Street Parking Utilization Data

Regina Downtown Parking Study

Public Surface Lot Locations for Off-Street Utilization Count



Appendix D - Off Street Parking Utilization Data

Regina Downtown Parking Study

Project No. 5412025-000

Off-Street Parking Utilization Survey - Parking Lot Descriptions

Block #	Lot Designation	Supply Estimate	Description of Public Off-Street Surface Parking Lots
1	A	387	Effectively one large public Impark lot immediately NW of downtown. Gravel lot with no markings. \$7 per day.
7	A	71	Three small Impark lots on this block. Paved, with markings. \$8 per day.
18	A	90	Five small public lots on Block 18, of different quality and cost. Most are paved with markings, at a daily cost of \$8.
18	B	133	Large public Impark lot, also on Block 18. Gravel, no markings. \$10 per day.
19	A	94	Large public Impark lot. Gravel, no markings. \$6 per day.
20	A	16	Small public Impark lot. Gravel, no markings. \$5 per day.
26	A	17	Small public Impark lot. Paved, with markings. \$8 per day.
28	A	11	Very small public Impark lot. Paved, with markings. \$10 per day.
31	A	69	Large public Impark lot. Paved, with markings. \$12 per day.
32	A	26	Small public Impark lot. Paved with markings. \$12 per day.
44	A	95	Large public Impark lot behind Hotel Saskatchewan. Paved with markings. \$14 per day.
49	A	43	Two small public Impark lots on Block 49. Paved with markings. \$7 per day.
49	B	24	One small public Impark lot on Block 49. Gravel, no markings. \$5 per day.
50	A	38	Medium sized public Impark lot. Gravel, with markings (on railings). \$7 per day.
54	A	6	Very small public Impark lot. Paved, with markings. \$7 per day.
56	A	29	Small public Impark lot. Paved with markings. \$6 per day.

Appendix D - Off Street Parking Utilization Data

Regina Downtown Parking Study

5412025-000

Off-Street Parking Utilization

Weekday Morning

Block #	Lot Designation	Date	Time	Supply Estimate	Empty Spots	Utilization
1	A	13-Jun-13	10:10 AM	387	21	95%
7	A	13-Jun-13	10:20 AM	71	10	86%
18	A	13-Jun-13	10:25 AM	90	3	97%
18	B	13-Jun-13	10:25 AM	133	3	98%
19	A	13-Jun-13	10:30 AM	94	12	87%
32	A	13-Jun-13	10:35 AM	26	1	96%
44	A	13-Jun-13	10:40 AM	95	3	97%
56	A	13-Jun-13	10:45 AM	29	3	90%
49	A	13-Jun-13	10:50 AM	43	10	77%
49	B	13-Jun-13	10:50 AM	24	10	58%
50	A	13-Jun-13	11:10 AM	38	5	87%
20	A	19-Jun-13	10:03 AM	16	0	100%
26	A	19-Jun-13	10:19 AM	17	1	94%
28	A	19-Jun-13	10:24 AM	11	4	64%
31	A	19-Jun-13	10:09 AM	69	1	99%
54	A	19-Jun-13	10:29 AM	6	2	67%
Total				1149	89	92%

Appendix D - Off Street Parking Utilization Data

Regina Downtown Parking Study

5412025-000

Off-Street Parking Utilization

Weekday Midday

Block #	Lot Designation	Date	Time	Supply Estimate	Empty Spots	Utilization
1	A	13-Jun-13	12:05 PM	387	28	93%
7	A	13-Jun-13	12:10 PM	71	14	80%
18	A	13-Jun-13	12:15 PM	90	15	83%
18	B	13-Jun-13	12:15 PM	133	15	89%
19	A	13-Jun-13	12:20 PM	94	25	73%
32	A	13-Jun-13	12:30 PM	26	0	100%
44	A	13-Jun-13	12:35 PM	95	6	94%
56	A	13-Jun-13	12:40 PM	29	4	86%
49	A	13-Jun-13	12:45 PM	43	13	70%
49	B	13-Jun-13	12:45 PM	24	14	42%
50	A	13-Jun-13	12:50 PM	38	10	74%
20	A	19-Jun-13	12:05 PM	16	1	94%
26	A	19-Jun-13	12:14 PM	17	2	88%
28	A	19-Jun-13	12:19 PM	11	4	64%
31	A	19-Jun-13	12:10 PM	69	1	99%
54	A	19-Jun-13	12:23 PM	6	2	67%
Total				1149	154	87%

Appendix D - Off Street Parking Utilization Data

Regina Downtown Parking Study

5412025-000

Off-Street Parking Utilization

Weekday Afternoon

Block #	Lot Designation	Date	Time	Supply Estimate	Empty Spots	Utilization
1	A	13-Jun-13	3:15 PM	387	49	87%
7	A	13-Jun-13	3:20 PM	71	13	82%
18	A	13-Jun-13	3:30 PM	90	29	68%
18	B	13-Jun-13	3:30 PM	133	15	89%
19	A	13-Jun-13	3:35 PM	94	20	79%
32	A	13-Jun-13	3:40 PM	26	8	69%
44	A	13-Jun-13	3:45 PM	95	23	76%
56	A	13-Jun-13	4:00 PM	29	7	76%
49	A	13-Jun-13	3:50 PM	43	16	63%
49	B	13-Jun-13	3:50 PM	24	13	46%
50	A	13-Jun-13	3:55 PM	38	9	76%
20	A	19-Jun-13	2:33 PM	16	1	94%
26	A	19-Jun-13	2:44 PM	17	1	94%
28	A	19-Jun-13	2:47 PM	11	4	64%
31	A	19-Jun-13	2:37 PM	69	4	94%
54	A	19-Jun-13	2:55 PM	6	2	67%
Total				1149	214	81%

Appendix D - Off Street Parking Utilization Data

Regina Downtown Parking Study

Off-Street Parking Utilization

Weekday - June, 2013

Block #	Lot Designation	Morning Utilization	Midday Utilization	Afternoon Utilization
1	A	95%	93%	87%
7	A	86%	80%	82%
18	A	97%	83%	68%
18	B	98%	89%	89%
19	A	87%	73%	79%
20	A	100%	94%	94%
26	A	94%	88%	94%
28	A	64%	64%	64%
31	A	99%	99%	94%
32	A	96%	100%	69%
44	A	97%	94%	76%
49	A	77%	70%	63%
49	B	58%	42%	46%
50	A	87%	74%	76%
54	A	67%	67%	67%
56	A	90%	86%	76%
		92%	87%	81%

	Utilization >= 85%
	70% <= Utilization < 85%
	Utilization < 70%

Appendix E - On Street Parking Duration Data

BLOCK # 17
Wednesday, June 12, 2013

Street	Type of Parking	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	
12th Avenue	Meter - Reserved	X	X	X	X	X	X	X	X	X	N	2	2	2	X	X	X	X	X	X	X	N	2	2	2	
	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	N	X
	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Meter	N	2	2	2	2	N	2	N	N	2	2	N	X	N	2	P	1	N	2	X	N	2	2	2	
	Meter	N	2	N	2	2	2	2	2	2	2	2	2	2	2	N	N	P	1	1	1	1	1	1	1	1
	Accessible	X	X	X	X	X	X	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	X	X	X
Rose Street	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N	2	2	2	2	2	
	Meter	X	X	N	2	2	2	2	2	2	N	2	2	2	2	N	2	2	2	2	2	2	2	2	N	
	Meter	P	1	1	1	1	1	1	N	2	2	2	N	2	2	2	N	2	2	2	2	2	2	N	2	
	Meter	X	X	X	X	N	2	2	2	N	2	X	N	2	2	X	X	N	2	2	2	2	N	2	2	
	Meter	X	X	X	N	2	2	2	2	N	2	X	N	2	N	2	N	2	2	2	2	2	2	X	N	
	30 Min	X	X	X	N	2	2	2	N	N	2	2	2	X	N	X	X	N	2	X	X	N	2	2	2	
	30 Min	X	N	X	X	X	X	X	N	2	2	2	N	2	2	X	X	X	X	X	X	X	X	X	N	
	30 Min	N	2	2	X	N	N	X	X	N	2	2	N	X	N	X	X	N	X	X	X	X	X	X	N	
	Loading Zone	X	X	X	X	X	X	X	X	X	N	N	X	X	X	X	X	X	N	N	2	X	X	X	X	
	Loading Zone	X	N	X	X	X	X	X	X	X	N	2	2	X	X	X	X	N	2	N	X	X	X	X	X	
11th Avenue	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N		
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N	
Hamilton Street	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter - Reserved	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X	N	2	N	2	2	2	2	2	2	2
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	X	N	2	2	2	2	2	2	N	2	2	2	X	N	N	N	2	2	2	2	2	2	2	N	
	Loading Zone	X	X	X	X	X	X	N	P	N	N	X	X	X	X	X	X	P	1	1	X	N	2	X	N	

- P Indicates the first appearance of a vehicle with a City of Regina parking permit
- 1 Indicates an extended parking period for a vehicle with a City of Regina parking permit
- N Indicates the first appearance of a vehicle with no parking permit
- 2 Indicates an extended parking period for a vehicle with no parking permit
- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 17

Wednesday, June 12, 2013

Street	Type of Parking	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM	
12th Avenue	Meter - Reserved	2	X	X	X	X	N	2	2	X	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	N	2	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter	N	2	2	2	X	N	N	X	N	N	2	N	2	2	X	X	X	X	X	X	X	X	X	X	
	Meter	1	1	1	1	P	1	1	1	1	1	1	1	X	N	N	2	X	X	X	X	X	X	X	X	
	Accessible	X	N	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rose Street	Meter	2	2	N	2	X	X	N	N	2	2	2	2	X	X	X	X	X	N	2	2	2	2	2	2	
	Meter	N	2	2	2	X	N	2	2	2	X	X	X	X	N	2	2	2	2	2	2	2	X	X	X	
	Meter	2	2	2	2	N	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	X	X	X	X	X	X	N	2	2	2	2	2	2	2	
	30 Min	X	N	X	N	X	X	X	N	2	2	X	X	X	N	X	X	X	X	X	X	X	X	X	X	
	30 Min	2	2	2	X	X	X	X	X	X	X	X	X	N	2	X	X	N	2	2	2	X	X	N	2	
	30 Min	2	X	X	X	N	2	2	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	
	Loading Zone	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Loading Zone	N	2	X	X	N	X	N	X	X	X	X	X	X	X	X	X	X	X	N	2	2	2	X	N	X
	Meter	N	2	2	N	2	2	X	N	2	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2
11th Avenue	Meter	1	1	N	2	2	2	2	X	N	2	2	2	2	2	X	X	N	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Hamilton Street	Loading Zone	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X	
	Meter	N	N	N	2	2	2	2	N	N	2	2	2	2	X	N	N	2	2	2	2	2	2	2	2	
	Meter	2	N	2	2	2	2	2	2	2	N	2	2	2	2	N	N	2	N	2	2	2	2	2	2	
	Meter	N	2	2	N	2	N	N	2	2	2	2	2	2	X	N	2	2	2	N	2	2	2	2	2	
	Meter	2	2	2	2	N	X	N	N	X	N	2	N	2	2	N	N	2	2	2	2	2	N	2	2	
	Meter	2	2	X	N	2	2	2	2	2	N	N	2	2	2	N	2	2	2	2	2	2	2	2	2	
	Meter	2	N	2	N	2	2	2	X	N	2	2	N	N	2	2	2	2	2	N	2	N	2	2	2	
	Meter	2	2	2	N	2	2	2	2	N	N	N	2	2	X	P	X	N	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	N	2	2	2	2	N	X	N	X	N	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	X	N	2	2	2	N	2	2	2	2	2	
	Meter - Reserved	2	2	X	X	X	X	X	X	X	N	2	2	2	2	2	X	N	2	2	2	2	2	2	2	2
	Meter	2	N	N	2	2	N	2	2	N	2	N	2	2	X	X	X	X	X	X	X	X	X	X	X	
	Meter	N	2	2	X	N	2	2	2	X	N	N	2	2	X	X	X	N	2	2	2	2	2	2	X	
	Loading Zone	N	N	X	X	X	N	X	N	2	N	2	P	1	1	N	X	X	X	X	X	X	X	X	X	X

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- 2 Indicates an extended parking period for a vehicle with no parking permit
- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 27
Wednesday, June 12, 2013

Street	Type of Parking	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	
Victoria Ave	Loading Zone	X	X	X	X	X	X	N	2	N	X	X	X	X	N	N	N	N	2	N	X	N	2	N	N	
	Loading Zone	X	N	N	X	N	2	N	N	N	X	X	N	N	2	2	2	N	N	2	X	X	N	X	N	
	Loading Zone	N	N	X	X	X	X	X	N	2	2	2	2	N	2	2	2	X	X	X	X	X	X	N	N	
	Loading Zone	X	N	X	X	X	X	N	N	N	N	N	X	X	X	N	X	N	N	N	N	N	X	X	N	N
	Loading Zone	X	N	X	X	X	P	1	1	N	X	N	N	N	X	X	N	N	2	N	2	N	N	X	N	2
	Loading Zone	X	X	X	X	X	X	X	X	N	X	X	X	N	N	2	2	2	N	N	N	N	N	N	N	N
McIntyre St	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter - No Parking	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter - No Parking	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter	P	1	1	1	1	1	1	1	1	X	P	1	1	1	1	1	1	N	2	2	2	2	2	N	2
	Meter	X	1	1	1	1	1	X	N	2	N	N	2	2	N	N	N	N	2	2	N	2	N	2	N	
	Loading Zone	X	X	X	N	N	N	N	N	N	X	X	N	X	N	X	N	N	N	X	X	N	X	X	N	X
	Loading Zone	X	X	N	2	X	X	N	N	X	X	X	X	X	N	X	N	N	X	X	N	X	X	N	X	
	Accessible	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X
	Accessible	X	X	X	N	X	X	N	X	X	X	X	X	X	N	N	2	X	N	X	X	X	X	X	N	2
	Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	N	2	2	2	2
	Meter	X	N	2	2	2	2	N	N	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N	2
	Meter	N	N	2	2	2	2	2	N	2	2	2	2	X	N	2	2	X	N	2	2	2	N	N	2	2
	Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	N	2	2	2	2	2	2	2
	Meter	P	1	1	1	1	1	N	2	N	N	2	2	2	2	2	2	2	N	N	2	2	2	N	N	2
	Meter	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N	2
	Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	N	2	2	2	2	N	N	2
	Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Smith St	Meter	N	2	2	2	2	2	N	2	2	X	N	2	2	2	2	2	2	2	X	N	2	2	2	2
Meter		P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	N	N	2	2	2	2	2	2	
Meter		P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Meter		P	1	1	1	1	1	1	1	N	2	2	2	N	2	2	2	N	N	N	2	N	2	2	2	
Meter		N	2	2	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Meter		P	1	1	1	1	1	1	1	1	1	1	N	2	2	2	2	2	2	2	2	2	2	2	2	
Meter		P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Meter		N	2	2	2	2	2	2	2	2	2	N	2	2	2	2	N	2	2	2	2	2	2	2	N	N
Meter		P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	N	2	2	2	2	N	N	2
Meter		P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Meter		P	1	1	1	N	N	N	2	2	N	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Meter		X	P	1	1	1	1	1	1	1	1	1	1	1	1	N	2	2	2	2	2	N	N	2	N	
Accessible		X	X	X	X	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X	X	N	X	X
Accessible		X	X	X	X	X	N	X	X	X	X	N	2	2	2	2	2	N	X	X	X	X	X	X	N	N
Loading Zone		X	X	X	N	X	N	X	X	X	X	X	X	X	N	X	X	X	X	X	X	N	X	N	N	2
Loading Zone		X	X	X	X	X	N	X	X	X	X	X	X	N	X	X	X	N	X	X	X	X	X	X	X	X

- P Indicates the first appearance of a vehicle with a City of Regina parking permit
- 1 Indicates an extended parking period for a vehicle with a City of Regina parking permit
- N Indicates the first appearance of a vehicle with no parking permit
- 2 Indicates an extended parking period for a vehicle with no parking permit
- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 27
Wednesday, June 12, 2013

Street	Type of Parking	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
Victoria Ave	Loading Zone	N	X	X	N	X	X	N	X	N	X	X	N	X	X	X	X	X	X	X	X	X	X	X	X
	Loading Zone	N	2	2	2	X	X	N	N	N	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X
	Loading Zone	N	N	X	N	N	X	X	N	N	N	X	N	X	X	X	X	X	X	X	X	X	X	X	X
	Loading Zone	N	N	N	N	2	X	X	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Loading Zone	N	N	X	N	X	N	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Loading Zone	N	X	N	N	X	X	N	X	N	2	X	X	N	X	X	X	X	X	X	X	X	X	X	X
McIntyre St	Meter - Reserved	X	X	X	N	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Meter - No Parking	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Meter - No Parking	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Meter	2	2	2	2	2	X	N	2	2	2	2	2	2	N	2	2	2	2	2	2	N	2	2	2
	Meter	2	2	2	2	2	N	2	2	2	2	N	N	N	2	N	2	2	2	2	2	2	2	2	2
	Loading Zone	X	X	X	N	2	X	N	N	N	N	X	X	N	N	X	X	X	X	X	X	X	X	X	X
	Loading Zone	X	X	N	X	N	X	N	X	X	X	X	X	N	N	X	X	X	X	X	X	X	X	X	X
	Accessible	X	X	X	N	X	X	X	N	2	2	X	X	X	N	X	X	X	X	X	N	2	N	X	X
	Accessible	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	X	X	X	X	X	X	X
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	2	2	2	2	2	N	2	N	N	2	X	N	X	N	N	X	X	X	X	X	X	X	X	X
	Meter	2	N	2	2	2	N	2	2	2	2	2	2	2	N	2	X	X	X	X	X	X	X	N	X
	Meter	2	2	2	2	2	2	2	2	2	2	2	N	X	N	X	X	N	X	X	X	X	N	2	2
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	X	N	X	X	X	X	X	N	2	2	2
	Meter	2	2	2	2	2	2	2	N	2	2	2	X	N	2	2	N	2	2	2	2	2	2	2	2
	Meter	2	N	2	2	2	N	N	2	2	2	2	2	X	N	2	X	X	X	X	X	X	X	X	X
	Meter	1	1	1	1	1	1	1	1	1	1	1	1	1	X	N	N	2	2	2	2	X	X	X	X
	Meter	2	X	P	N	N	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Meter	1	1	1	N	2	2	2	2	2	2	2	2	X	X	X	X	X	X	X	X	X	X	X	X	
Smith St	Meter	1	1	1	1	1	1	1	1	1	1	1	1	1	X	X	X	X	X	X	N	2	2	2	2
	Meter	2	2	2	N	2	N	2	X	N	2	X	X	X	P	X	X	X	X	X	X	X	X	N	X
	Meter	2	2	N	2	X	N	2	2	2	2	2	X	X	N	N	2	2	2	2	2	X	X	N	2
	Meter	1	1	1	1	1	1	1	1	1	1	1	X	N	2	2	2	2	2	2	2	X	X	N	2
	Meter	2	2	2	N	2	2	2	2	2	2	2	P	1	1	1	1	1	1	1	1	X	X	N	2
	Meter	2	2	N	2	2	2	2	2	2	2	X	X	X	N	X	X	X	X	X	X	X	X	X	X
	Meter	N	2	2	2	2	N	X	X	X	N	2	2	2	2	2	2	2	2	2	2	X	X	X	X
	Meter	1	1	1	1	1	1	1	1	1	1	1	1	1	X	X	X	X	X	X	X	X	X	X	X
	Meter	N	2	2	2	2	2	2	2	2	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	X	X	X	X	X	X	X	X	X	X	X	X
	Meter	1	1	1	1	1	1	1	1	1	1	1	1	1	X	X	X	X	X	X	X	X	X	X	X
	Meter	2	N	N	2	2	2	2	2	2	2	N	X	X	X	X	X	X	X	X	X	X	X	X	X
	Meter	2	2	2	N	N	2	2	2	2	2	2	2	2	X	X	X	X	X	X	X	X	X	X	X
	Accessible	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Accessible	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X	X	X	X	X	N	X	X
	Loading Zone	X	N	X	X	X	X	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Loading Zone	X	X	X	N	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

- P Indicates the first appearance of a vehicle with a City of Regina parking permit
- 1 Indicates an extended parking period for a vehicle with a City of Regina parking permit
- N Indicates the first appearance of a vehicle with no parking permit
- 2 Indicates an extended parking period for a vehicle with no parking permit
- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 38
Thursday, June 13, 2013

Street	Type of Parking	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM
13th Ave	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	N	N	X	N	X	N	2	N	2	2	2	2
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	N	2	2	2	2	N	2	2	2	2	2	X
	Free 1 Hour	X	X	X	X	X	N	X	X	X	N	X	N	N	2	2	2	N	2	2	2	2	2	X	N
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	X	N	2	X	X	X	X	X
	Free 1 Hour	X	X	X	X	X	N	X	X	X	X	X	N	2	2	2	X	X	X	N	2	X	X	X	X
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	N	N	N	2	X	X
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	N	2	2	2	2	N	2	2	2	X	N
	Free 1 Hour	X	X	X	N	X	X	X	X	X	X	X	X	X	N	2	2	2	2	N	2	2	2	X	N
Rae St	Free 2 Hour	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Free 2 Hour	N	2	2	2	2	2	2	2	X	X	X	X	N	2	2	X	X	N	2	X	N	2	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Free 2 Hour	N	X	X	X	X	N	2	2	2	X	X	X	N	X	X	X	X	N	2	2	2	X	N	X
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	P	1	1	1	1	1	1	X	X	X	X	P	1	X	X	X	N	2	2	2	2	2	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	X	N	N	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Victoria Ave	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	2	X	X	X	X	X	X
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	2	2
	Free 1 Hour	X	X	X	N	2	2	2	X	X	X	X	N	2	2	2	X	X	X	X	N	2	2	2	2
	Loading Zone	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Free 1 Hour	X	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Free 1 Hour	X	X	X	X	X	X	N	2	2	2	X	N	2	2	2	X	X	X	X	X	X	X	X	X
	Free 1 Hour	X	X	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	X	X	X	X	X	X	N	2	X	X	X	N	2	2	2	2	2	N	2	2	2	2	2	X
Angus St	Free 1 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	N	2	2	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	X	N	2	2	2
	Free 1 Hour	N	2	2	2	2	2	2	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	2	2	X	N	2	2	2	2
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Free 1 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	X	X	N	2	X	N	2	2	2	2	2	2	2	2	2	X	N	2	N	2	2	N	2	2
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Free 1 Hour	P	1	1	1	1	X	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N	2	2
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	N	2	2	2	2	2	2	2	2	X	N	2	2
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	N	2	2	2
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	N	N	2	2	2	2	2	2	2	2	2
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	2	2	2	2	2	2	2	2

P Indicates the first appearance of a vehicle with a City of Regina resident parking permit
1 Indicates an extended parking period for a vehicle with a City of Regina resident parking permit
N Indicates the first appearance of a vehicle with no parking permit
2 Indicates an extended parking period for a vehicle with no parking permit
 Indicates standard meters have been covered with "No Parking" bags
 Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 38
Thursday, June 13, 2013

Street	Type of Parking	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM	
13th Ave	Free 1 Hour	2	2	2	2	2	2	2	2	N	2	2	2	X	X	N	2	X	X	N	2	2	X	X	X	
	Free 1 Hour	X	N	2	2	2	2	2	2	2	2	2	2	X	X	N	2	X	X	N	X	X	X	N	2	
	Free 1 Hour	X	N	2	2	2	2	2	2	X	N	2	2	2	2	2	X	X	X	X	X	X	N	2	2	
	Free 1 Hour	N	X	N	X	N	2	N	2	2	2	2	X	X	N	2	X	X	X	X	X	X	N	2	2	
	Free 1 Hour	X	X	X	N	N	2	N	2	2	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Free 1 Hour	X	N	N	2	X	X	N	2	2	X	N	N	2	2	X	X	X	X	X	X	X	X	X	X	
	Free 1 Hour	N	N	N	2	2	2	X	N	2	2	2	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Free 1 Hour	X	N	N	X	N	2	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X	X	N	2	
Rae St	Free 2 Hour	2	2	N	X	N	2	N	2	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Free 2 Hour	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	N	2
	Free 2 Hour	2	2	2	2	2	2	2	2	2	2	2	2	X	X	X	X	X	X	X	X	X	X	N	2	
	Free 2 Hour	2	2	2	2	2	2	2	2	2	2	X	N	2	X	N	2	X	N	2	2	2	2	2	2	2
	Free 2 Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Free 2 Hour	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	X	N	2	2	X	X	X	X	X	X	X
	Free 2 Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	X	X	X	X	X	X	X	X	N	2	2	2
	Free 2 Hour	X	X	N	2	2	2	2	2	2	2	2	2	X	X	N	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	2	2	2	2	2	2	2	2	2	2	2	2	X	N	X	X	N	2	2	2	2	2	2	2	2
	Free 2 Hour	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Free 2 Hour	1	1	1	1	1	1	1	1	1	1	1	1	1	X	X	X	X	N	2	2	2	2	2	2	2
	Free 2 Hour	2	2	2	2	2	2	2	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Free 2 Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 2 Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Victoria Ave	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Free 1 Hour		N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Free 1 Hour		2	2	2	2	2	2	X	X	X	N	2	X	X	X	X	X	X	X	X	X	X	X	X	X	
Loading Zone		X	X	X	X	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X	X	X	X	
Free 1 Hour		X	N	2	2	2	2	2	2	2	X	X	X	N	X	X	X	X	N	2	2	2	2	2	2	
Free 1 Hour		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Free 1 Hour		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Free 1 Hour		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Free 1 Hour		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Angus St	Free 1 Hour	2	2	2	2	2	2	2	2	X	X	N	N	X	X	X	X	N	2	2	2	2	2	2	2	
	Free 1 Hour	2	2	2	2	2	2	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Free 1 Hour	2	2	2	2	2	2	2	2	2	2	2	2	X	X	X	X	N	X	X	X	X	X	X	X	
	Free 1 Hour	N	2	2	2	2	2	2	2	2	2	N	2	2	2	2	2	2	X	X	X	X	X	X	X	
	Free 1 Hour	2	2	2	2	2	2	2	2	2	2	N	N	2	X	X	N	2	2	2	2	2	2	X	X	
	Free 1 Hour	2	2	2	2	2	2	2	2	2	2	2	2	X	N	2	2	2	2	2	2	2	2	2	X	
	Free 1 Hour	2	2	2	2	2	2	2	2	2	2	2	2	X	X	X	X	X	X	X	X	X	X	X	X	
	Free 1 Hour	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Free 1 Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	2	2	2	2	2	2	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Free 1 Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Free 1 Hour	N	2	2	2	2	2	2	2	2	2	2	X	N	2	2	2	2	X	X	X	X	X	N	2	2
	Free 1 Hour	X	X	N	2	2	2	N	2	2	2	2	2	2	2	2	2	2	X	X	X	X	X	X	X	X
	Free 1 Hour	2	2	2	2	2	2	N	2	2	X	X	X	X	X	X	X	N	X	N	X	N	X	X	X	X
	Free 1 Hour	X	X	X	X	X	X	N	2	2	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	X
Free 1 Hour	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

- P Indicates the first appearance of a vehicle with a City of Regina resident parking permit
- 1 Indicates an extended parking period for a vehicle with a City of Regina resident parking permit
- N Indicates the first appearance of a vehicle with no parking permit
- 2 Indicates an extended parking period for a vehicle with no parking permit
- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 44
Thursday, June 13, 2013

Street	Type of Parking	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM		
Victoria Ave	Loading Zone	X	X	X	X	X	N	X	X	X	X	N	X	X	N	2	2	2	2	2	2	2	2	2	X		
	Loading Zone	X	N	N	N	X	X	X	N	X	N	X	X	X	X	X	X	X	X	X	X	N	X	X	X		
	Loading Zone	X	N	X	X	X	X	N	2	N	N	2	X	N	N	2	X	X	N	2	2	2	2	N	N		
	Loading Zone	X	X	X	X	X	X	X	N	X	N	2	X	N	X	X	X	X	N	X	X	X	X	X	X		
	Meter	N	2	2	2	2	X	N	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	N		
	Meter	N	2	2	2	N	2	2	N	2	2	2	2	2	2	2	2	N	2	N	2	2	2	2	2		
	Meter	X	N	X	N	2	X	N	2	N	X	N	2	2	2	2	2	2	2	2	2	X	X	X	N	2	
	Meter	X	X	X	X	N	2	2	2	2	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	N	
	Meter	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	X	N	2	2	2	N	2	
Cornwall St	Meter	N	2	2	2	2	2	N	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
	Meter	P	1	X	X	N	X	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	N	2	2	
	Meter	X	X	X	N	N	X	N	N	2	2	N	2	2	2	X	N	2	2	N	2	2	2	N	2		
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	X	N	2	2	2	N	2	
	Meter	X	X	X	X	X	X	X	N	2	2	2	2	2	2	2	2	2	N	2	2	2	2	2	N	2	
	Meter	N	2	2	2	2	2	X	X	X	N	2	N	2	2	2	2	2	2	2	N	2	2	2	2	2	
	Meter	X	N	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	X	N	2	2	2	2	2	
	Loading Zone	X	N	X	X	X	X	X	X	X	X	X	X	N	X	X	X	N	X	X	X	X	X	N	N	2	
	Accessible	X	X	X	X	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	X	X	X
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	X	X	X	X	X	X	X	X	N	2	2	2	2	N	2	N	2	2	X	X	N	N	P	N	2	
	Meter	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	X	X	X	X	X	X	X	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	X	
	13th Ave	Loading Zone	X	X	X	X	X	X	X	X	N	X	X	X	X	X	N	2	2	X	X	X	X	X	X	X	X
Meter		X	X	X	X	X	X	X	X	X	X	N	X	N	2	X	X	N	2	2	2	2	2	2	2	X	
Meter		N	2	2	2	2	2	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N	2	
Meter		X	X	X	X	X	X	X	X	X	N	X	N	2	2	2	2	2	2	2	2	2	2	2	N	2	
Meter		X	X	X	X	X	X	X	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	N	2	
Meter		X	X	X	X	N	2	2	2	2	X	X	N	2	2	2	2	2	2	2	2	2	2	2	N	2	
Meter		X	X	X	X	X	X	X	X	X	N	X	N	2	2	2	2	2	2	2	2	2	2	2	N	2	
Meter		N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	X	
Meter		N	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	N	2	N	2	2	2	2	2	
Meter		X	X	N	2	2	2	2	2	2	2	X	N	2	2	N	2	2	2	2	2	2	2	2	2	2	
Meter	X	N	2	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	N	2	2	N	N	2	2		
Scarth St	Meter	X	X	X	X	X	X	X	X	X	N	X	N	2	2	2	2	2	2	2	2	N	2	N	2	2	
	Meter	X	X	X	X	X	X	X	N	2	2	X	N	2	2	2	2	2	2	2	2	2	2	2	N	2	
	Meter	X	X	X	X	N	N	2	X	N	2	X	N	2	2	2	2	2	2	2	2	2	2	2	N	X	
	Meter	P	1	1	1	1	1	1	1	1	N	X	X	N	2	2	2	2	2	2	2	2	2	2	2	X	
	Meter	N	2	2	2	2	X	X	N	X	X	N	N	2	2	2	2	2	2	2	2	2	2	2	X	N	
	Meter	X	X	X	X	X	N	2	2	2	2	2	2	N	N	2	2	2	2	2	2	2	2	2	N	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	X	
	Meter	N	2	2	2	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	N	2	N	2	2	2	2	2	
	Meter	X	X	N	2	2	2	2	2	2	2	X	N	2	2	N	2	2	2	2	2	2	2	2	2	2	
	Meter	X	N	2	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	N	2	2	N	N	2	2	
	Meter	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N	N	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N	N	2	
	Meter	N	2	2	2	P	1	X	N	2	2	2	2	2	2	2	2	2	N	2	2	2	N	2	2	2	
Meter	P	1	1	1	1	1	1	1	1	1	1	1	N	2	2	2	2	2	2	2	2	2	2	N	2		

- P Indicates the first appearance of a vehicle with a City of Regina parking permit
- 1 Indicates an extended parking period for a vehicle with a City of Regina parking permit
- N Indicates the first appearance of a vehicle with no parking permit
- 2 Indicates an extended parking period for a vehicle with no parking permit
- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 44
Thursday, June 13, 2013

Street	Type of Parking	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
Victoria Ave	Loading Zone	X	X	X	X	X	X	N	2	N	2	2	2	2	X	X	X	X	X	N	2	2	2	X	X
	Loading Zone	X	N	X	X	N	X	X	X	X	N	N	2	2	X	N	2	X	N	N	2	X	N	2	2
	Loading Zone	2	N	N	N	X	X	X	X	N	N	N	X	N	2	X	N	2	X	X	N	X	X	N	2
	Loading Zone	X	N	X	X	X	X	X	X	N	X	X	X	X	X	X	X	N	X	X	N	X	X	X	N
	Meter	2	2	N	X	N	2	2	2	2	2	2	2	X	X	X	X	N	2	2	2	2	2	2	X
	Meter	2	2	X	X	X	N	2	N	2	N	2	2	2	X	X	X	N	2	2	2	2	2	2	2
	Meter	2	2	N	2	2	2	2	2	2	N	2	2	2	2	N	2	2	X	N	2	X	N	2	2
	Meter	2	2	2	2	2	2	2	N	2	2	2	2	2	X	X	X	N	2	2	2	2	2	2	2
	Meter	2	2	2	2	2	2	2	2	2	X	N	2	2	2	2	2	X	N	2	2	2	2	2	2
Cornwall St	Meter	2	2	2	2	2	X	N	2	2	2	2	2	2	2	2	2	2	N	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	2	X	N	X	X	X	P	1	1	1	1	1	1	1	1	1	1	X	X	N	2	N	2	2
	Meter	2	N	N	2	2	2	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	2	2	N	2	X	N	2	2	2	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	2	2	2	2	2	2	2	2	2	X	N	2	X	X	X	X	X	X	X	N	2	2	2	2
	Meter	2	X	X	N	2	2	2	X	N	2	2	2	2	2	2	2	X	N	2	X	X	N	2	2
	Meter	2	2	2	2	2	X	X	X	X	N	2	2	2	N	X	X	X	N	2	2	2	2	X	X
	Loading Zone	2	X	X	X	X	N	2	X	N	2	2	N	2	X	X	X	X	X	N	2	2	2	2	2
	Accessible	X	X	X	X	X	X	X	X	X	X	N	X	N	X	X	X	X	X	N	2	2	2	2	2
	Meter	2	2	2	2	2	2	2	2	2	2	2	N	N	2	2	2	2	2	2	2	2	2	2	2
	Meter	2	2	2	2	2	2	X	X	X	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2
	Meter	2	2	X	N	2	2	2	2	2	2	2	2	X	N	2	2	2	2	X	X	X	X	X	X
	Meter	X	X	X	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X	X	N	X	X	X	X
	13th Ave	Loading Zone	X	X	X	X	X	X	X	X	X	X	N	2	X	X	N	2	2	2	2	2	X	X	X
Meter		X	X	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Meter		2	2	2	2	X	X	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Meter		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Meter		X	X	N	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	X	X	N	2	2	
Meter		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	N	2	2	2	2
Scarth St	Meter	2	2	2	2	2	2	2	2	2	2	2	2	X	X	X	X	X	N	2	2	2	2	X	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	X	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	

- P Indicates the first appearance of a vehicle with a City of Regina parking permit
- 1 Indicates an extended parking period for a vehicle with a City of Regina parking permit
- N Indicates the first appearance of a vehicle with no parking permit
- 2 Indicates an extended parking period for a vehicle with no parking permit
- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 17
Thursday, June 20, 2013

Street	Type of Parking	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM
12th Avenue	Meter - Reserved	X	X	X	N	2	X	X	X	X	N	2	2	2	X	X	X
	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Meter	N	2	2	N	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	N	2	2	2	2	2	2	2	2	N	2	2	2	N	X	N
	Loading Zone	X	X	N	N	2	2	2	2	2	2	2	N	N	2	2	2
	Accessible	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rose Street	Meter	P	1	1	1	1	1	1	1	N	2	2	N	2	N	2	2
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	N	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2
	Meter	N	2	2	2	2	2	N	2	2	N	2	2	2	2	2	N
	Meter	N	2	2	2	2	2	2	2	2	N	2	2	N	2	N	2
	30 Min	X	X	X	X	X	X	X	X	X	X	X	N	2	X	X	X
	30 Min	X	X	X	X	X	X	X	X	N	N	2	2	2	X	N	2
	30 Min	X	N	X	X	X	N	X	N	X	N	N	2	2	X	N	N
	Loading Zone	X	X	X	X	X	N	X	X	X	N	X	X	X	X	X	N
	Loading Zone	X	X	X	X	X	N	X	N	X	N	X	N	N	X	N	X
	Meter	N	2	2	2	2	2	2	N	2	2	2	2	N	2	N	2
	Meter	X	X	N	2	2	2	2	2	N	2	2	2	N	2	2	N
	Meter	X	N	2	2	N	2	2	2	2	2	2	X	N	N	2	2
11th Avenue	Loading Zone	N	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X
Hamilton Street	Meter	N	2	2	2	2	2	2	2	2	2	2	N	2	N	2	2
	Meter	N	2	2	X	N	2	2	2	2	2	N	N	2	2	N	2
	Meter	N	2	2	N	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	N	2	N	X	N	X	N	2	2	2	N	2	2	2	2	2
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	N	2	2	2	2	2	N	2	2	2	2	2	2	2	2	2
	Meter	N	2	N	2	2	2	2	N	2	2	2	N	2	N	2	N
	Meter	N	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	N	2	2	2	2	X	N	2	2	2	N	2	2	2	2	N
	Meter	N	2	2	X	N	2	N	2	2	2	N	2	2	N	2	2
	Meter	X	N	2	2	2	N	2	2	2	2	2	2	2	2	2	N
	Meter	X	X	N	2	2	2	2	2	2	2	2	2	2	X	N	2
	Loading Zone	X	X	X	N	N	X	X	X	N	N	X	X	N	X	X	X

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- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 17
Thursday, June 20, 2013

Street	Type of Parking	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	
12th Avenue	Meter - Reserved	X	X	X	X	N	2	2	X	X	X	X	X	X	N	2	2	
	Meter - Reserved	X	X	X	X	X	N	X	X	X	X	X	X	X	X	X	X	
	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter	2	2	2	2	2	2	2	2	2	2	2	P	1	1	1	X	
	Meter	X	X	N	2	2	X	N	N	2	2	2	2	2	2	2	2	
	Loading Zone	2	X	X	X	N	X	N	2	2	X	X	X	N	2	N	X	
	Accessible	X	X	X	X	X	X	X	X	N	2	2	2	2	2	2	2	
Rose Street	Meter	2	N	2	2	2	N	2	2	2	2	2	2	2	2	2	2	
	Meter	X	N	P	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Meter	2	2	2	2	N	2	2	2	2	N	2	P	1	1	1	1	
	Meter	2	2	2	2	2	2	2	N	2	2	2	N	N	2	2	2	
	Meter	2	N	2	X	N	2	2	2	2	X	N	2	2	2	2	2	
	30 Min	N	2	2	2	2	X	X	X	X	N	2	X	X	N	2	2	
	30 Min	2	N	2	2	2	X	X	N	X	X	X	N	2	X	X	X	
	30 Min	X	N	2	2	X	N	2	2	N	2	2	X	X	X	X	N	
	Loading Zone	X	X	X	X	X	X	X	X	N	2	X	X	N	N	2	N	
	Loading Zone	N	N	X	X	X	N	N	N	N	X	N	X	N	N	2	N	
	Meter	N	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	N	X	P	1	1	1	
11th Avenue	Loading Zone	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Hamilton Street	Meter	2	N	2	2	2	2	2	2	2	N	2	2	2	N	2	N	
	Meter	P	1	1	1	1	1	1	1	1	N	2	2	2	2	N	N	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	N	N	
	Meter	2	N	2	2	2	2	2	2	2	N	2	2	2	2	2	2	
	Meter	2	N	2	2	2	2	2	2	N	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	N	2	2	P	1	1	1	1
	Meter	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	2	N	2	2	2	2	2	2	N	2	X	N	2	2	2	2	
	Meter	2	2	2	2	2	2	2	X	N	2	2	2	N	2	2	2	N
	Meter	N	2	2	2	X	N	2	2	2	N	2	N	N	N	2	N	
	Loading Zone	X	X	X	X	X	N	X	N	N	X	X	N	2	X	N	X	

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- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 27
Wednesday, June 12, 2013

Street	Type of Parking	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM		
Victoria Ave	Loading Zone	X	N	2	2	X	N	N	N	2	N	N	X	X	X	N	X		
	Loading Zone	X	X	X	X	N	N	N	N	N	X	N	2	2	X	N	N		
	Loading Zone	X	N	X	N	N	N	N	X	N	N	2	2	2	2	2	2		
	Loading Zone	X	X	X	X	X	N	N	2	X	N	N	N	X	X	X	X	N	
	Loading Zone	N	X	X	X	N	X	N	X	X	N	N	X	N	2	N	N	N	
	Loading Zone	X	N	X	X	N	2	2	N	N	N	N	X	N	N	X	X	N	
McIntyre St	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter - No Parking	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter - No Parking	X	N	N	X	N	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter	P	1	1	1	1	N	2	N	N	N	2	2	2	2	2	2	X	
	Meter	P	1	1	1	N	2	2	2	2	N	2	2	N	X	N	2	2	
	Loading Zone	X	N	X	X	N	N	N	N	N	N	N	X	X	N	2	N	2	
	Loading Zone	N	N	X	X	X	N	N	2	X	N	N	X	N	X	X	X	N	
	Accessible	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Accessible	X	X	X	X	X	X	X	X	X	X	N	X	X	X	X	N	X	
	Meter	P	1	1	1	1	1	1	N	2	2	2	2	2	2	2	2	2	
	Meter	P	1	1	1	1	1	1	N	2	2	2	2	2	N	2	2	X	
	Meter	P	1	P	X	X	N	2	2	2	2	2	2	2	2	2	2	2	
	Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	N	X
	Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Meter	N	2	2	2	X	N	2	2	2	2	P	1	1	1	1	1	1		
Smith St	Meter	N	2	2	2	2	2	2	N	N	P	1	1	1	1	1	N	2	
	Meter	P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	P	1	1	1	1	1	1	1	1	N	2	N	N	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	N	2	N	N	2	2	2	2	2	2	2	2	2	2	2	2	N
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Meter	N	2	2	2	2	N	2	2	2	2	N	2	2	X	N	2	X	
	Accessible	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Accessible	X	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X	X	X
	Loading Zone	X	N	X	N	X	X	X	N	X	N	X	X	X	N	N	X	X	
Loading Zone	X	X	X	X	X	N	X	N	X	X	X	X	X	X	X	N	X		

- P Indicates the first appearance of a vehicle with a City of Regina parking permit
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- Indicates standard meters have been covered with "No Parking" bags
- Indicates standard meters have been covered with "Reserved Parking" bags

Appendix E - On Street Parking Duration Data

BLOCK # 27
Wednesday, June 12, 2013

Street	Type of Parking	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	
Victoria Ave	Loading Zone	N	N	N	N	X	N	N	N	2	N	2	N	N	N	N	X	
	Loading Zone	N	N	N	2	N	N	N	N	2	N	2	N	N	X	N	X	
	Loading Zone	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	
	Loading Zone	N	X	N	X	X	N	2	2	2	2	N	2	N	N	X	X	
	Loading Zone	X	N	X	N	N	N	N	X	N	N	X	N	N	X	N	X	
	Loading Zone	N	N	X	N	N	N	X	N	N	X	N	N	2	X	N	X	
McIntyre St	Meter - Reserved	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter - No Parking	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	Meter - No Parking	X	X	X	X	N	X	X	N	N	X	X	X	N	X	X	X	
	Meter	N	N	2	2	X	N	2	2	2	2	2	2	2	2	2	N	2
	Meter	2	N	N	N	2	2	2	2	N	N	2	2	2	2	2	N	2
	Loading Zone	X	N	N	X	N	N	N	N	N	X	N	N	2	2	2	2	2
	Loading Zone	N	X	N	X	N	N	X	N	N	N	N	N	N	2	2	2	2
	Accessible	X	X	N	2	2	X	N	X	N	X	X	X	X	X	X	X	X
	Accessible	X	X	X	X	N	X	N	N	N	X	N	N	X	X	X	X	X
	Meter	2	2	2	2	2	2	2	2	2	2	2	N	N	N	N	N	2
	Meter	N	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2
	Meter	N	2	N	2	2	N	2	N	X	X	N	N	2	N	N	N	2
	Meter	N	2	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2
	Meter	N	2	2	2	2	N	2	2	2	2	N	2	N	2	2	2	2
	Meter	2	2	2	2	2	2	2	2	2	2	N	X	X	N	N	N	2
	Meter	N	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	X	N	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2
	Meter	1	1	1	1	1	1	1	1	1	1	1	1	X	N	2	2	2
Meter	X	X	N	2	N	2	2	2	2	2	2	2	2	2	2	2	2	
Smith St	Meter	X	N	2	2	2	2	2	2	2	2	N	N	X	N	2	2	
	Meter	1	1	1	1	1	1	1	1	1	1	1	1	1	1	X	N	
	Meter	2	X	N	2	2	2	N	N	2	2	2	2	2	X	X	N	
	Meter	2	2	2	2	2	2	N	2	2	2	N	X	X	N	X	N	
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	X	N	
	Meter	2	2	2	2	2	2	N	2	2	N	2	2	2	N	2	2	
	Meter	2	2	N	2	2	2	N	N	2	2	2	2	2	2	2	X	X
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	2	2
	Meter	X	N	2	2	2	2	2	2	2	2	N	2	2	2	2	X	X
	Meter	2	2	2	2	2	2	2	2	2	2	2	2	2	2	X	N	2
	Meter	2	2	2	N	2	2	2	2	2	2	N	N	N	2	2	2	2
	Meter	N	2	2	2	N	2	2	2	2	2	2	2	2	2	2	2	2
	Accessible	X	X	N	X	X	X	X	N	2	X	X	X	X	X	N	X	X
	Accessible	X	X	N	X	X	N	2	N	2	2	X	X	X	X	X	X	X
	Loading Zone	N	N	N	N	2	2	2	N	2	N	N	N	N	N	N	N	2
	Loading Zone	N	X	X	X	N	N	N	N	N	X	X	X	N	N	N	X	X

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Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

12-Jun-13

Start Time:

8:00 AM

End Time:

8:00 PM

Block #

17

Block Totals

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	22	89%	7	84	65	65
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	5	23%	3	35	21	22
Accessible	1	27%	0	N/A	98	98

Street

Hamilton St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	12	93%	2	60	61	61
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	1	46%	3	35	20	24
Accessible	0	N/A	0	N/A	N/A	N/A

Street

Rose St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	8	86%	2	75	81	80
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	2	22%	0	N/A	24	24
Accessible	0	N/A	0	N/A	N/A	N/A

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

12-Jun-13

Start Time:

8:00 AM

End Time:

8:00 PM

Block #

17

Street

11th Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	1	6%	0	N/A	15	15
Accessible	0	N/A	0	N/A	N/A	N/A

Street

12th Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	2	75%	3	105	38	47
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	1	17%	0	N/A	17	17
Accessible	1	27%	0	N/A	98	98

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

12-Jun-13

Start Time:

8:00 AM

End Time:

8:00 PM

Block #

27

Block Totals

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	25	81%	25	208	66	88
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	10	36%	1	45	18	18
Accessible	4	24%	0	N/A	34	34

Street

McIntyre St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	12	84%	13	148	63	74
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	2	33%	0	N/A	16	16
Accessible	2	34%	0	N/A	41	41

Street

Smith St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	13	79%	12	274	71	107
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	2	15%	0	N/A	16	16
Accessible	2	15%	0	N/A	23	23

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

12-Jun-13

Start Time:

8:00 AM

End Time:

8:00 PM

Block #

27

Street

Victoria Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	6	43%	1	45	19	19
Accessible	0	N/A	0	N/A	N/A	N/A

Street

12th Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	0	N/A	0	N/A	N/A	N/A
Accessible	0	N/A	0	N/A	N/A	N/A

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

13-Jun-13

Start Time:

8:00 AM

End Time:

8:00 PM

Block #

38

Block Totals

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	38	49%	1	75	88	88
Free 2 Hour	21	86%	6	468	218	246
Loading Zone	1	4%	0	N/A	15	15
Accessible	0	N/A	0	N/A	N/A	N/A

Street

Angus St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	20	61%	1	75	140	139
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	0	N/A	0	N/A	N/A	N/A
Accessible	0	N/A	0	N/A	N/A	N/A

Street

Rae St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	21	86%	6	468	218	246
Loading Zone	0	N/A	0	N/A	N/A	N/A
Accessible	0	N/A	0	N/A	N/A	N/A

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

13-Jun-13

Start Time:

8:00 AM

End Time:

8:00 PM

Block #

38

Street

13th Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	9	47%	0	N/A	42	42
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	0	N/A	0	N/A	N/A	N/A
Accessible	0	N/A	0	N/A	N/A	N/A

Street

Victoria Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	9	26%	0	N/A	85	85
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	1	4%	0	N/A	15	15
Accessible	0	N/A	0	N/A	N/A	N/A

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

13-Jun-13

Start Time:

8:00 AM

End Time:

8:00 PM

Block #

44

Block Totals

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	44	75%	9	112	96	97
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	6	40%	0	N/A	28	28
Accessible	1	54%	1	255	45	98

Street

Scarth St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	18	86%	4	131	105	106
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	0	N/A	0	N/A	N/A	N/A
Accessible	0	N/A	0	N/A	N/A	N/A

Street

Cornwall St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	14	71%	3	65	95	94
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	2	32%	0	N/A	36	36
Accessible	1	54%	1	255	45	98

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

13-Jun-13

Start Time:

8:00 AM

End Time:

8:00 PM

Block #

44

Street

Victoria Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	6	84%	0	N/A	82	82
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	4	43%	0	N/A	26	26
Accessible	0	N/A	0	N/A	N/A	N/A

Street

13th Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	6	42%	2	143	85	91
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	0	N/A	0	N/A	N/A	N/A
Accessible	0	N/A	0	N/A	N/A	N/A

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

20-Jun-13

Start Time:

8:00 AM

End Time:

4:00 PM

Block #

17

Block Totals

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	23	97%	7	105	81	82
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	5	38%	0	N/A	21	21
Accessible	1	25%	0	N/A	120	120

Street

Hamilton St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	13	97%	2	105	81	82
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	1	34%	0	N/A	17	17
Accessible	0	N/A	0	N/A	N/A	N/A

Street

Rose St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	8	97%	4	116	78	81
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	2	41%	0	N/A	17	17
Accessible	0	N/A	0	N/A	N/A	N/A

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

20-Jun-13

Start Time:

8:00 AM

End Time:

4:00 PM

Block #

17

Street

11th Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	1	6%	0	N/A	15	15
Accessible	0	N/A	0	N/A	N/A	N/A

Street

12th Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	2	92%	1	60	92	89
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	1	69%	0	N/A	41	41
Accessible	1	25%	0	N/A	120	120

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

20-Jun-13

Start Time:

8:00 AM

End Time:

4:00 PM

Block #

27

Block Totals

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	25	96%	16	152	77	86
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	10	66%	0	N/A	20	20
Accessible	4	19%	0	N/A	20	20

Street

McIntyre St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	12	96%	13	136	64	78
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	2	67%	0	N/A	19	19
Accessible	2	20%	0	N/A	18	18

Street

Smith St

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	13	95%	3	220	88	95
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	2	52%	0	N/A	18	18
Accessible	2	17%	0	N/A	24	24

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Duration Count Results

Data Collection Date:

20-Jun-13

Start Time:

8:00 AM

End Time:

4:00 PM

Block #

27

Street

Victoria Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	6	70%	0	N/A	22	22
Accessible	0	N/A	0	N/A	N/A	N/A

Street

12th Ave

Type of Parking	# of Spaces	Utilization	Vehicles with Parking Permits	Avg Duration of Stay for Vehicles with Permits (min/veh)	Avg Duration of Stay for Vehicles without Permits (min/veh)	Avg Duration of Stay for All Vehicles (min/veh)
Meter	0	N/A	0	N/A	N/A	N/A
Free 1 Hour	0	N/A	0	N/A	N/A	N/A
Free 2 Hour	0	N/A	0	N/A	N/A	N/A
Loading Zone	0	N/A	0	N/A	N/A	N/A
Accessible	0	N/A	0	N/A	N/A	N/A

Appendix E - On Street Parking Duration Data

Regina Downtown Parking Study

Project No. 5412025

Percent of Parked Vehicles that Stay Longer Than the Parking Duration Limit

Block #: 17
Date: 12-Jun-13

% Over Duration Limit			
Type	Permit	Non-Permit	Total
Meter	14%	11%	12%
30 Min	N/A	48%	48%
Free 1 Hour	N/A	N/A	N/A
Free 2 Hour	N/A	N/A	N/A
Loading Zone	67%	29%	32%
Accessible	N/A	0%	0%
Total	30%	16%	17%

Block #: 17
Date: 20-Jun-13

% Over Duration Limit			
Type	Permit	Non-Permit	Total
Meter	29%	17%	18%
30 Min	N/A	43%	43%
Free 1 Hour	N/A	N/A	N/A
Free 2 Hour	N/A	N/A	N/A
Loading Zone	N/A	19%	19%
Accessible	N/A	0%	0%
Total	29%	20%	20%

Block #: 27
Date: 12-Jun-13

% Over Duration Limit			
Type	Permit	Non-Permit	Total
Meter	52%	10%	17%
30 Min	N/A	N/A	N/A
Free 1 Hour	N/A	N/A	N/A
Free 2 Hour	N/A	N/A	N/A
Loading Zone	100%	13%	14%
Accessible	N/A	5%	5%
Total	54%	12%	15%

Block #: 27
Date: 20-Jun-13

% Over Duration Limit			
Type	Permit	Non-Permit	Total
Meter	38%	20%	22%
30 Min	N/A	N/A	N/A
Free 1 Hour	N/A	N/A	N/A
Free 2 Hour	N/A	N/A	N/A
Loading Zone	N/A	15%	15%
Accessible	N/A	0%	0%
Total	38%	18%	19%

Block #: 38
Date: 13-Jun-13

% Over Duration Limit			
Type	Permit	Non-Permit	Total
Meter	N/A	N/A	N/A
30 Min	N/A	N/A	N/A
Free 1 Hour	100%	34%	34%
Free 2 Hour	67%	45%	47%
Loading Zone	N/A	0%	0%
Accessible	N/A	N/A	N/A
Total	71%	36%	37%

Block #: 44
Date: 13-Jun-13

% Over Duration Limit			
Type	Permit	Non-Permit	Total
Meter	44%	27%	28%
30 Min	N/A	N/A	N/A
Free 1 Hour	N/A	N/A	N/A
Free 2 Hour	N/A	N/A	N/A
Loading Zone	N/A	37%	37%
Accessible	100%	0%	25%
Total	50%	29%	29%

APPENDIX F

City of Regina

ParkRegina Task and Accomplishment Program

2014-18

Task Item	2017												2018												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1																									
2																									
3																									
4																									
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17																									
18																									
19																									

Note: Suggested timelines are subject to operational constraints and budget approval.
 This timeline is aggressive and a more realistic one might call for pushing these tasks back approximately 6 months.

CITY OF REGINA PARKING STRATEGY

APPENDIX G 50 PARKING METRICS

NB: Meaningful metrics are key to understanding the extent, productivity and relationships within a given parking program, and key to understanding the subtleties of variances between different parking programs. Managers measure their value for money and value for effort by developing direct comparisons between operating and capital lines, and utilization information, to compare direct costs and productivity, and ensure viability of each program item.

#	Metric Name	Dept.	Freq.	Description
1	Total Operating Cost per Space.	Finance	Annual	Useful for year to year comparisons and for comparisons with operations of similar profiles. Divides total operating expenses by number of parking spaces. May be broken down by type of operating cost (ie. Labour Cost per Space, etc.)
2	Total Revenue per Space.	Finance	Annual	Measures revenue to size of program in relation to spaces. May be broken down by type of revenue (ie. Meter Revenue per Space)
3	Total Capital Cost per Space	Finance	Annual	Measures the extent of funds invested in expansion or long term maintenance of major assets
4	Total Long-Term Debt per Space (Facilities and Equipment)	Finance	Annual	Measures total long-term debt to size of program in terms of spaces.
5	Percent of Annual Revenue Committed to Current Principal and Interest Payment.	Finance	Annual	Measures amount of revenue consumed by current debt payments.
6	Debt Incurred Last 5 Years (Facilities and Equipment)	Finance	Annual	Measures five year debt assumption for facilities and equipment against size of program in terms of spaces. Important in setting baseline measurement for comparison with multi-year year parking improvement plans.
7	Average Annual/Monthly Revenue per Space.	Finance	Annual	Measures the monthly permit revenue to the number of spaces (May be broken down by type of revenue (ie. Meter revenue, Permit revenue, etc.)
8	Total Operating Costs per Parking Department FTE.	Finance	Annual	Useful for internal year to year tracking and comparisons to other operations with similar profiles. Divides total operating expenses by departmental FTE.
9	Total Revenue per Parking Department FTE.	Finance	Annual	Measures income to staffing level.
10	Parking Spaces per Parking Department FTE.	Finance	Annual	Measures total staffing to size of program in relation to parking spaces.
11	Surface Parking Lot Spaces as a Percent of Total Spaces	Maint	Annual	For profile comparisons, this shows the balance between surface lot spaces and structured or on-street spaces.
12	On-street Parking Spaces as a Percent of Total Spaces	Maint	Annual	Shows balance between on-street parking and surface lots or structured spaces.
13	Structured Parking Spaces as a Percent of Total Spaces	Maint	Annual	Shows balance between structured spaces and street or surface lot spaces.
14	Administrative Cost per Space.	Finance	Annual	Measures administrative costs to size of program in respect to number of spaces.
15	Administrative Costs as a Percent of Total Costs	Finance	Annual	Reflects the portion administrative costs represent as a part of the whole. Look for "norms" within your peer group. Compare to operations with similar management profiles.

CITY OF REGINA PARKING STRATEGY

APPENDIX G 50 PARKING METRICS

NB: Meaningful metrics are key to understanding the extent, productivity and relationships within a given parking program, and key to understanding the subtleties of variances between different parking programs. Managers measure their value for money and value for effort by developing direct comparisons between operating and capital lines, and utilization information, to compare direct costs and productivity, and ensure viability of each program item.

#	Metric Name	Dept.	Freq.	Description
16	Security and Amenity Costs per Space.	Finance	Annual	Measures security expenses to the size of the facility or operation.
17	Security Costs as a Percent of Total Costs.	Finance	Annual	Reflects the portion security costs represent as a part of the whole. Look for "norms" within your peer group. Compare to operations with similar security profile.
18	Total Enforcement Process Costs per Space.	Finance	Monthly	Quantifies total enforcement process costs by measuring to number of spaces in the program. Compare with similar enforcement profiles. (Total enforcement includes: issuing warnings/citations, processing, adjudication and collections.)
19	Total Maintenance Costs per Space.	Finance	Annual	Measures total maintenance expense to the size of the program in respect to spaces. Compare to operations with similar maintenance profiles. Match weather characteristics and American Concrete Institute (ACI) "durability zones".
20	Total Maintenance Costs as a Percentage of Total Operating Costs.	Finance	Annual	Reflects the portion of total operating costs which all maintenance absorbs. Match weather characteristics and American Concrete Institute (ACI) "durability zones" when making comparisons.
21	Monthly Maintenance Costs	Finance	Monthly	Representative of the investment being applied to maintenance and operation of assets
22	Monthly Maintenance Schedule	Maint	Monthly	Representative of the physical standards being applied to maintenance and operation of assets
23	Equipment Maintenance Cost per Space	Maint	Annual	Measures equipment maintenance costs by size of program in respect to spaces.
24	Equipment Maintenance Costs as a Percentage of Total Maintenance Costs	Finance	Annual	Measures what percent of maintenance costs are absorbed by equipment maintenance.
25	Equipment Maintenance Costs as a Percentage of Total Operating Costs.	Finance	Annual	Measures equipment maintenance costs as a percent of total operating costs.
26	Cashier Station Costs per Space.	Finance	Monthly	Measure cost of cashier operations to size of program in relation to spaces.
27	Cashier FTEs per Space.	Finance	Monthly	Measure cashier staffing levels to size of program in respect to spaces.
28	Revenue Net of Expenses	Finance	Annual	Measures overall profitability
29	Revenue Net of Expenses and Capital Repayments	Finance	Annual	Measures profitability net of major reinvestment work that is underway
30	Potential Citations per Individual Patrol Route	Enf	Monthly	Measures number of citations that could be written on an individual enforcement patrol route. Determined and reviewed periodically by an objective third party

CITY OF REGINA PARKING STRATEGY

APPENDIX G 50 PARKING METRICS

NB: Meaningful metrics are key to understanding the extent, productivity and relationships within a given parking program, and key to understanding the subtleties of variances between different parking programs. Managers measure their value for money and value for effort by developing direct comparisons between operating and capital lines, and utilization information, to compare direct costs and productivity, and ensure viability of each program item.

#	Metric Name	Dept.	Freq.	Description
31	Actual Citations per Individual Patrol Route	Enf	Monthly	Measures number of citations that are actually written by an individual officer on an individual patrol
32	Actual Citation Capture per Patrol Route	Enf	Monthly	Actual number of citations generally written on a patrol route. When used in combination with Potential citations, measures the overall effectiveness of individual officers. Low numbers indicate that the patrol route is either too large or that the officer is not performing
33	Capture Rate	Enf	Monthly	Measures the number of citations actually written by an organization over time, as a percent of potential.
34	Estimated Citations per Hour per Officer	Enf	Monthly	Measures the number of citations an officer can physically produce in an hour, given the time taken to issue a single citation notice (incorporating photographs, investigation, transcription time, back office time, etc.)
35	Percentage of Total Citations warned or withdrawn by Administration	Enf	Annual	Measures the overall quality of citation issuance process
36	Percentage of Total Valid Citations appealed to Court	Enf	Annual	Measures the overall quality of pre court adjudication
37	Percentage of Total Valid Citations overturned at Court	Enf	Annual	Measures the incremental quality of parking adjudication program
38	Percentage of Total Citations Issued overturned at Court	Enf	Annual	Measures the overall quality of the parking enforcement program
39	Total Citation Revenue per Enforcement FTE	Enf	Annual	Measures that average value of citation tags per enforcement officer
40	Total Annual Citation Value Issued	Enf	Annual	Measures the potential revenue of the current enforcement program
41	Actual Annual Citation Revenue Recovered	Enf	Annual	Measures the actual value of the current enforcement program
42	Percentage of Total Annual Citation Revenue Collected	Enf	Annual	Measures the overall effectiveness of the collection process
43	Percentage of Citation Revenue Collected in 30 days, 60 days, 90 days, > 90 days	Finance	Annual	Measures the incremental effectiveness of the collection process
44	Citation Recipients with 1 Citation, 2 Citations, 3 Citations, >3 Citations as a percentage of all offenders	Finance	Annual	Indicates composition of frequent offenders as a percentage of total offenders
45	Citation Recipients with 1 Citation, 2 Citations, 3 Citations, >3 Citations as a percentage of all parkers	Finance	Annual	Measures the extent of behavioural correction and is an indicates the overall success of the parking program in the community

CITY OF REGINA PARKING STRATEGY

APPENDIX G 50 PARKING METRICS

NB: Meaningful metrics are key to understanding the extent, productivity and relationships within a given parking program, and key to understanding the subtleties of variances between different parking programs. Managers measure their value for money and value for effort by developing direct comparisons between operating and capital lines, and utilization information, to compare direct costs and productivity, and ensure viability of each program item.

#	Metric Name	Dept.	Freq.	Description
46	Total Supply of Parking Space	Maint	Annual	Measures the finite supply of the overall transportation resource available
47	Total Demand for Parking Space at Each Hour	Study	Annual	Establishes the overall demand for parking in a given facility
48	Utilization at Peak at Price Point	Study	Annual	Establishes if the current supply at the current price point is sufficient to meet current demand at peak use periods
49	Average Length of Stay	Study	Annual	Average number of minutes a vehicle utilizes a parking space in a given on or off street facility
50	Turnover of Spaces per Day	Study	Annual	Number of times an individual space is shared or turned over to another parker in a day

Appendix H

ParkRegina Advisory Board

An Advisory Board of 9 individuals representing key stakeholder groups is proposed; it will consider, review, and provide advice on the better use of City owned parking resources. The Board will routinely consider ParkRegina's mandate and mission, the dedication of resources toward stated goals, and make observations toward objectives. The Board will also consider and may support, but does not approve, the annual budget for the Parking Services Branch

The Board will meet in camera at the call of the Chair. Any formal recommendations of the Committee will be determined by a consensus of voting members with any tie broken by the vote of the Chair. The budget unit will provide a secretary for the purpose of preparing an agenda and keeping minutes of meetings. The Agenda will be approved by the Chair and distributed to Board Members no later than 7 calendar days in advance of each meeting.

Board membership will consist of:

Voting

- ▶ City Manager, City of Regina or designate (Chair)
- ▶ Representative of downtown real estate development stakeholders
- ▶ Representative of downtown business stakeholders
- ▶ Representative of downtown residential stakeholders
- ▶ Representative of downtown economic development agencies representing visitors to the City

Ex Officio

- ▶ Manager, ParkRegina
- ▶ Deputy City Manager or designate (Community Planning & Development)
- ▶ Deputy City Manager or designate (City Operations)
- ▶ Chief or designate (Regina Police Service)

Composition of the Committee may be reviewed and adjusted from time to time at the request of the Chair, in consultation with the City Manager, and agreed by Council, as normally considered through the annual planning and reporting process.