

Report



Associated
Engineering

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

City of Medicine Hat

April 2011



Downtown Parking Study



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Executive Summary

Associated Engineering (AE) was retained by the City of Medicine Hat (City) to complete a Downtown Parking Study as a component of a larger project for the City. The purpose of the parking study was to analyze the existing parking conditions, forecast the future parking demand, evaluate the future parking conditions, and develop parking strategies to optimize parking in both the existing and future horizons. Figure 1 below presents the Downtown study area.

Figure 1
Downtown Study Area



The Downtown Parking Study was completed using the following methodology:

- Information and data gathering, including vehicle licence plate survey, interviews, online questionnaires, and an open house

- Existing parking condition analysis
- Future parking demand forecasting and analysis
- Development of parking strategies
- Reporting.

A vehicle licence plate survey was completed in June 2010 to obtain information regarding the current parking conditions. The parking information gathered included parking utilization, duration, and turnover information for on-street parking and for off-street parking in three off-street parking lots.

Parking interviews and Downtown employee questionnaires were conducted to obtain input from the general public and Downtown employees regarding parking and the perceived issues. The major findings from the interviews and questionnaires are:

Currently, there is sufficient parking supply available within the Downtown to accommodate the existing parking demand. An analysis of the Downtown core or Central Business District (CBD) indicates that the overall parking supply within the CBD is also able to cope with the current parking demand; however, there are key locations that experience high demand (utilization in excess of 85%) and are summarized below:

- 2 Street, from 3 Avenue to 4 Avenue
- 2 Street, from 5 Avenue to 6 Avenue
- 3 Street, from 3 Avenue to 6 Avenue
- Macleod Trail, from 3 Street to 4 Street
- 5 Avenue, from 1 Street to 5 Street
- 6 Avenue, from 3 Street to 4 Street
- South Railway Street, from 2 Street to 4 Street.

Although overall the parking supply can accommodate the demand, there is a shortage of stalls designated for employee parking and a surplus of stalls designated for visitor parking. This results in employees parking in on-street stalls intended for visitors.

The perception of a parking shortage in Downtown stems from a combination of insufficient parking supply for workers employed in the CBD, the expectation of employees for convenient and free or inexpensive parking close to their place of employment, and underutilization of off-street parking lots. The parking analysis indicated that the key to improving Downtown parking is to improve the parking condition and/or options for employees. The following parking strategies were developed to encourage employee parking in off-street parking lots and discourage employee parking on-street.

- Reduce off-street parking fees
- Improve condition of existing off-street parking lots
- Convert customer/visitor parking to employee parking
- Encourage/create incentive for development of empty lots into parkettes
- Enhance signage
- Collaborate with employers to inform/share parking information with employees

- Increase enforcement for on-street parking
- Consolidate operation/management and monitor.

The future Downtown parking demand was forecasted using land use information provided in the Downtown Redevelopment Plan and parking rates from the ITE Parking Generation Manual. The Downtown parking demand was forecasted for both the 75K and 95K population horizons and compared against the anticipated future parking supply. Future parking supply within Downtown was based on assumptions made on future land uses and City policies.

With Downtown redevelopment, additional parking demand will be generated and the demand for short-term parking on-street and in off-street parking lots will subsequently increase. The future Downtown parking demand is expected to exceed the future parking supply in the 75K horizon. The following strategies were developed to address the future shortage in parking within the CBD and study area in the 75K horizon.

- Promote enhancement of the pedestrian underpass to the Railway District
- Build parking facilities to meet demand.

Based on the information available and the assumed growth and development within the Downtown, the future Downtown parking demand is expected to exceed the future parking supply by approximately 1,420 stalls in the 95K horizon. The City should reassess the Downtown parking condition in the long term as developments proposed by the Downtown Redevelopment Plan are implemented. This will allow the City the opportunity to adjust and refine the future parking demand estimates to reflect the actual Downtown developments that are being implemented and the actual growth within the City. At that time, if a parking shortage is still expected, the City should consider the following Transportation Demand Management (TDM) strategies:

- Increase parking fees to control the parking demand within the Downtown
- Encourage carpooling for Downtown employees and active modes of transportation
- Improve transit services for the Downtown complemented with park and ride facilities strategically located throughout the City
- Increase the downtown parking supply by converting some or all of the surface off-street parking lots to parkades.

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1 Introduction

1.1 BACKGROUND

In February of 2010, Associated Engineering (AE) was retained by the City of Medicine Hat (City) to complete the Roadway Systems Master Plan (RSMP) Update. The RSMP project included the following five studies:

1. Downtown Parking Study
2. Transportation Network Needs Review
3. On-Street Cycling Master Plan
4. Downtown one-way Couplet Review
5. Traffic Signage Policy.

The RSMP project Terms of Reference indicated that there is a perception with some members of the public that Downtown has a parking shortage. The purpose of the Downtown Parking Study was to review available parking with the existing and proposed land uses in the Downtown.

As well, the Downtown Redevelopment Plan that was published in December 2009 indicated that a parking study should be completed to develop parking strategies that will optimize the existing parking efficiency and plan for growth in the future.

The study area for the Downtown Parking Study is bounded by 3 Avenue to the west, River Road to the north, Maple Avenue to the east and Prince Street/Hill Road/5 Street to the south. Figure 1-1 presents the study area.



STUDY AREA

PROJECT No. 2010-3999
DATE: DEC 2010
APPROVED: _____
SCALE: N.T.S.
DWG. No. _____



CITY OF MEDICINE HAT
DOWNTOWN PARKING STUDY
FIGURE 1.1
DOWNTOWN STUDY AREA

1.2 METHODOLOGY

The Downtown Parking Study was completed using the following methodology:

- Project initiation meeting
- Information and data gathering
- Parking survey and analysis
- Existing parking condition analysis
- Future parking demand forecasting
- Future parking condition analysis
- Downtown employee parking survey and open house
- Develop parking strategies
- Draft and final reports.

1.3 PARKING SUPPLY/DEMAND CATEGORY

Parking supply and demand within the Downtown were classified into three main categories:

- Live - represents residents who live within the study area
- Work - represents employees who work within the study area
- Visitor - represents short-term parkers who travel to the study area for business-related or personal reasons.

The parking supply must be able to accommodate the total parking demand generated by these categories. The capability of the parking supply to meet the parking demands will indicate the effectiveness of the parking provided.

2

Data Collection

2.1 PARKING INVENTORY

Figure 2-1 presents the existing parking inventory in the study area. The on-street parking stalls with various restriction types have been identified on the drawing, along with a table summarizing the off-street parking inventory. The off-street parking inventory was captured by the CCDA in their 2008 Parking Study. An independent review was also completed by AE to supplement the off-street parking inventory with data for the area east of the railway track and the area along South Railway Street, South of 5 Street. A larger version of Figure 2-1 and the complete Downtown parking inventory is included in Appendix A.

DOVINTOWN RAILWAY DISTRICT PARKING MAINTENANCE	
ON STREET PARKING	OFF STREET PARKING
240	608
TOTAL: 848	

SOUTH RAILWAY STREET SOUTH OF 56th STREET PARKING MAINTENANCE	
ON STREET PARKING	OFF STREET PARKING
0	111
TOTAL: 111	

TOTAL PARKING SPACES	
3013	

[illegible]

2.2 VEHICLE LICENCE PLATE SURVEY

A vehicle license plate survey was completed over a period of seven days in June 2010 to collect information regarding parking occupancy/utilization, duration and turnover for the existing on-street and off-street parking conditions.

The three off-street parking lots surveyed were:

- Cottonwood Lot, located in the southeast corner of 1 Street/6 Avenue intersection
- Esplanade Surface Lot, located in the northwest corner of the 2 Street/5 Avenue intersection
- CPR Lot, located on the east side of South Railway Street.

Following are the definitions of the terms used for the on-street and off-street parking conditions assessment:

Parking occupancy/utilization is defined as the ratio of the number of parked vehicles (per hour) to the number of available parking stalls.

Parking duration is defined as the length of time, in hours, that a vehicle is parked in one parking stall.

Parking turnover is defined as the ratio of the number of different vehicles parked within the study period to the number of available parking stalls.

Surveyors collected the last three digits from the license plates of parked vehicles. Each location was revisited every half hour for the morning (a.m.) period (08:00 to 10:30), noon period (11:30 to 14:00), and afternoon (p.m.) period (16:30 to 19:00).

Information was also gathered on Saturday for the morning (a.m.) period (09:30 to 11:00), noon period (12:00 to 14:30), and afternoon (p.m.) period (15:30 to 17:00). Selected on-street and off-street locations were observed on Saturday.

The license plate information was processed to obtain the following information that is detailed in Appendix B and summarized in the following section:

- Total number of available parking stalls
- Total number of unique vehicles parked in the entire study period
- Total number of parked vehicles per hour
- Duration of parked vehicles
- Average turnover rates
- Average duration.

2.3 PARKING INTERVIEWS

Parking interviews were conducted in June 2010 in order to gain a better understanding of the perceptions surrounding parking in Downtown. The following questions were asked of the users of Downtown on-street and off-street parking stalls:

- How far from your destination did you park?
- How far are you willing to walk from where you park to your destination?
- How long did it take to find your parking spot?
- Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?
- How long did you/will you be parked for?
- What was your reason for parking today?
- Are you willing to pay for parking? If so, how much?
- Would you consider using an alternative mode of transportation to the Downtown, such as transit, bicycle, carpool, or taxi, if available?

When interviews could not be completed on-site, a card was given to the individuals directing them to the City's website where their responses could be submitted online. A total of 741 interviews were conducted including 645 field interviews and 96 online surveys. The responses were compiled and are provided in Appendix C.

2.4 DOWNTOWN EMPLOYEE QUESTIONNAIRE AND OPEN HOUSE

A Downtown employee questionnaire was developed and posted on the City's website in November 2010 to gather input from Downtown employees regarding the current parking conditions. The Downtown employee questionnaire has been included in Appendix D and asked the following questions:

- Do you work in Downtown Medicine Hat?
- How many hours are there in your work day?
- Which area of the City do you reside?
- How do you get to work?
- If you drive your private vehicle or carpool, where do you park?
- If you park on-street, do you move your vehicle every two hours to avoid getting a ticket?
- What are the factors that prevent you from using off-street parking?
- How far are you willing to walk from your parking stall to your place of work?
- In your opinion, is there sufficient parking available in the Downtown? If no, please explain.
- If paid on-street parking is introduced in the Downtown, what would you be willing to pay per month if it meant sufficient parking was available?
- Please provide any other comments or feedback about Downtown parking.

An open house was held on November 23, 2010 from 4:30 pm to 6:30 pm to complement the online questionnaire and provide employees with another opportunity to express their opinions/concerns. The Downtown employee questionnaire was provided to the attendees of the open house so that their feedback

could be obtained. A total of 137 questionnaires were submitted online and/or completed at the open house. The responses from Downtown employee questionnaires were compiled and are provided in Appendix D.

3 Existing Parking Conditions

3.1 DATA COLLECTION RESULTS

3.1.1 On-Street Parking Utilization, Duration and Turnover

The data collected from the vehicle license plate survey are presented below. To analyze the existing on-street parking condition, the Downtown study area was analyzed as a whole and as separate study areas, corridors and blocks. The study area was broken down and analyzed in the following manner:

By Area

- Central Business District (CBD) - Bounded by River Road to the north, South Railway Street to the east, 5 Street to the south and 3 Avenue to the west.
- Railway District - Located east of the railway tracks and bounded by 1 Street to the north, Maple Avenue to the east, Prince Street to south and North Railway Street to the west.
- South Railway Street, South of 5 Street - Bounded by 5 Street to the north, South Railway Street to the east, Hill Road to the south and the coulees to the west.

By Corridor

- River Road, from 4 Avenue to South Railway Street
- 1 Street, from 3 Avenue to South Railway Street
- 4 Street, from 3 Avenue to South Railway Street
- 5 Street, from 3 Avenue to South Railway Street.

By Block

- 2 Street, from 3 Avenue to South Railway Street
- 3 Street, from 3 Avenue to South Railway Street
- 4 Avenue, from 1 Street to 5 Street
- Macleod Trail, from 3 Street to 5 Street
- 5 Avenue, from 1 Street to 5 Street
- 6 Avenue, from 1 Street to 5 Street
- South Railway Street, from 1 Street to Hill Road.

Tables 3-1 through Table 3-3 present the weekday on-street parking utilization, duration, and turnover information for the study areas, study corridors and study blocks respectively. The values were first determined for each side of a street/avenue independently and then averaged for the study blocks, corridors and areas. The available parking stalls shown below have been adjusted to exclude stalls designated for taxis and loading zones.

Table 3-1
Weekday On-Street Parking Utilization, Duration and Turnover Information by Study Area

Study Area	Available Parking Stalls	Average Utilization				Average Duration (hr)	Average Turnover (veh/ 9.0 hrs)
		Morning Period	Noon Period	Afternoon Period	Entire Study Period		
Entire Study Area	979	32%	41%	24%	32%	2.15	2.03
Central Business District	730	42%	56%	30%	43%	2.23	2.87
Railway District	249	22%	29%	22%	24%	1.90	1.34
South Railway Street, South of 5 Street	0	No Parking					

Table 3-2
Weekday On-Street Parking Utilization, Duration and Turnover Information by Study Corridor

Study Corridor	From	To	Available Parking Stalls	Average Utilization				Average Duration (hr)	Average Turnover (veh/ 9.0 hrs)
				Morning Period	Noon Period	Afternoon Period	Entire Study Period		
River Road	4 Avenue	South Railway Street	36	18%	20%	17%	18%	2.23	0.96
1 Street	3 Avenue	South Railway Street	57	33%	34%	12%	27%	1.90	1.60
4 Street	3 Avenue	South Railway Street	123	24%	41%	26%	30%	2.40	1.73
5 Street	3 Avenue	South Railway Street	121	47%	42%	30%	40%	3.57	1.28

Table 3-3
Weekday On-Street Parking Utilization, Duration and Turnover Information by Study Block

Study Block	From	To	Available Parking Stalls	Average Utilization				Average Duration (hr)	Average Turnover (veh/ 9.0 hrs)
				Morning Period	Noon Period	Afternoon Period	Entire Study Period		
2 Street	3 Avenue	4 Avenue	30	68%	83%	35%	62%	1.37	4.70
2 Street	4 Avenue	5 Avenue	31	18%	56%	13%	29%	1.22	2.63
2 Street	5 Avenue	6 Avenue	27	51%	78%	50%	60%	1.09	5.51
2 Street	6 Avenue	South Railway Street	29	36%	59%	47%	47%	1.08	4.29
3 Street	3 Avenue	4 Avenue	21	66%	65%	12%	47%	3.21	2.39
3 Street	4 Avenue	5 Avenue	31	49%	90%	68%	69%	0.96	6.91
3 Street	5 Avenue	6 Avenue	28	68%	84%	56%	69%	1.15	6.09
3 Street	6 Avenue	South Railway Street	30	53%	74%	54%	60%	0.94	6.40
4 Avenue	River Road	1 Street	0	No Parking					
4 Avenue	1 Street	2 Street	0	No Parking					
4 Avenue	2 Street	3 Street	0	No Parking					
4 Avenue	4 Street	5 Street	14	19%	9%	3%	10%	3.25	0.29
Macleod Trail	3 Street	4 Street	14	84%	94%	42%	73%	4.12	1.95
Macleod Trail	4 Street	5 Street	23	16%	47%	24%	29%	2.35	1.38
5 Avenue	1 Street	2 Street	9	64%	100%	19%	61%	2.39	2.75
5 Avenue	2 Street	3 Street	11	70%	73%	23%	55%	1.28	4.08
5 Avenue	3 Street	4 Street	17	41%	79%	22%	47%	0.92	4.91
5 Avenue	4 Street	5 Street	12	86%	100%	54%	80%	7.03	1.25
6 Avenue	River Road	1 Street	10	0%	11%	19%	10%	1.19	0.81
6 Avenue	1 Street	2 Street	0	No Parking					
6 Avenue	2 Street	3 Street	4	33%	67%	50%	50%	0.63	7.75
6 Avenue	3 Street	4 Street	13	43%	67%	38%	49%	1.09	4.94
6 Avenue	4 Street	5 Street	16	46%	54%	22%	41%	1.65	2.67
South Railway Street	1 Street	2 Street	0	No Parking					
South Railway Street	2 Street	3 Street	11	12%	24%	18%	18%	1.68	1.73
South Railway Street	3 Street	4 Street	7	17%	40%	19%	25%	1.12	2.43
South Railway Street	4 Street	5 Street	5	40%	53%	43%	46%	0.96	5.40
South Railway Street	5 Street	Hill Road	0	No Parking					

Table 3-4 summarizes the Saturday on-street parking utilization, duration, and turnover information calculated at select locations. The utilization, duration and turnover values presented in this table represent the average values for the selected locations. The rates were first determined for each side of a street/avenue independently and then averaged for the given section of a corridor. The available parking stalls shown below have been adjusted to exclude stalls designated for taxis and loading zones.

Table 3-4
Saturday On-Street Parking Utilization, Duration and Turnover Information

Study Corridor	From	To	Available Parking Stalls	Average Utilization				Average Duration (hr)	Average Turnover (veh/7.0 hrs)
				Morning Period	Noon Period	Afternoon Period	Entire Study Period		
1 Street (south side)	4 Avenue	5 Avenue	16	0%	56%	31%	29%	2.00	1.50
4 Street (north side)	5 Avenue	South Railway Street	27	21%	25%	46%	30%	1.31	1.84
2 Street	4 Avenue	5 Avenue	31	15%	61%	27%	34%	1.23	2.17
2 Street	5 Avenue	6 Avenue	27	50%	37%	26%	38%	0.84	3.37
2 Street	6 Avenue	South Railway Street	29	10%	40%	39%	29%	1.28	1.96
3 Street (north side)	4 Avenue	5 Avenue	16	47%	48%	48%	48%	0.68	4.81
3 Street	5 Avenue	6 Avenue	28	55%	50%	49%	51%	0.81	4.68
3 Street	6 Avenue	South Railway Street	30	43%	51%	40%	45%	0.89	4.00
5 Avenue	1 Street	2 Street	9	33%	44%	27%	35%	1.20	2.67
5 Avenue	2 Street	3 Street	11	17%	41%	10%	23%	0.75	2.39
5 Avenue (east side)	3 Street	4 Street	7	11%	12%	25%	16%	0.63	1.71
6 Avenue (east side)	2 Street	3 Street	4	19%	29%	0%	16%	0.64	1.75
6 Avenue	3 Street	4 Street	13	25%	33%	21%	26%	1.60	1.64
South Railway Street (west side)	2 Street	3 Street	11	16%	18%	5%	13%	1.15	0.91
South Railway Street (west side)	3 Street	4 Street	7	14%	17%	14%	15%	4.50	0.29

3.1.2 Off-Street Parking Utilization, Duration and Turnover

The existing off-street parking conditions were analyzed for each parking lot separately.

Table 3-5 presents the weekday off-street parking utilization, duration, and turnover information calculated for the three off-street parking lots surveyed. The available parking stalls shown below have been adjusted to exclude stalls that have been reserved for service vehicles.

Table 3-5
Weekday Off-Street Parking Utilization, Duration and Turnover Information by Parking Lot

Parking Lot	Available Parking Stalls	Average Utilization				Average Duration (hr)	Average Turnover (veh/9.0 hrs)
		Morning Period	Noon Period	Afternoon Period	Entire Study Period		
Esplanade Surface Lot	53	52%	62%	25%	47%	5.33	1.11
Cottonwood Lot	85	44%	53%	17%	38%	2.99	1.45
CPR Lot	128	31%	48%	19%	33%	5.34	0.72

Table 3-6 summarizes the Saturday off-street parking utilization, duration, and turnover information calculated for the two off-street parking lots surveyed. The available parking stalls shown below have been adjusted to exclude stalls that have been reserved for service vehicles.

Table 3-6
Saturday Off-Street Parking Utilization, Duration and Turnover Information by Parking Lot

Parking Lot	Available Parking Stalls	Average Utilization				Average Duration (hr)	Average Turnover (veh/4.5 hrs)
		Morning Period	Noon Period	Afternoon Period	Entire Study Period		
Esplanade Surface Lot	53	n/a	49%	23%	36%	2.79	0.74
Cottonwood Lot	85	n/a	10%	4%	7%	1.24	0.29

3.2 EXISTING PARKING ANALYSIS

The data presented in Section 3.1 was analyzed and the results of the analyses are discussed in the following sections. The detailed parking analyses are provided in Appendix E.

3.2.1 On-Street Parking Utilization – Weekday

Entire Study Area

When the study area is considered as a whole, the overall parking supply is able to accommodate the overall weekday parking demands. The peak parking demand occurs at 12:00 pm when the observed overall parking utilization is 52% and accounts for a total of 506 parked vehicles.

By Area

The overall parking supply provided in the Central Business District and the Railway District is able to accommodate the overall weekday parking demand observed in each area. In the Central

Business District, the peak parking demand occurs at 12:00 pm when the parking utilization observed is 58%. In the Railway District, the peak parking demand occurs at 1:00 pm when the parking utilization observed is 33%. Parking in the Railway District is underutilized.

By Corridor

The parking supply provided along the four study corridors (River Road, 1 Street, 4 Street and 5 Street) is able to accommodate the weekday parking demand observed along each study corridor. Table 3-7 presents the peak demand period and the associated parking utilization for each study corridor.

Table 3-7
Peak Weekday Parking Demand Information by Study Corridor

Study Corridor	Peak Demand Period	Parking Utilization during Peak Period
River Road	10:30 am	28%
1 Street	10:30 am	46%
4 Street	12:00 pm	46%
5 Street	9:30 am, 10:30 am	50%

By Block

Table 3-8 presents the peak demand period and the associated parking utilization for each study block.

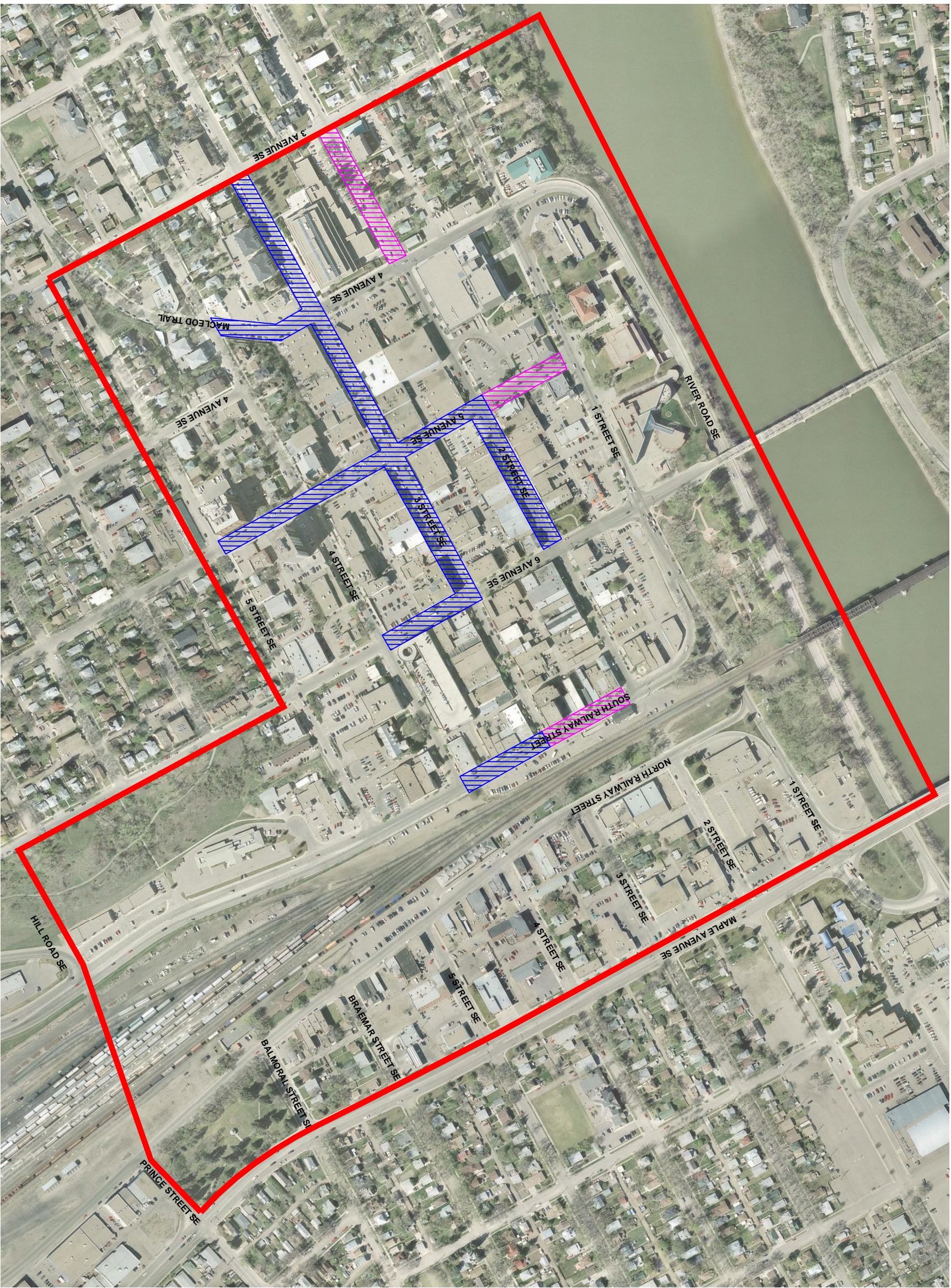
Table 3-8
Peak Weekday Parking Demand Information by Study Block

Street/Avenue	From	To	Peak Parking Demand Period	Parking Utilization during Peak Period
2 Street	3 Avenue	4 Avenue	11:30 am, 12:00 pm	107%
2 Street	4 Avenue	5 Avenue	12:00 pm	74%
2 Street	5 Avenue	6 Avenue	1:00 pm	93%
2 Street	6 Avenue	South Railway Street	1:30 pm	79%
3 Street	3 Avenue	4 Avenue	11:30 am	100%
3 Street	4 Avenue	5 Avenue	1:00 pm	100%
3 Street	5 Avenue	6 Avenue	10:30 am	96%

Street/Avenue	From	To	Peak Parking Demand Period	Parking Utilization during Peak Period
3 Street	6 Avenue	South Railway Street	10:30 am	83%
4 Avenue	4 Street	5 Street	9:00 am - 10:30 am	21%
Macleod Trail	3 Street	4 Street	9:00 am - 10:00 am 11:30 am - 1:00 pm	100%
Macleod Trail	4 Street	5 Street	12:30 pm - 1:30 pm	65%
5 Avenue	1 Street	2 Street	1:00 pm - 2:00 pm	111%
5 Avenue	2 Street	3 Street	11:30 pm	91%
5 Avenue	3 Street	4 Street	12:00 pm	94%
5 Avenue	4 Street	5 Street	11:30 am - 2:00 pm	100%
6 Avenue	River Road	1 Street	2:00 pm, 4:30 pm	50%
6 Avenue	2 Street	3 Street	11:30 am	250%
6 Avenue	3 Street	4 Street	5:00 pm	92%
5 Avenue	4 Street	5 Street	9:30 am	69%
South Railway Street	2 Street	3 Street	10:30 am 12:00 pm - 12:30 pm 1:30 pm - 2:00 pm 4:30 pm - 5:30 pm	27%
South Railway Street	3 Street	4 Street	1:00 pm	86%
South Railway Street	4 Street	5 Street	9:00 am, 10:30 am - 11:30 am 4:30 pm - 5:00 pm	80%

On average, a block between two avenues contains a total of 30 parking stalls (15 parking stalls on each side of the street). If less than four vacant stalls are available along the block, parking is perceived to be at capacity by the users. This corresponds to a utilization rate of approximately 85%. Similarly, a block between two streets contains an average of 14 parking stalls (seven parking stalls on each side of the avenue). If less than two vacant stalls are available along the block, parking is perceived to be at capacity by the users. Again, this corresponds to a utilization rate of approximately 85%. Therefore, a parking utilization threshold of 85% is used to represent parking capacity.

Figure 3-1 presents the highly utilized on-street parking locations within the Downtown. Locations with parking utilization at or exceeding 85% are indicated in blue and locations with parking utilization exceeding 100% are indicated in red. A parking utilization of over 100% implies the presence of illegal parking.



- Study Area
- Parking Utilization $\geq 85\%$
- Parking Utilization $\geq 100\%$

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FIGURE 3.1
HIGHLY UTILIZED ON-STREET LOCATIONS

3.2.2 On-Street Parking Utilization – Saturday

Overall, the existing parking supply is able to accommodate the Saturday parking demands at the locations surveyed. The maximum average utilization observed on Saturday was 61% which occurred during the noon period along 2 Street, between 4 Avenue and 5 Avenue.

When the weekday and Saturday on-street parking utilization are compared at common locations, the results indicated that the Saturday parking demand is generally lower than the weekday parking demand. The following locations experienced a higher parking demand on Saturday:

- South side of 1 Street between 3 Avenue and 4 Avenue
- North side of 2 Street between 4 Avenue and 5 Avenue
- North side of 4 Street between 5 Avenue and 6 Avenue.

3.2.3 On-Street Parking Restrictions and Turnover

No Parking Zones

Parking is prohibited at the following on-street locations within the study area:

- North side of River Road, between 4 Avenue and South Railway Street
- North side of 1 Street, between 3 Avenue and 4 Avenue
- Both sides of 1 Street, between 5 Avenue and South Railway and between North Railway Street and Maple Avenue
- Both sides of 4 Avenue, between River Road and 3 Street
- Both sides of 6 Avenue, between 1 Street and 2 Street
- West side of 6 Avenue, between 2 Street and 3 Street
- East side of South Railway Street, between 1 Street and 5 Street
- Both sides of South Railway Street, between 5 Street and Hill Road
- Both sides of North Railway Street, between 1 Street and 2 Street
- West side of North Railway Street, between 5 Street and Prince Street.

Overall, the no parking zones were obeyed. There were only three locations where illegal parking was observed, including:

- West side of 6 Avenue, between 2 Street and 3 Street
- West side of South Railway Street, between 5 Street and Hill Road
- West side of North Railway Street, between 5 Street and Balmoral Street.

Parking Restrictions

The average parking duration for each block was compared with the existing parking restrictions to determine if the parking restrictions were being obeyed. At blocks where a combination of parking restrictions is present, the longest parking limit was assumed. Illegal parking exceeding the permitted time limit was observed at the following locations:

- South side of River Road, between 4 Avenue and South Railway Street
- South side of 1 Street, between 3 Avenue and 4 Avenue
- North side of 3 Street, between 3 Avenue and 4 Avenue
- South side of 4 Street, between 4 Avenue and 5 Avenue
- Both sides of 5 Street, between 4 Avenue and 5 Avenue
- Both sides of 5 Avenue, between 1 Street and 2 Street
- East side of 6 Avenue, between 2 Street and 3 Street
- West side of North Railway Street, between 3 Street and 5 Street
- East side of North Railway Street, between 5 Street and Braemar Street.

Parking Turnover

There are several locations within the CBD that are currently exceeding the critical 85% utilization threshold. The parking turnover rates at these locations were analyzed and presented in Table 3-9

Table 3-9
Parking Turnover Rate at High Demand Locations

Street/Avenue	From	To	Parking Restriction	Peak Parking Utilization	Average Turnover (veh/ 9.0 hrs)
2 Street	3 Avenue	4 Avenue	2 Hours	107%	4.70
2 Street	5 Avenue	6 Avenue	2 Hours	93%	5.51
3 Street	3 Avenue	4 Avenue	No Time Limit	100%	2.39
3 Street	4 Avenue	5 Avenue	2 Hours	100%	6.91
3 Street	5 Avenue	6 Avenue	2 Hours	96%	6.09
Macleod Trail	3 Street	4 Street	No Time Limit	100%	1.95
5 Avenue	1 Street	2 Street	2 Hours	111%	2.75
5 Avenue	2 Street	3 Street	2 Hours	91%	4.08
5 Avenue	3 Street	4 Street	2 Hours	94%	4.91
5 Avenue	4 Street	5 Street	No Time Limit	100%	1.25
6 Avenue	2 Street	3 Street	30 Minutes	250%	7.75
6 Avenue	3 Street	4 Street	2 Hours	92%	4.94
South Railway Street	3 Street	4 Street	2 Hours	86%	2.43

As expected, the highest turnover rate was observed in the 30-minute parking zones and the lowest turnover rates occur in the unrestricted parking zones. In the 2-hour parking zones, the highest turnover rate was observed along 3 Street, between 4 Avenue and 6 Avenue, and along 2 Street, between 5 Avenue and 6 Avenue.

3.2.4 Off-Street Public Parking Utilization – Weekday

The parking supply provided in the three off-street parking lots surveyed (Esplanade Surface Lot, Cottonwood Lot and CPR Lot) is able to accommodate the weekday parking demand. Table 3-10 presents the peak demand period and the associated parking utilization for the three lots surveyed.

Table 3-10
Peak Weekday Parking Demand Information for Three Off-Street Parking Lots Surveyed

Study Corridor	Peak Demand Period	Parking Utilization during Peak Period
Esplanade Surface Lot	10:00 am - 10:30 am	76%
Cottonwood Lot	11:30 am - 12:00 pm	60%
CPR Lot	11:30 am - 12:00 pm	50%

3.2.5 Off-Street Public Parking Utilization – Saturday

The parking supply provided in the two off-street parking lots surveyed (Esplanade Surface Lot and Cottonwood Lot) is able to accommodate the Saturday parking demand. Table 3-11 presents the peak demand period and the associated parking utilization for the two lots surveyed.

Table 3-11
Peak Saturday Parking Demand Information for Three Off-Street Parking Lots Surveyed

Study Corridor	Peak Demand Period	Parking Utilization during Peak Period
Esplanade Surface Lot	2:30 pm	64%
Cottonwood Lot	1:00 pm	12%

When the weekday and Saturday parking utilization are compared at each parking lot, the results indicated that the Saturday parking demand is lower than the weekday parking demand.

3.2.6 Off-Street Parking Utilization – Additional Lots

Beyond the three off-street parking lots surveyed, there are eight parking lots and parkades including:

- Esplanade Parkade
- Linden Lot
- Chokecherry Lot
- Transit Parkade (Level 2 and 3)
- Court House Parkade
- City Hall Parkade
- Provincial Building Parkade
- Parkers Countrywide Lot.

The parking utilization for these lots and parkades were estimated using permit subscription information provided by the City and lot owners, and by making some assumptions. Table 3-12 summarizes the assumptions used and the estimated parking utilization rates.

Table 3-12
Estimated Off-Street Parking Utilization Information by Parking Lot

Parking Lot	Assumptions	Parking Supply					Parking Demand				Parking Utilization
		Public	Permit	Reserved	Other	Total (exclude Other)	Public	Permit	Reserved	Total	
Esplanade Parkade	Reserved/Permit - Fully subscribed Public - 47% (Esplanade Surface Lot Average)	50	18	0	1	68	24	0	18	42	61%
Linden Lot	Reserved/Permit - Fully subscribed	0	13	0	0	13	0	0	13	13	100%
Chokecherry Lot	Reserved/Permit - 25 stalls subscribed	0	53	0	0	53	0	25	0	25	47%
Transit Parkade - Level 2	Reserved - Fully subscribed Permit - 86%	0	42	22	0	64	0	36	22	58	91%

Parking Lot	Assumptions	Parking Supply					Parking Demand				Parking Utilization
		Public	Permit	Reserved	Other	Total (exclude Other)	Public	Permit	Reserved	Total	
Transit Parkade - Level 3	Permit - 12%	3	0	89	0	92	0	0	11	11	12%
Court House Parkade	Reserved/Permit - Fully subscribed Public - 75%	52	0	42	0	94	39	0	42	81	86%
City Hall Parkade	Reserved/Permit - Fully subscribed Public - 43% (Average Utilization for CBD)	39	0	130	0	169	17	0	130	147	87%
Provincial Building Parkade	Reserved/Permit - Fully subscribed	0	114	16	0	130	0	114	16	130	100%
Parkers Countrywide Lot	Reserved/Permit - Fully subscribed	0	30	17	0	47	0	30	17	47	100%

3.3 EXISTING PARKING CONDITION

The existing parking condition within the Downtown was studied independently for the following study areas, shown in Figure 3-2:

- Central Business District (CBD)
- Railway District
- South Railway Street, south of 5 Street.



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FIGURE 3.2
STUDY AREAS

3.3.1 Central Business District (CBD)

An analysis was completed to determine if the parking supply within the CBD was able to meet the parking demand generated by the parking supply/demand category discussed in Section 1.3.

Parking Inventory

The parking inventory within the CBD was analyzed to determine the number of stalls available to the three categories. The parking inventory was categorized into each category in the following manner:

- Live - parking stalls provided at apartment building
- Work - 'Reserved 24-hour' and 'Reserved/Permit' stalls provided at off-street lots
- Visitor - all on-street parking stalls and all public (non-reserved) parking at off-street lots.

Table 3-13 presents the breakdown of the parking inventory for each category. An "Other" category was created to preclude parking stalls that are reserved as loading or taxi zones, or parking stalls reserved for service vehicles.

Table 3-13
Parking Inventory Available by Category

Demand Category	Available Parking Stalls
Live	72
Work	1,065
Visitor	1,668
Other	16
Total	2,821

Parking Demand

The parking demand for each category was estimated with information obtained from the City. The following information/assumptions were used to estimate the parking demand for each category:

Live

- In 1999, there were 64 residents who lived within the CBD
- Medicine Hat has an average annual growth rate of 1.9%, based on a population of 50,152 in 1999, 56,048 in 2005, 60,426 in 2008 and 61,097 in 2009
- With an annual growth rate of 1.9%; it can be assumed there are approximately 80 residents who currently live within the CBD.

Work

- In 2008, the number of workers employed in the study area was 1,622 (1,270 full time employees, 352 part-time employees)
- By applying a 1% annual growth rate in employment since 2008, it can be assumed there are approximately 1,650 workers employed in the study area
- Workers employed in the Railway District and in the area along South Railway Street, south of 5 Street, were estimated to be approximately 130 and 45 respectively and were based on business type and size
- By applying the ITE parking generation rate and assumptions on part-time workers, off-peak workers and those using alternate modes of transportation, the peak parking demand generated by workers in the CBD is approximately 1,250.

Visitor

- The parking interviews indicated the following splits for trip purposes in Downtown; 31% for work, 24% for others, and 45% for entertainment/restaurant, shopping and medical. The work and others categories were grouped together based on knowledge that the predominant trips into Downtown will be work trips. This results in a work/visit trip purpose proportion of 55/45 for Downtown.
- The visitor parking demand was estimated by applying the trip purpose proportion above to the 1,250 worker demand. This results in a visitor parking demand of approximately 1,025.

Table 3-14 presents the breakdown of the peak parking demand for each demand category.

Table 3-14
Parking Demand by Category

Demand Category	Parking Demand
Live	80
Work	1,250
Visitor	1,025
Total	2,355

Supply vs. Demand

The parking supply available to residents within the CBD is able to accommodate the current demand. While a comparison of the parking supply and demand indicates a deficiency of eight stalls, it should be noted that the parking supply for residents corresponds to the parking stalls provided at the apartment buildings. Single family residences within the CBD have parking spaces available on their property in the form of driveways, garages, and/or alleyways that have not been included as part of the parking inventory for residents. Therefore, the parking supply available to

residents within the CBD including single family parking spaces is able to accommodate the current demand.

The parking inventory available to workers within the Downtown is unable to accommodate the current demand. There is a deficiency of 185 parking stalls. The deficiency suggests some of the workers must park in on-street or public stalls that are intended for customers and visitors of the Downtown. This is supported by the Downtown employee questionnaire which reports employees parking on-street.

With 185 of the parking stalls designated for the Visitor category being used by workers, a total of 1,483 stalls are available to visitors of the Downtown. The 1,483 parking stalls available are more than sufficient to accommodate the visitor parking demand of 1,025 parking stalls. Additionally, the results of the parking interviews conducted in June 2010 indicate that overall, there is sufficient parking supply available for visitors of the Downtown. Of the 741 interviews conducted, 72% were short-term visitors to the Downtown. This means that they were in the Downtown for less than 4 hours. The results of the interviews indicated that many of these visitors (64%) were able to find parking within a minute and that the majority (85%) were able to find parking within two blocks of their destination.

In summary, while the total parking demand can be accommodated by the parking supply in the CBD, there are isolated areas which experience parking shortages and an overall shortage in parking stalls available for the Work category.

3.3.2 Railway District

There are a total of 907 parking stalls available in the Railway District; 249 parking stalls are provided on-street and 658 parking stalls are provided in off-street parking lots.

The following information/assumptions were made to estimate the parking demand in the Railway District for each category:

- Live - there are approximately 55 residents who currently live within the Railway District
- Work - there are approximately 130 workers currently employed within the Railway District

Most of the homes in the Railway District have parking available on the property in the form of driveways, garages, and/or alleyways. Therefore, it can be concluded that the parking demand generated by residents can be accommodated at their place of residence.

Parking for workers in the Railway District can be accommodated in off-street parking lots. There are a total of 658 off-street parking stalls available for the 130 workers employed in the area. This reflects a supply to demand ratio of approximately 5:1 and shows that the parking demand generated by workers can be accommodated by the available off-street parking lots.

Parking for visitors to the Railway District can be accommodated by on-street parking stalls. The information obtained from the vehicle licence plate survey conducted in June 2010 indicated that the existing on-street parking was underutilized, with a peak utilization of 33%. This indicates that the parking demand generated by visitors can be accommodated by the available on-street parking stalls.

3.3.3 Area Along South Railway Street, South of 5 Street

There are a total of 111 parking stalls available in the area along South Railway Street, south of 5 Street. The parking stalls are all provided in off-street parking lots.

The following information was provided by the City regarding the parking demand in the area along South Railway Street, south of 5 Street:

- Live - there are no residents who live in this area
- Work - there are approximately 45 workers currently employed in this area

Parking for workers in the area along South Railway Street, south of 5 Street, can be accommodated in off-street parking lots. There are a total of 111 off-street parking stalls available for the 45 workers employed in the area. This reflects a supply to demand ratio of approximately 2.5:1 and shows that the parking demand generated by workers can be accommodated by the available off-street parking lots.

With workers using less than half the parking stalls provided in the off-street parking lots, the remainder is available to visitors of the area. Local knowledge indicates there are no parking issues in this area to date. Therefore, it can be concluded that the remaining parking stalls provided in the off-street parking lots are sufficient to accommodate the parking demand generated by visitors to the area along south Railway Street, south of 5 Street.

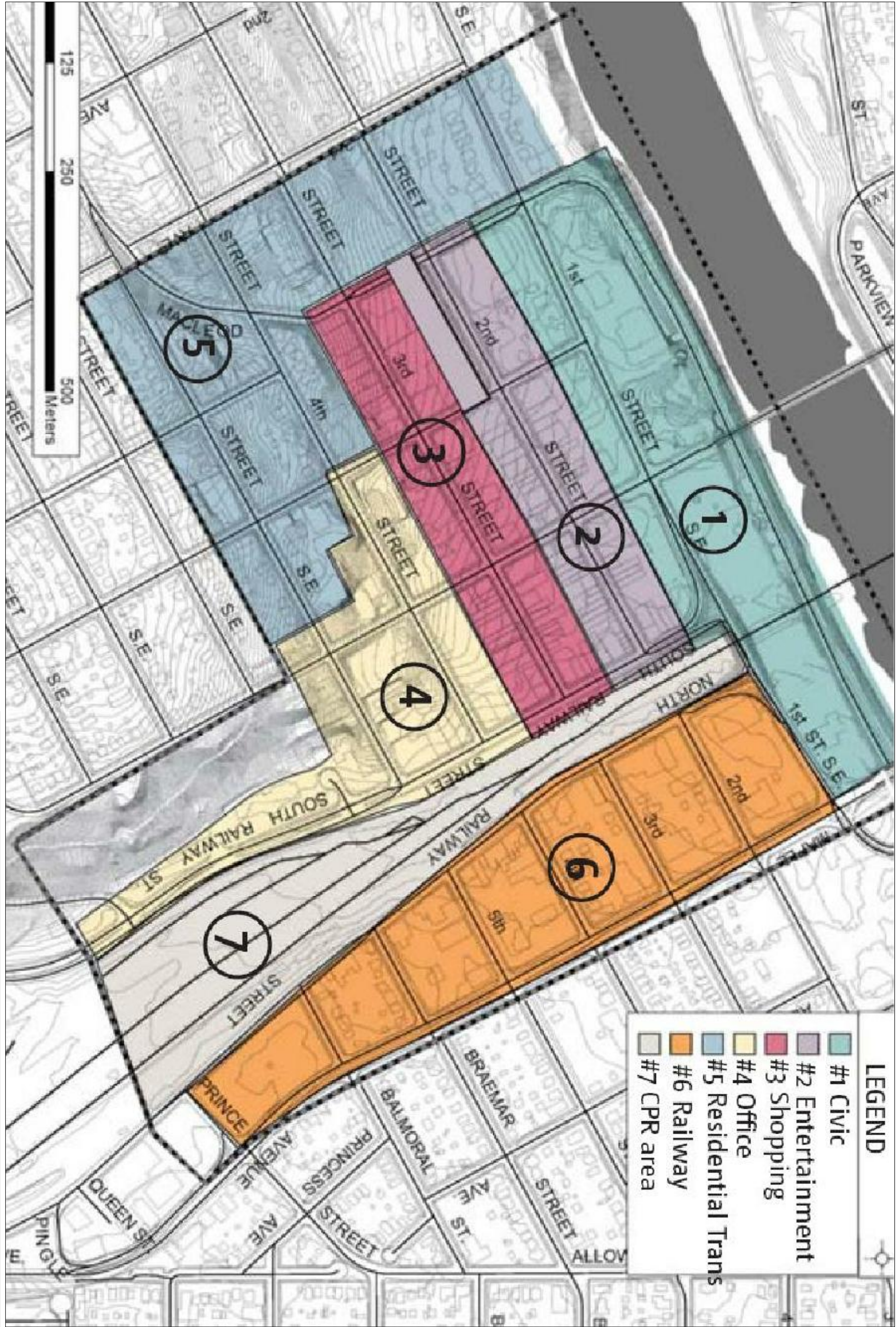
4

Future Parking Conditions

4.1 FUTURE PARKING DEMAND FORECAST

The Downtown Redevelopment Plan (DRP) envisions a revitalized Downtown with the formation of specialty districts. Figure 4-1 presents the Downtown Redevelopment Districts identified by the DRP, which include:

- Civic District along 1 Street
- Entertainment District along 2 Street
- Shopping District along 3 Street
- Office District along 4 Street and 5 Street
- Residential Transition bordering the west/south sides of Downtown
- Railway District located east of the railway tracks.



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FIGURE 4.1
DOWNTOWN DEVELOPMENT CONCEPT PLAN

4.1.1 Downtown Future Growth

The Downtown Redevelopment Plan encourages an increase in high-density and mixed-used developments within Downtown. Table 4-1 summarizes the urban development anticipated by the DRP for the City of Medicine Hat in the next 20 years. The table also presents the proportion of urban growth that is expected to happen within Downtown.

**Table 4-1
Future Urban Growth in Medicine Hat and Downtown**

Land Use	Total City Forecast (20 Year)	Downtown Share (Low Estimate)	Downtown Share (High Estimate)
Apartments	4,500 - 6,400 units	5% (225 - 320 units)	10% (450 - 640 units)
Other residential (Townhouses, suites, coach houses, etc.)	2,200 - 3,200 units	10% (220 - 320 units)	25% (500 - 800 units)
Total multifamily residential	6,700 - 9,600 units	445 - 640 units	950 - 1,440 units
Office	200,000 - 300,000 sq.ft.	20% (40,000 - 60,000 sq.ft.)	50% (100,000 - 150,000 sq.ft)
Retail	1,500,000 - 2,100,000 sq.ft	1.5% (25,000 - 30,000 sq.ft)	3.5% (50,000 - 70,000 sq.ft)

4.1.2 Future Parking Demand

The future parking demand within the Downtown was forecasted for both the 75K and 95K population horizons. Future Downtown parking demand will be comprised of:

- Background Parking Demand - represents the expected growth in parking demand as a result of growth in the City
- Additional Parking Demand - represents the expected growth in parking demand as a result of land use development/intensification within the Downtown.

Background Parking Demand

To estimate the background parking demand for the 75K and 95K horizons, the existing total parking demand within the Railway District and the area along south Railway Street, south of 5

Street was required. The parking demand generated by the Live and Work categories were already established for these two study areas in Section 3.3.

To estimate the existing visitor parking demand in these two study areas, the 55/45 work/visit trip purpose proportion utilized for the CBD was applied. The existing visitor parking demand in the Railway District was estimated to be 105 parking stalls and the visitor parking demand in the area along South Railway Street, south of 5 Street, was estimated to be 35 parking stalls. Therefore, the existing total parking demand in the Roadway District is 290 parking stalls and the existing total parking demand in the area along South Railway Street, south of 5 Street, is 80 parking stalls.

The background parking demand for the 75K and 95K population horizons were generated by using the existing total parking demand and applying the City's annual population growth rate of 1.9%. With an annual growth rate of 1.9%, the population of Medicine Hat will reach 75,000 in 2021 and 95,000 in 2038.

Table 4-2 summarizes the future background parking demand anticipated for the Downtown in the 75K and 95K horizons.

**Table 4-2
Background Parking Demand**

Study Area	2010 Parking Demand	75K Parking Demand	95K Parking Demand
Central Business District	2,355	2,847	3,608
Railway District	290	351	444
Area along South Railway, South of 5 Street	80	97	123
Entire Downtown Study Area	2,725	3,295	4,175

Additional Parking Demand

Additional parking demand will be generated as a result of the anticipated urban growth within the Downtown. The additional parking demand forecast used the high estimate for Downtown urban growth and followed the methodology established in the Parking Forecasting Working Paper provided in Appendix F. The parking rates from the Institute of Transportation Engineers (ITE) Parking Generation Manual (3rd Edition) were used to generate the anticipated parking demand.

The detailed parking forecast calculations have also been provided in Appendix F. Table 4-3 and Table 4-4 summarize the additional parking demand anticipated in the Downtown for the 75K and 95K horizons respectively. The additional parking demand was broken down into the following three categories, based on when the parking demand would occur:

- **Peak Period Demand** - the additional parking demand will occur during the peak parking period
- **Off-Peak Period Demand** - the additional parking demand will occur during the off-peak parking period
- **No Additional Demand** - the additional parking demand will be accommodated on-site by the development itself. This includes parking demand generated by residential and office developments.

The additional parking demand generated in the 'Off-Peak Period Demand' and 'No Additional Demand' categories were not considered as part of the future parking demand since these demands will not contribute to the Downtown parking demand during the peak hours. Moreover, the parking demand generated in the 'Off-Peak Period Demand' category will be small in number as compared to the parking demand generated in the 'Peak Period Demand'.

Table 4-3
Additional Parking Demand - 75K Horizon

Study Area	75K Additional Parking Demand			
	Total	Peak Period Demand	Non-Peak Period Demand	No Additional Demand
Central Business District	1,585	332	173	1,080
Railway District	846	137	0	709
Area along South Railway, South of 5 Street	0	0	0	0
Entire Downtown Study Area	2,431	470	173	1,789

**Table 4-4
Additional Parking Demand - 95K Horizon**

Study Area	95K Additional Parking Demand			
	Total	Peak Period Demand	Non-Peak Period Demand	No Additional Demand
Central Business District	3,104	678	214	2,213
Railway District	1,692	274	0	1,418
Area along South Railway, South of 5 Street	0	0	0	0
Entire Downtown Study Area	4,796	952	214	3,631

Total Parking Demand

The future total parking demand was generated by combining the future background parking demand with the future additional parking demand (peak period demand) for the respective horizons. Table 4-5 summarizes the future total parking demand anticipated for the Downtown in the 75K and 95K horizons.

**Table 4-5
Total Parking Demand**

Study Area	75K Peak Parking Demand	95K Peak Parking Demand
Central Business District	3,180	4,285
Railway District	488	719
Area along South Railway, South of 5 Street	97	123
Entire Downtown Study Area	3,764	5,127

4.2 FUTURE PARKING CONDITION

4.2.1 Parking Supply

Discussions with the City indicated the following changes to the parking supply in the 75K and 95K horizons:

75K Horizon

- Cottonwood Lot will be removed resulting in 85 parking stalls removed from the CBD parking inventory.

95K Horizon

- Chokecherry Lot will be removed resulting in 53 parking stalls removed from the CBD parking inventory.
- Esplanade Surface Lot will be removed resulting in 60 parking stalls removed from the CBD inventory.
- Existing Transit Terminal will be relocated from Level 1 of the Transit Parkade and Level 1 will become an additional level of parking with 60 - 70 parking stalls.

Table 4-6 presents the future Downtown parking supply in the 75K and 95K horizons.

Table 4-6
Future Downtown Parking Supply in 75K and 95K Horizons

Study Area	2010 (Existing) Horizon	75K Horizon	95K Horizon
Central Business District	2,821	2,736	2,693
Railway District	907	907	907
Area along South Railway Street, South of 5 Street	111	111	111
Entire Downtown Study Area	3,839	3,754	3,711

4.2.2 Parking Demand

Table 4-7 presents the future Downtown parking demand in the 75K and 95K horizons.

Table 4-7
Future Downtown Parking Demand, 75K and 95K Horizons

Study Area	2010 (Existing) Horizon	75K Horizon	95K Horizon
Central Business District	2,355	3,180	4,285
Railway District	290	488	719
Area along South Railway Street, South of 5 Street	80	97	123
Entire Downtown Study Area	2,725	3,764	5,127

4.2.3 Parking Supply vs. Parking Demand

With the anticipated developments, the overall Downtown parking demand in the 75K horizon is expected to exceed the future parking supply. There is an overall deficiency of 10 parking stalls in the entire study area. The shortage in parking results from the increased demand expected in the

CBD. Within the CBD alone, there is a deficiency of 444 parking stalls. The overall deficiency of 10 parking stalls assumes that some of the parking demand generated by the CBD will spill over and be accommodated by the Railway District in the area along South Railway Street, south of 5 Street.

Similarly, the overall Downtown parking demand in the 95K horizon is expected to exceed the future parking supply. There is an overall deficiency of 1,416 parking stalls in the entire study area. Within the CBD and the area along South Railway Street alone, there is a shortage of 1,592 and 12 parking stalls, respectively. The overall deficiency of 1,416 parking stalls suggests that some of the parking demand generated by the CBD and the area along South Railway Street will spill over and be accommodated by the Railway District.

5

Parking Strategies

5.1 EXISTING PARKING CONDITION

Overall, the total parking supply within the study area is able to accommodate the parking demand. Examination of the three study areas revealed that the available parking inventory in these areas surpasses the parking demand. However, there are select areas of high utilization where the demand exceeds the supply. As well, there is a shortage of parking stalls designated for employee parking and a surplus of parking stalls designated for visitor parking.

The perception of a parking shortage in the Downtown stems from a combination of insufficient parking supply for workers employed in the CBD (by approximately 185 stalls), the expectation of employees for convenient and free or inexpensive parking close to their place of employment, and underutilization of off-street parking lots. As a result, many employees currently park in on-street or public stalls that are intended for customers and visitors. This, however does not seem to affect the visitor experience in the Downtown.

The key to improving Downtown parking is to improve the parking condition for Downtown employees. The following parking strategies were developed to encourage employee parking in off-street parking lots and discourage employee parking on-street.

5.1.1 Reduce Off-Street Parking Fees

The City should consider reducing the cost of monthly or annual parking passes in the City-owned off-street parking lots. In 2009, the average cost for a monthly pass exceeded \$50 and the average cost for an annual pass exceeded \$530 (approximately \$45/month). Downtown employees have expressed concern with the high cost of parking and the majority of them indicated that they are only willing to pay up to \$40/month. As a result, a number of workers currently park in stalls intended for visitors.

An alternative to reducing the cost of off-street parking is to collaborate with Downtown businesses and provide them with incentives to subsidize employee parking in off-street parking lots. Downtown businesses could either provide a cash incentive for employees to park in an off-street parking lot, purchase and distribute parking passes for their employees, or lease/purchase a number of stalls in an off-street lot and allow their employees to park in designated stalls at a discounted price. Cash incentive should be considered carefully as past experience has indicated the potential for abuse with workers taking the cash incentive but continuing to park on-street.

All these options will make off-street parking more affordable, and thus more appealing, to Downtown workers.

5.1.2 Improve Condition of Existing Off-Street Parking Lots

The City may wish to consider improvements to the condition of the off-street parking lots and parkades. Downtown employees have indicated a reluctance to pay for parking in an off-street facility that is not well maintained and presents safety concerns at night or in the winter. The following improvements should be considered to make off-street lots more desirable:

Surface Lots

- Pave the parking lot
- Provide pavement markings to delineate the parking stalls
- Provide plug-ins for the winter
- Maintain snow removal in the winter
- Provide designated parking stalls for employees with parking permits.

Transit Parkade

- Provide plug-ins for all parking stalls on Level 2.

Due to public perception and safety considerations, it is unlikely that workers will use Level 3 of the Transit Parkade even if free unrestricted parking is provided. Therefore, no improvements are recommended for Level 3.

5.1.3 Convert Customer/Visitor Parking to Employee Parking

In select locations throughout the study area, stalls reserved for visitors are underutilized. Since there is demand for more employee parking, opportunities exist for converting underutilized visitor parking to either reserved parking for employees and/or permit parking.

5.1.4 Encourage /Create Incentive for Development of Empty Lots into Parkettes

Opportunities exist to convert vacant lots into parkettes for employee parking. Some candidate locations include the 600 block of 2 Street and the 300 block of Macleod Trail. Conversion of these vacant lands into parkettes would provide additional employee parking in the CBD. It should be noted, however that the 600 block of 2 Street may have limited effectiveness due to lower local demand.

5.1.5 Enhance Signage

In completing the parking inventory for this study, AE observed that parking stalls in the private lots were not well signed. Private lots would often have signage which indicated 'Reserved' parking, but did not indicate whether the stalls were reserved for staff, customers, or others. Also, some businesses have customer parking available in private lots behind the building that were underutilized, or visitor parking being used by workers of adjacent businesses. Opportunities exist

to work with key business owners to review existing signage and enhance accordingly. Enhanced signage may also reduce the number of violations in the current stalls.

The visitor experience to the Downtown may be improved by providing enhanced way finding signage to direct visitors to available or free parking in the Downtown.

5.1.6 Collaborate with Employers to Inform/Share Parking Information with Employees

Opportunities exist for collaboration with Downtown business owners and employers to educate their employees about the benefits of parking off-street and reserving the on-street parking for customers and short-term visitors. Employers should encourage their employees to park in off-street parking lots and inform them of available incentives or funding provided by the company. The incentive/funding can be in the form of cash incentives or a discounted price for a parking pass in a specific parking lot. The latter should be encouraged to reduce the potential for abuse. This will be an opportunity for the City to encourage employers to provide off-street parking incentives to their employees and for the City and employers to explain the implication of employees parking on-street.

5.1.7 Increase Enforcement for On-Street Parking

Increasing enforcement in the CBD (within the constraints and budgets of the bylaw enforcement department) may discourage employees from regularly parking in '2-hour' parking zones intended for visitors. The Downtown employee online questionnaire indicated that half of the employees who park on-street move their cars every two hours to avoid fines. Enforcement should be increased to not only capture employees who park on-street in excess of the 2-hour limit, but also to capture employees who move their car around the block or erase the tire mark used to keep track of the parked vehicles in the '2-hour' zones. The City may wish to consider an increasing scale for parking fines to target repeat offenders and develop a business licensing program that requires employers to file the license plate of all employees on an annual basis. This will help law enforcement target Downtown employees who are abusing the on-street parking system.

5.1.8 Consolidate Operation/Management and Monitor

The City of Medicine Hat currently owns seven off-street parking lots or parkades in the CBD. The City owned lots include:

- City Hall Parkade
- Linden Lot
- Cottonwood Lot
- Chokecherry Lot
- Transit Parkade
- Esplanade Surface Lot
- Esplanade Underground.

These off-street lots/parkades are managed and operated by different City department which including Corporate Asset Management, Land and Properties, and Municipal Works. The City may wish to consolidate the operation and management of all the off-street parking lots under one department or retaining a management company to undertake the off-street parking operation and management. Some benefits of having all the parking lots and parkade under one management include:

- Better marketing and promotion
- Ease of monitoring
- Consistent policy and pricing.

Should the City consolidate the management and operation of the City owned lots, the parking facilities should be monitored periodically to allow for minor adjustments required to address customer needs.

5.2 FUTURE PARKING CONDITION (75K HORIZON)

With Downtown redevelopment, additional parking demand will be generated and the demand for short-term parking on-street and in off-street parking lots will subsequently increase. The future Downtown parking demand is expected to exceed the future parking supply in the 75K horizon. The following strategies were developed to address the future shortage in parking within the CBD and study area in the 75K horizon.

5.2.1 Promote Enhancement of the Pedestrian Underpass to Railway District

The Railway District parking is currently underutilized and is expected to have more parking supply than parking demand in the 75K horizon. As well, the Downtown Redevelopment Plan identified the need to improve the existing pedestrian underpass that connects the west and east sides of the CP railway tracks. However, while the pedestrian underpass is the primary access route to the Downtown for residents who live in The Flats, the underpass is perceived as unsafe. Promoting use of the underpass will be challenging due to public perception and safety concerns, and the return on investment is not expected to be lucrative (minimal for revenue). Therefore, there is limited opportunity for success until the Railway District improvements are realized.

5.2.2 Build a Parkade

The Downtown Redevelopment Plan identified a need to build a parkade in the long term horizon. A new parkade will help alleviate the parking issues in the Downtown and provide more parking choice for Downtown employees. Adjacent to or a block east of the Esplanade may be an ideal location to build a parkade due to its proximity to the highly utilized areas in the Downtown. This location would provide convenience and safety due to the high foot traffic in the area. The choice to provide a parkade is also ideal since employees have indicated a need for more covered parking

within the Downtown. In addition, there is an opportunity for revenue from parking stall rentals to offset capital cost.

5.3 FUTURE PARKING CONDITION (95K HORIZON)

Based on the information available and the assumed growth and development within the Downtown, the future Downtown parking demand is expected to exceed the future parking supply by approximately 1,420 parking stalls in the 95K horizon. The City should re-assess the Downtown parking condition in the long term as developments proposed by the Downtown Redevelopment Plan are implemented. This will allow the City the opportunity to adjust and refine the future parking demand estimates to keep pace with the actual Downtown developments that are being implemented and the actual growth within the City. At that time, if a parking shortage is still expected, the City should consider the following Transportation Demand Management (TDM) strategies:

- Increase parking fees to control the parking demand within the Downtown
- Encourage carpooling for Downtown employees and active modes of transportation
- Improve transit services for the Downtown completed with park and ride facilities strategically located throughout the City
- Increase the downtown parking supply by converting some or all of the surface off-street parking lots to parkades.

6

Conclusion

Currently, there is sufficient parking supply available within the Downtown to accommodate the existing parking demand. An analysis of the Downtown core or Central Business District (CBD) indicates that the overall parking supply within the CBD is also able to cope with the current parking demand; however, there are key locations that experience high demand (utilization in excess of 85%) and are summarized below:

- 2 Street, from 3 Avenue to 4 Avenue
- 2 Street, from 5 Avenue to 6 Avenue
- 3 Street, from 3 Avenue to 6 Avenue
- Macleod Trail, from 3 Street to 4 Street
- 5 Avenue, from 1 Street to 5 Street
- 6 Avenue, from 3 Street to 4 Street
- South Railway Street, from 2 Street to 4 Street.

Although overall the parking supply can accommodate the demand, there is a shortage of stalls designated for employee parking and a surplus of stalls designated for visitor parking. This results in employees parking in on-street stalls intended for visitors.

The perception of a parking shortage in the Downtown stems from a combination of insufficient parking supply for workers employed in the CBD, the expectation of employees for convenient and free or inexpensive parking close to their place of employment, and underutilization of off-street parking lots. The key to improving Downtown parking is to improve the parking condition for Downtown employees. The following parking strategies are recommended to encourage employees to park in off-street parking lots and discourage employees from parking on-street.

- Reduce off-street parking fees
- Improve condition of existing off-street parking lots
- Convert customer/visitor parking to employee parking
- Encourage/create incentive for development of empty lots into parkettes
- Enhance signage
- Collaborate with employers to inform/share parking information with employees
- Increase enforcement for on-street parking
- Consolidate operation/management and monitor.

The future Downtown parking demand is expected to exceed the future parking supply in the 75K horizon. The following strategies were developed to address the future shortage in parking within the CBD and study area in the 75K horizon.

- Promote enhancement of the pedestrian underpass to the Railway District
- Build a parkade to meet demand.

Based on the information available and the assumed growth and development within the Downtown, the future Downtown parking demand is expected to exceed the future parking supply by approximately 1,420 parking stalls in the 95K horizon. The City should consider the following Transportation Demand Management (TDM) strategies:

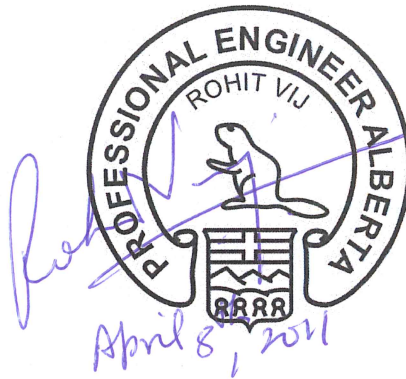
- Increase parking fees to control the parking demand within the Downtown
- Encourage carpooling for Downtown employees and active modes of transportation
- Improve transit services for the Downtown complemented with park and ride facilities strategically located throughout the City
- Increase the downtown parking supply by converting some or all of the surface off-street parking lots to parkades.

REPORT

Certification Page

REPORT
FOR
CITY OF MEDICINE HAT
DOWNTOWN PARKING STUDY

APRIL 2011



Seal

ASSOCIATED ENGINEERING QUALITY MANAGEMENT SIGN-OFF	
Signature:	<i>[Signature]</i>
Date:	<i>Apr 7, 2011</i>

APEGGA Permit to Practice P 3979

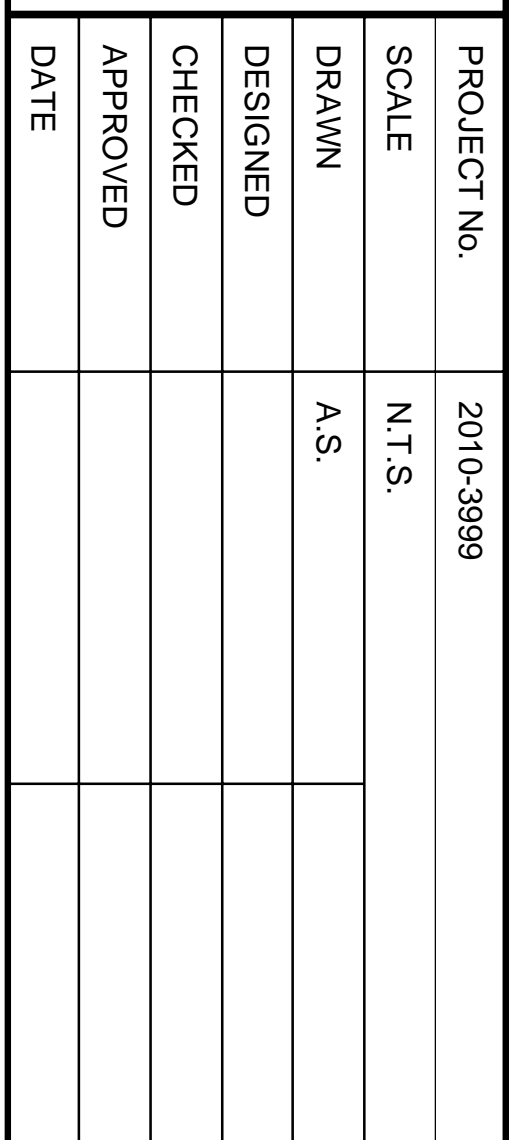
Prepared by Associated Engineering Alberta Ltd

A

Appendix A - Downtown Parking Inventory

TOTAL PARKING STALLS	3839
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[illegible]



DOWNTOWN PARKING STUDY		
PARKING INVENTORY		
DRAWING NUMBER	REV. NO.	SHEET
FIGURE 2.1		1 / 1



Assume three main parking demand categories: Live (residents), Work (employees), Play (short term visitors)
Other* includes taxi & loading zones and stalls for service vehicles

DOWNTOWN CENTRAL BUSINESS DISTRICT PARKING INVENTORY

	On-Street Parking Stalls																Inventory per Demand Category			
Street / Avenue	No Limit	15 Minute	30 Minute	1 Hour	2 Hour	4 Hour	Handicap	Metered	Reserved for Customers	Reserved 24 hr	Permit	Permit - Handicap	Taxi	Loading Zone	Service Vehicles	Sub-Total	Live	Work	Visitor	Other
River Rd - 4 Avenue to South Railway Street			10		26											36		0	36	0
1 Street - 3 Avenue to South Railway Street			7		45		5							1		58		0	57	1
2 Street - 3 Avenue to South Railway Street	4		5		104		4						2	1		120		0	117	3
3 Street - 3 Avenue to South Railway Street	18	2	1		82		7							1		110		0	110	1
4 Street - 3 Avenue to South Railway Street	41				78		4							1		124		0	123	1
5 Street - 3 Avenue to South Railway Street	71				49		1									121		0	121	0
4 Avenue - River Road to 5 Street	11				3											14		0	14	0
Macleod Trail - 3 Street - 5 Street	34				3											37		0	37	0
5 Avenue - 1 Street to 5 Street	12				37									2		51		0	49	2
6 Avenue - 1 Street to 5 Street			10		31		2									43		0	43	0
South Railway Street - 1 Street to 5 Street			3		20											23		0	23	0
Sub-Total:	191	2	36	0	478	0	23	0	0	0	0	0	2	6	0	738	0	0	730	8

Parking Lot / Parkade	Off-Street Parking Stalls																	Inventory per Demand Category			
	No Limit	15 Minute	30 Minute	1 Hour	2 Hour	4 Hour	Handicap	Metered	Reserved for Customers	Reserved 24 hr	Permit	Permit - Handicap	Taxi	Loading Zone	Service Vehicles	Sub-Total	Live	Work	Visitor	Other	
Cottonwood Lot											83	2				85		85	0	0	
CPR Lot							3	88		11	26					128		37	91	0	
Arcade Plaza Parking Lot on Fourth*										9						9		9	0	0	
Arcade Plaza (behind) **										8						8		8	0	0	
ATB Downtown (behind)									7							7		0	7	0	
Audio Excellence (behind)										2						2		2	0	0	
Bank of Montreal							2		17							19		0	19	0	
Bank of Nova Scotia										13						13		13	0	0	
B & C Holdings										2	2					2		2	0	0	
Bravo Variety International Ltd (behind)										10						10		10	0	0	
Bright's Prosthetic Laboratory (behind)										8						8		8	0	0	
CIBC (behind)									8							8		0	8	0	
Canada Brokerlink Inc.										14						14		14	0	0	
C.E. Adam Jeweller Ltd. (behind)										2	2					2		2	0	0	
Chamber of Commerce	18															18		0	18	0	
Chinook Place				1						49						50		49	1	0	
Chokecherry Lot											53					53		53	0	0	
City Hall					34		5				130					169		130	39	0	
City of Medicine Hat - Beside Scheffer Andrew							1		6							7		0	7	0	
Community Credit Union	12								11							23		0	23	0	
Core Association	20															20		0	20	0	
CourtHouse	52									42						94		42	52	0	
Courtyard Health Centre							2		10							12		0	12	0	
Dance Connection (behind)										7						7		7	0	0	
Dairy Queen									33							33		0	33	0	
Darcy S. Sackman & Company (behind)										4						4		4	0	0	
Del Rossi Men's Wear										3						3		3	0	0	
Deluxe Central Taxi										5						5		5	0	0	
Esplanade Down						47	3				18				1	69		18	50	1	
Esplanade Up						50	3								7	60		0	53	7	
Fifth Avenue Plaza									11							11		0	11	0	
Fifth Avenue United Church							2				14					16		14	2	0	
Funky Monkey										2						2		2	0	0	
Framing & Art Centre (behind)										2						2		2	0	0	
Friday's Image (behind)										2						2		2	0	0	
Gaslight Plaza	56			5			1									62		0	62	0	
Granada Apartments (behind)										4						4	4	0	0	0	
Greyhound (behind)	7															7		0	7	0	
Harry F. Wahl (behind)										8						8		8	0	0	
Hair Envy (behind)										5						5		5	0	0	
Heartbreaker Dance and Fitness (beside/behind)									3							3		0	3	0	
HR Solutions									4							4		0	4	0	
HSB Sports (behind)									4							4		0	4	0	
Inn on 4th	18								18							36		0	36	0	
John Howard Society									4							4		0	4	0	
Johnston Morrison Hunter & Co. LLP									12							12		0	12	0	
Levinson Music									5							5		0	5	0	
Linden Lot	5	12					3		7		13					40		13	27	0	
Lucky Squid Tattoos & Body Piercing										1						1		1	0	0	
MacLean Wiedemann Lawyers LLP									6							6		0	6	0	
Mac's Cigar Store										2						2		2	0	0	
Mayfair Manor										68						68	68	0	0	0	
Mario's - The Bar									16							16		0	16	0	
Medicine Hat Family Services									4							4		0	4	0	
Meyers Norris Penny									5							5		0	5	0	
Milroy Holdings (behind)										36						36		36	0	0	
Ming Tree (behind)										6						6		6	0	0	
Miywasin Society										2						2		2	0	0	
Formers Panago's									19							19		0	19	0	
Parker's Countrywide (behind)									22		30					52		30	22	0	
Penny Profit (behind)										5						5		5	0	0	
Phase II Boutique (behind)										2						2		2	0	0	
The Post									37							37		0	37	0	
Prickly Pear (beside)										34						34		34	0	0	
Provincial Building									16		114					130		114	16	0	
Public Library							2		26							28		0	28	0	
Rapscallion Designs										2						2		2	0	0	
Reliance Insurance Agencies									20							20		0	20	0	
River Centre Dental Clinic									16		10					26		10	16	0	
Rosery Florist (behind)									11							11		0	11	0	
Royal Bank							1		19		7					27		7	20	0	
Royal Hotel									35							35		0	35	0	
Saint Barnabas Church							4		12							16		0	16	0	
Salvation Army	11															11		0	11	0	
Scheffer Andrew Ltd.							1		8							9		0	9	0	
Sept Building (behind)										2						2		2	0	0	
Sihvon Carer Fisher & Berger									14							14		0	14	0	
St. John's Presbyterian Church									6							6		0	6	0	
Stitches For You										2						2		2	0	0	
Stone Furs (behind)										2						2		2	0	0	
T and T Nails (behind)										2						2		2	0	0	
Tanning a la Mode (behind)										2						2		2	0	0	
Thomsen Fisher Insurance Ltd. (behind)										4						4		4	0	0	
Thuy Tien (behind)										2						2		2	0	0	
Tim Horton's									17		4					21		4	17	0	
Twist Tapas & Wine Bistro										2						2		2	0	0	
Transit Parkade											156					156		156	0	0	
Vanitykult (behind)										2						2		2	0	0	
We Care (behind)										4						4		4	0	0	
Whycom Holdings (behind)										8						8		8	0	0	
Various downtown lanes November 19th review										73						73		73	0	0	
Yorkshire Rose Cakes & Catering (behind)										2						2		2	0	0	
Sub-Total:	199	12	0	6	34	97	33	88	469	494	641	2	0	0	8	2,083	72	1,065	938	8	
Total - Central Business District	390	14	36	6	512	97	56	88	469	494	641	2	2	6	8	2,821	72	1,065	1,668	16	

B Appendix B - Vehicle Licence Plate Survey Data

Breakdown of On-Street Parking Utilization - Weekday

Street/Avenue	From	To	Side of Street	Parking Restrictions	Total Parking Stalls	Available Parking Stalls¹	Parking Stall Occupied (Weekday)																			Average Utilization over Entire Peak Periods				
							Total Vehicles Parked	8:00	8:30	9:00	9:30	10:00	10:30	Average Utilization (AM)	11:30	12:00	12:30	13:00	13:30	14:00	Average Utilization (Noon)	16:30	17:00	17:30	18:00		18:30	19:00	Average Utilization (PM)	
River Road	4 Avenue	6 Avenue	North	No Parking	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-	
			South	30 Minutes	12	12	18	1	1	2	4	6	6	27.8%	4	3	2	2	4	4	26.4%	4	5	3	3	2	2	26.4%	26.9%	
	6 Avenue	S. Railway Street	North	No Parking	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-	
			South	2 Hours	24	24	10	0	1	1	3	3	4	8.3%	4	4	4	4	3	2	14.6%	2	4	1	1	1	1	6.9%	10.0%	
	N. Railway Street	Maple Avenue	North	No Parking	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-	
			South	No Parking	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-	
		Corridor			36	36	28	1	2	3	7	9	10	18.1%	8	7	6	6	7	6	20.5%	6	9	4	4	3	3	16.7%	18.4%	
1 Street	3 Avenue	4 Avenue	North	No Parking	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-	
			South	2 Hours	16	16	21	4	8	9	9	9	9	50.0%	9	9	8	5	4	4	40.6%	5	5	2	0	0	3	15.6%	35.4%	
	4 Avenue	5 Avenue	North	2 Hours	26	25	23	2	6	10	9	8	9	29.3%	6	6	7	9	3	5	24.0%	2	2	1	1	2	1	6.0%	19.8%	
			South	2 Hours	16	16	41	0	1	0	4	5	8	18.8%	10	7	2	2	7	9	38.5%	9	4	2	0	0	0	15.6%	24.3%	
	5 Avenue	6 Avenue	North	No Parking	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-	
			South	No Parking	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-
	6 Avenue	S. Railway Street	North	No Parking	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-	
			South	No Parking	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-
	N. Railway Street	Maple Avenue	North	No Parking	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-
			South	No Parking	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
		Corridor			58	57	85	6	15	19	22	22	26	32.7%	25	22	17	16	14	18	34.4%	16	11	5	1	2	4	12.4%	26.5%	
2 Street	3 Avenue	4 Avenue	North	2 Hours	15	14	72	0	4	12	12	11	13	61.9%	14	15	11	7	8	13	81.0%	13	10	4	3	2	1	39.3%	60.7%	
			South	2 Hours	16	16	68	1	13	15	15	14	13	74.0%	18	17	12	9	9	16	84.4%	10	10	4	3	1	1	30.2%	62.8%	
	4 Avenue	5 Avenue	North	2 Hours	15	15	32	0	1	2	4	4	6	18.9%	10	12	8	7	4	7	53.3%	5	3	1	0	0	1	11.1%	27.8%	
			South	2 Hours	16	16	50	1	2	2	1	5	5	16.7%	11	11	8	11	8	7	58.3%	7	1	1	2	2	1	14.6%	29.9%	
	5 Avenue	6 Avenue	North	2 Hours	15	15	74	1	3	8	11	12	12	52.2%	11	12	13	14	12	13	83.3%	10	6	7	7	4	9	47.8%	61.1%	
			South	2 Hours	14	12	73	6	5	1	5	9	10	50.0%	8	11	11	11	6	6	73.6%	6	7	6	8	6	5	52.8%	58.8%	
	6 Avenue	S. Railway Street	North	2 Hours	13	13	58	1	4	4	7	9	12	47.4%	3	5	7	9	11	12	60.3%	8	5	5	11	11	10	64.1%	57.3%	
			South	2 Hours	16	16	66	0	0	0	6	9	8	24.0%	9	5	8	13	12	9	58.3%	5	5	2	7	4	6	30.2%	37.5%	
	N. Railway Street	Maple Avenue	North	No Time Limit	15	15	34	7	7	4	4	3	4	32.2%	6	7	10	12	5	7	52.2%	4	5	5	4	4	8	33.3%	39.3%	
			South	No Time Limit	13	13	36	3	3	3	3	4	7	29.5%	6	10	11	13	6	6	66.7%	6	5	5	4	4	11	44.9%	47.0%	
		Corridor			148	145	563	20	42	51	68	80	90	40.7%	96	105	99	106	81	96	67.1%	74	67	40	49	38	53	36.8%	48.2%	
3 Street	3 Avenue	4 Avenue	North	15 Minutes	3	3	11	0	0	2	1	2	2	38.9%	3	2	0	0	0	1	33.3%	0	1	0	0	0	0	5.6%	25.9%	
			South	No Time Limit	18	18	20	10	18	18	18	18	18	92.6%	6	6	18	17	17	17	96.3%	6	6	4	1	1	1	17.6%	68.8%	
	4 Avenue	5 Avenue	North	2 Hours	16	16	92	0	0	6	9	15	14	45.8%	13	16	12	16	15	15	90.9%	11	11	11	11	10	10	66.7%	67.7%	
			South	2 Hours	15	15	121	0	5	6	9	14	13	52.2%	11	13	14	15	14	13	88.9%	11	14	8	7	12	10	68.9%	70.0%	
	5 Avenue	6 Avenue	North	2 Hours	11	11	53	1	4	5	8	10	10	57.6%	10	9	9	8	10	8	81.8%	7	4	4	3	6	1	37.9%	59.1%	
			South	2 Hours	17	17	125	9	12	11	16	16	17	79.4%	14	15	15	16	14	14	86.3%	15	12	11	12	15	10	73.5%	79.7%	
	6 Avenue	S. Railway Street	North	2 Hours	16	15	95	3	3	4	11	13	12	51.1%	9	12	9	13	9	9	67.8%	13	13	10	6	7	8	63.3%	60.7%	
			South	2 Hours	15	15	97	5	3	7	12	9	13	54.4%	12	11	13	11	13	13	81.1%	10	10	11	5	2	2	44.4%	60.0%	
	N. Railway Street	Maple Avenue	North	No Time Limit	13	13	27	2	2	2	2	1	5	17.9%	9	7	8	9	9	9	65.4%	6	6	3	1	1	2	24.4%	35.9%	
			South	No Time Limit	10	10	17	4	4	4	4	4	4	40.0%	7	9	6	4	4	3	3	53.3%	4	3	4	4	5	4	40.0%	44.4%
		Corridor			134	133	658	34	51	65	90	102	108	53.0%	106	112	103	109	104	102	74.5%	83	80	66	50	59	48	44.2%	57.2%	
4 Street	3 Avenue	Macleod Trail	North	No Time Limit	14	13	6	0	0	0	0	0	1	1.3%	1	2	3	3	2	2	16.7%	1	2	1	0	1	1	7.7%	8.5%	
			South	No Time Limit	12	12	6	0	0	2	3	3	2	13.9%	2	2	3	3	4	4	25.0%	2	3	3	3	1	1	18.1%	19.0%	
	Macleod Trail	5 Avenue	North	No Time Limit	19	19	31	5	7	10	11	11	12	49.1%	14	14	12	14	13	14	71.1%	10	6	4	5	4	4	28.9%	49.7%	
			South	No Time Limit	7	7	10	3	3	3	5	6	6	61.9%	7	6	5	6	6	6	85.7%	2	3	2	2	1	2	28.6%	58.7%	
	4 Avenue	5 Avenue	South	2 Hours	15	15	21	3	3	3	3	4	4	22.2%	7	10	5	5	5	7	43.3%	3	5	3	2	3	4	22.2%	29.3%	
			North	2 Hours	15	15	45	0	0	0	3	7	9	21.1%	6	7	4	4	5	1	31.1%	0	7	8	4	6	7	35.6%	29.3%	
	5 Avenue	6 Avenue	South	2 Hours	14	14	28	0	1	1	0	2	1	6.0%	1	0	5	0	1	0	8.3%	9	8	5	6	4	4	42.9%	19.0%	
			North	2 Hours	12	12	41	1	1	2	3	5	8	27.8%	5</															

Breakdown of On-Street Parking Duration - Weekday

						Duration (Hours) - Weekday																										
Street/Avenue	From	To	Side of Street	Parking Restrictions	Available Parking Stalls ¹	Total Vehicles Parked	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0	8.5	9.0	9.5	10.0	10.5	11.0	11.5	12.0	Average	
River Road	4 Avenue	6 Avenue	North	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
			South	30 Minutes	12	18	8	1	2	0	1	1	2	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2.17	
	6 Avenue	S. Railway Street	North	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
			South	2 Hours	24	10	3	1	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2.30	
	N. Railway Street	Maple Avenue	North	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
		South	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Corridor					36	28	11	2	4	1	1	2	3	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	2.23	
1 Street	3 Avenue	4 Avenue	North	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
			South	2 Hours	16	21	5	5	1	0	2	1	0	1	2	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	2.71	
	4 Avenue	5 Avenue	North	2 Hours	25	23	8	5	1	2	1	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.83	
			South	2 Hours	16	41	24	5	3	3	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.16	
	5 Avenue	6 Avenue	North	No Parking	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			South	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
	6 Avenue	S. Railway Street	North	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
			South	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
N. Railway Street	Maple Avenue	North	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
		South	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Corridor					57	85	37	15	5	5	4	4	2	3	5	1	1	2	0	0	0	0	0	0	0	1	0	0	0	0	1.90	
2 Street	3 Avenue	4 Avenue	North	2 Hours	14	72	42	13	8	4	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	1.22	
			South	2 Hours	16	68	32	13	6	1	1	0	1	2	1	2	0	0	0	0	0	0	1	0	3	0	0	0	0	0	1.52	
	4 Avenue	5 Avenue	North	2 Hours	15	32	12	5	3	4	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.55	
			South	2 Hours	16	50	30	8	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.89	
	5 Avenue	6 Avenue	North	2 Hours	15	74	28	20	10	6	4	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.27	
			South	2 Hours	12	73	41	17	10	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.90	
	6 Avenue	S. Railway Street	North	2 Hours	13	58	23	14	11	3	4	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.21	
			South	2 Hours	16	66	32	19	10	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.95	
	N. Railway Street	Maple Avenue	North	No Time Limit	15	34	10	9	2	5	3	1	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1.71
		South	No Time Limit	13	36	17	6	5	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.78	
Corridor					145	563	267	124	73	30	16	11	10	7	5	2	2	0	1	0	1	1	1	2	5	1	0	0	0	0	1.30	
3 Street	3 Avenue	4 Avenue	North	15 Minutes	3	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.50	
			South	No Time Limit	18	20	1	2	0	0	0	1	0	1	1	0	0	0	4	5	0	0	0	0	2	0	3	0	0	0	5.93	
	4 Avenue	5 Avenue	North	2 Hours	16	92	45	23	11	4	1	2	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1.13	
			South	2 Hours	15	121	73	33	10	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.80	
	5 Avenue	6 Avenue	North	2 Hours	11	53	31	9	5	3	2	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1.23	
			South	2 Hours	17	125	61	23	23	11	2	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.08
	6 Avenue	S. Railway Street	North	2 Hours	15	95	57	19	9	2	4	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0.96	
			South	2 Hours	15	97	64	14	8	8	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.92	
N. Railway Street	Maple Avenue	North	No Time Limit	13	27	5	7	6	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1.76		
		South	No Time Limit	10	17	7	0	2	2	0	1	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2.79	
Corridor					133	658	355	130	74	36	15	13	2	8	2	3	2	4	5	0	1	2	1	2	0	4	0	0	1	0	1.71	
4 Street	3 Avenue	Macleod Trail	North	No Time Limit	13	6	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.08	
			South	No Time Limit	12	6	0	2	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	4.25	
	Macleod Trail	5 Avenue	North	No Time Limit	19	31	10	3	4	0	2	1	0	0	0	0	1	3	0	1	0	0	0	2	0	2	0	0	0	2	3.45	
	Macleod Trail	4 Avenue	South	No Time Limit	7	10	1	1	1	0	1	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	4.95
	4 Avenue	5 Avenue	South	2 Hours	15	21	8	4	3	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.33	
			North	2 Hours	15	45	28	8	4	2	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.99
	5 Avenue	6 Avenue	South	2 Hours	14	28	19	6	0	0	1	2	0	0	0	0	0	0	0													

Breakdown of On-Street Parking Turnover - Weekday

				Weekday		
Street/Avenue	From	To	Side of Street	Available Parking Stalls ¹	Total Vehicles Parked	Turnover Rate
River Road	4 Avenue	6 Avenue	North	0	0	-
			South	12	18	1.50
	6 Avenue	S. Railway Street	North	0	0	-
			South	24	10	0.42
	N. Railway Street	Maple Avenue	North	0	0	-
			South	0	0	-
Corridor			36	28	0.96	
1 Street	3 Avenue	4 Avenue	North	0	0	-
			South	16	21	1.31
	4 Avenue	5 Avenue	North	25	23	0.92
			South	16	41	2.56
	5 Avenue	6 Avenue	North	0	0	-
			South	0	0	-
	6 Avenue	S. Railway Street	North	0	0	-
			South	0	0	-
	N. Railway Street	Maple Avenue	North	0	0	-
			South	0	0	-
Corridor			57	85	1.60	
2 Street	3 Avenue	4 Avenue	North	14	72	5.14
			South	16	68	4.25
	4 Avenue	5 Avenue	North	15	32	2.13
			South	16	50	3.13
	5 Avenue	6 Avenue	North	15	74	4.93
			South	12	73	6.08
	6 Avenue	S. Railway Street	North	13	58	4.46
			South	16	66	4.13
	N. Railway Street	Maple Avenue	North	15	34	2.27
			South	13	36	2.77
Corridor			145	563	3.93	
3 Street	3 Avenue	4 Avenue	North	3	11	3.67
			South	18	20	1.11
	4 Avenue	5 Avenue	North	16	92	5.75
			South	15	121	8.07
	5 Avenue	6 Avenue	North	11	53	4.82
			South	17	125	7.35
	6 Avenue	S. Railway Street	North	15	95	6.33
			South	15	97	6.47
	N. Railway Street	Maple Avenue	North	13	27	2.08
			South	10	17	1.70
Corridor			133	658	4.73	
4 Street	3 Avenue	Macleod Trail	North	13	6	0.46
			South	12	6	0.50
	Macleod Trail	5 Avenue	South	19	31	1.63
			North	7	10	1.43
	4 Avenue	5 Avenue	South	15	21	1.40
			North	15	45	3.00
	5 Avenue	6 Avenue	South	14	28	2.00
			North	12	41	3.42
	6 Avenue	S. Railway Street	South	16	27	1.69
			North	16	15	0.94
N. Railway Street	Maple Avenue	South	13	14	1.08	
		Corridor			152	244
5 Street	3 Avenue	4 Avenue	North	11	6	0.55
			South	22	23	1.05
	4 Avenue	5 Avenue	North	14	26	1.86
			South	13	10	0.77
	5 Avenue	6 Avenue	North	16	20	1.25
			South	19	36	1.89
	6 Avenue	S. Railway Street	North	14	23	1.64
			South	12	15	1.25
	N. Railway Street	Maple Avenue	North	13	15	1.15
			South	11	9	0.82
Corridor			145	183	1.22	
Braemar Street	N. Railway Street	Maple Avenue	North	6	0	0.00
			South	13	7	0.54
	Corridor			19	7	0.27
Balmoral Street	N. Railway Street	Maple Avenue	North	6	4	0.67
			South	11	9	0.82
	Corridor			17	13	0.74
4 Avenue	River Road	1 Street	West	0	-	-
			East	0	-	-
	1 Street	2 Street	West	0	0	-
			East	0	0	-
	2 Street	3 Street	West	0	0	-
			East	0	0	-
	4 Street	5 Street	West	8	2	0.25
			East	6	2	0.33
Corridor			14	4	0.29	
Macleod Trail	3 Street	4 Street	West	3	6	2.00
			East	11	21	1.91
	4 Street	5 Street	West	12	20	1.67
			East	11	12	1.09
	Corridor			37	59	1.67
	5 Avenue	1 Street	2 Street	West	3	9
East				6	15	2.50
2 Street		3 Street	West	9	42	4.67
			East	2	7	3.50
3 Street		4 Street	West	10	44	4.40
			East	7	38	5.43
4 Street		5 Street	West	8	10	1.25
			East	4	5	1.25
Corridor			49	170	3.25	
6 Avenue	River Road	1 Street	West	2	0	0.00
			East	8	13	1.63
	1 Street	2 Street	West	0	0	-
			East	0	0	-
	2 Street	3 Street	West	0	63	-
			East	4	31	7.75
	3 Street	4 Street	West	8	39	4.88
			East	5	25	5.00
4 Street	5 Street	West	9	16	1.78	
		East	7	25	3.57	
Corridor			43	212	3.51	
S. Railway Street	1 Street	2 Street	West	0	0	-
			East	0	0	-
	2 Street	3 Street	West	11	19	1.73
			East	0	0	-
	3 Street	4 Street	West	7	17	2.43
			East	0	0	-
	4 Street	5 Street	West	5	27	5.40
			East	0	0	-
5 Street	Hill Road	West	0	6	-	
		East	0	0	-	
Corridor			23	69	3.19	
N. Railway Street	1 Street	2 Street	West	0	0	-
			East	0	0	-
	2 Street	3 Street	West	14	29	2.07
			East	11	19	1.73
	3 Street	5 Street	West	16	36	2.25
			East	12	11	0.92
	4 Street	5 Street	East	12	36	3.00
			West	0	9	-
	5 Street	Balmoral Street	East	12	10	0.83
			Braemar Street	East	10	9
	Braemar Street	Balmoral Street	East	10	9	0.90
			West	0	0	-
Balmoral Street	Prince Street	West	0	0	-	
		East	22	6	0.27	
Corridor			109	165	1.50	
Total				979	2,460	2.03

1. Total parking stall count revised to remove stalls reserved for taxis and loading zones.

Breakdown of On-Street Parking Utilization - Saturday

Street/Avenue	From	To	Side of Street	Parking Restrictions	Available Parking Stalls ¹	Parking Stall Occupied (Saturday)																		Average Utilization (PM)	Average Utilization over Entire Peak Periods
						Total Vehicles Parked	9:30	10:00	10:30	11:00	Average Utilization (AM)	12:00	12:30	13:00	13:30	14:00	14:30	Average Utilization (Noon)	15:30	16:00	16:30	17:00			
River Road	4 Avenue	6 Avenue	North	No Parking	0						-							-					-	-	
			South	30 Minutes	12						0.0%							0.0%					0.0%	0.0%	
	6 Avenue	S. Railway Street	North	No Parking	0						-							-					-	-	
			South	2 Hours	24						0.0%							0.0%					0.0%	0.0%	
	N. Railway Street	Maple Avenue	North	-	0						-							-					-	-	
Corridor					36	0	0	0	0	0	0.0%	0	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0.0%	
1 Street	3 Avenue	4 Avenue	North	No Parking	0						-							-					-	-	
			South	2 Hours	16						0.0%							0.0%					0.0%	0.0%	
	4 Avenue	5 Avenue	North	2 Hours	25						0.0%							0.0%					0.0%	0.0%	
			South	2 Hours	16	24	0	0	0	0	0.0%	0	4	13	12	12	13	56.3%	12	7	1	0	31.3%	29.2%	
	5 Avenue	6 Avenue	North	No Parking	0						-							-					-	-	
			South	No Parking	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	-	
	6 Avenue	S. Railway Street	North	No Parking	0						-							-					-	-	
			South	No Parking	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	-	
N. Railway Street	Maple Avenue	North	No Parking	0						-							-					-	-		
Corridor					57	24	0	0	0	0	0.0%	0	4	13	12	12	13	18.8%	12	7	1	0	10.4%	9.7%	
2 Street	3 Avenue	4 Avenue	North	2 Hours	14						0.0%							0.0%					0.0%	0.0%	
			South	2 Hours	16						0.0%							0.0%					0.0%	0.0%	
	4 Avenue	5 Avenue	North	2 Hours	15	36	0	3	2	5	16.7%	6	2	11	13	12	13	63.3%	11	8	0	0	31.7%	37.2%	
			South	2 Hours	16	31	1	0	1	6	12.5%	9	4	11	10	11	11	58.3%	6	4	3	1	21.9%	30.9%	
	5 Avenue	6 Avenue	North	2 Hours	15	56	7	5	8	14	56.7%	7	3	5	6	6	5	35.6%	7	5	5	3	33.3%	41.9%	
			South	2 Hours	12	36	3	3	6	9	43.8%	6	2	3	5	6	5	37.5%	2	4	1	2	18.8%	33.3%	
	6 Avenue	S. Railway Street	North	2 Hours	13	29	0	1	1	4	11.5%	4	4	4	5	6	6	37.2%	4	3	6	6	36.5%	28.4%	
			South	2 Hours	16	27	0	0	1	4	7.8%	9	6	3	7	7	9	42.7%	9	9	5	3	40.6%	30.4%	
	N. Railway Street	Maple Avenue	North	No Time Limit	15						0.0%							0.0%					0.0%	0.0%	
			South	No Time Limit	13						0.0%							0.0%					0.0%	0.0%	
Corridor					145	215	11	12	19	42	14.9%	41	21	37	46	48	49	27.5%	39	33	20	15	18.3%	20.2%	
3 Street	3 Avenue	4 Avenue	North	15 Minutes	3						0.0%							0.0%					0.0%	0.0%	
			South	No Time Limit	18						0.0%							0.0%					0.0%	0.0%	
	4 Avenue	5 Avenue	North	2 Hours	16	77	2	5	13	10	46.9%	10	11	7	7	5	6	47.9%	7	7	9	8	48.4%	47.7%	
			South	2 Hours	15						0.0%							0.0%					0.0%	0.0%	
	5 Avenue	6 Avenue	North	2 Hours	11	50	7	5	6	9	61.4%	6	5	5	6	7	3	48.5%	7	5	4	4	45.5%	51.8%	
			South	2 Hours	17	82	5	5	11	12	48.5%	9	6	11	7	9	11	52.0%	9	11	8	8	52.9%	51.1%	
	6 Avenue	S. Railway Street	North	2 Hours	15	48	4	6	9	6	41.7%	10	8	11	4	7	7	52.2%	5	4	4	4	28.3%	40.7%	
			South	2 Hours	15	72	5	7	9	6	45.0%	4	9	7	10	8	6	48.9%	8	8	8	7	51.7%	48.5%	
	N. Railway Street	Maple Avenue	North	No Time Limit	13						0.0%							0.0%					0.0%	0.0%	
			South	No Time Limit	10						0.0%							0.0%					0.0%	0.0%	
Corridor					133	329	23	28	48	43	24.3%	39	39	41	34	36	33	24.9%	36	35	33	31	22.7%	24.0%	
4 Street	3 Avenue	Macleod Trail	North	No Time Limit	13						0.0%							0.0%					0.0%	0.0%	
			South	No Time Limit	12						0.0%							0.0%					0.0%	0.0%	
	Macleod Trail	5 Avenue	North	No Time Limit	19						0.0%							0.0%					0.0%	0.0%	
	Macleod Trail	4 Avenue	South	No Time Limit	7						0.0%							0.0%					0.0%	0.0%	
	4 Avenue	5 Avenue	South	2 Hours	15						0.0%							0.0%					0.0%	0.0%	
	5 Avenue	6 Avenue	North	2 Hours	15	34	3	2	4	7	26.7%	7	6	5	4	5	4	34.4%	5	5	1	0	18.3%	26.5%	
			South	2 Hours	14						0.0%							0.0%					0.0%	0.0%	
	6 Avenue	S. Railway Street	North	2 Hours	12	17	0	1	3	3	14.6%	1	0	2	1	1	6	15.3%	10	11	11	3	72.9%	34.3%	
			South	2 Hours	16						0.0%							0.0%					0.0%	0.0%	
	N. Railway Street	Maple Avenue	North	No Time Limit	16						0.0%							0.0%					0.0%	0.0%	
		South	No Time Limit	13						0.0%							0.0%					0.0%	0.0%		
Corridor					152	51	3	3	7	10	3.8%	8	6	7	5	6	10	4.5%	15	16	12	3	8.3%	5.5%	
5 Street	3 Avenue	4 Avenue	North	No Time Limit	11						0.0%							0.0%					0.0%	0.0%	
			South	No Time Limit	22						0.0%							0.0%					0.0%	0.0%	
	4 Avenue	5 Avenue	North	2 Hours	14						0.0%							0.0%					0.0%	0.0%	
			South	2 Hours	13						0.0%							0.0%					0.0%	0.0%	
	5 Avenue	6 Avenue	North	No Time Limit	16						0.0%							0.0%					0.0%	0.0%	
			South	2 Hours	19						0.0%							0.0%					0.0%	0.0%	
	6 Avenue	S. Railway Street	North	No Time Limit	14						0.0%							0.0%					0.0%	0.0%	
			South	No Time Limit	12						0.0%							0.0%					0.0%	0.0%	
	N. Railway Street	Maple Avenue	North	No Time Limit	13						0.0%							0.0%					0.0%	0.0%	
			South	No Time Limit	11						0.0%							0.0%					0.0%	0.0%	
Corridor					145	0	0	0	0	0	0.0%	0	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0.0%	
Braemar Street	N. Railway Street	Maple Avenue	North	No Time Limit	6						0.0%							0.0%					0.0%	0.0%	
			South	No Time Limit	13						0.0%							0.0%					0.0%	0.0%	
Corridor					19	0	0	0	0	0	0.0%	0	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0.0%	
Balmoral Street	N. Railway Street	Maple Avenue	North	No Time Limit	6						0.0%							0.0%					0.0%	0.0%	
			South	No Time Limit	11						0.0%							0.0%					0.0%	0.0%	
Corridor					17	0	0	0	0	0	0.0%	0	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0.0%	
4 Avenue	River Road	1 Street	West	No Parking	0						-							-					-	-	
			East	No Parking	0						-							-					-	-	
	1 Street	2 Street	West	No Parking	0						-							-					-	-	
			East	No Parking	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	-	
	2 Street	3 Street	West	No Parking	0						-							-					-	-	
			East	No Parking	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	-	
4 Street	5 Street	West	No Time Limit	8							0.0%							0.0%					0.0%	0.0%	
			East	No Time Limit	6						0.0%							0.0%					0.0%	0.0%	
	Corridor					14	0	0	0	0	0	0.0%	0	0	0	0	0	0	0.0%	0	0	0	0	0.0%	0.0%
	3 Street	4 Street	West	No Time Limit	3						0.0%							0.0%					0.0%	0.0%	
			East	No Time Limit	11						0.0%							0.0%							

Breakdown of On-Street Parking Duration - Saturday

						Duration (Hours) - Saturday																										
Street/Avenue	From	To	Side of Street	Parking Restrictions	Available Parking Stalls ¹	Total Vehicles Parked	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0	8.5	9.0	9.5	10.0	10.5	11.0	11.5	12.0	Average	
River Road	4 Avenue	6 Avenue	North	No Parking	0																										-	
			South	30 Minutes	12																										-	
	6 Avenue	S. Railway Street	North	No Parking	0																										-	
			South	2 Hours	24																										-	
	N. Railway Street	Maple Avenue	North	-	0																										-	
Corridor					36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	
1 Street	3 Avenue	4 Avenue	North	No Parking	0																										-	
			South	2 Hours	16																										-	
	4 Avenue	5 Avenue	North	2 Hours	25																										-	
			South	2 Hours	16	24	9	1	2	2	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.00	
	5 Avenue	6 Avenue	North	No Parking	0																										-	
			South	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	6 Avenue	S. Railway Street	North	No Parking	0																										-	
Corridor					57	24	9	1	2	2	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.00	
2 Street	3 Avenue	4 Avenue	North	2 Hours	14																										-	
			South	2 Hours	16																										-	
	4 Avenue	5 Avenue	North	2 Hours	15	36	15	5	9	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.21	
			South	2 Hours	16	31	11	7	6	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.26	
	5 Avenue	6 Avenue	North	2 Hours	15	56	37	9	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.81	
			South	2 Hours	12	36	24	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.88	
	6 Avenue	S. Railway Street	North	2 Hours	13	29	15	7	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.95	
			South	2 Hours	16	27	10	3	4	5	2	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1.61	
	N. Railway Street	Maple Avenue	North	No Time Limit	15																										-	
	Corridor					13																									-	
3 Street	3 Avenue	4 Avenue	North	15 Minutes	3																										-	
			South	No Time Limit	18																										-	
	4 Avenue	5 Avenue	North	2 Hours	16	77	58	13	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.68	
			South	2 Hours	15																										-	
	5 Avenue	6 Avenue	North	2 Hours	11	50	33	11	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.80	
			South	2 Hours	17	82	53	13	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.81	
	6 Avenue	S. Railway Street	North	2 Hours	15	48	24	7	11	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.03	
			South	2 Hours	15	72	51	10	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.74	
	N. Railway Street	Maple Avenue	North	No Time Limit	13																										-	
	Corridor					10																									-	
	4 Street	3 Avenue	Macleod Trail	North	No Time Limit	13																										-
			South	No Time Limit	12																										-	
Macleod Trail		5 Avenue	North	No Time Limit	19																										-	
Macleod Trail		4 Avenue	South	No Time Limit	7																										-	
4 Avenue		5 Avenue	South	2 Hours	15																										-	
5 Avenue		6 Avenue	North	2 Hours	15	34	18	8	6	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.94	
			South	2 Hours	14																										-	
6 Avenue		S. Railway Street	North	2 Hours	12	17	3	1	5	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.68	
			South	2 Hours	16																										-	
N. Railway Street		Maple Avenue	North	No Time Limit	16																										-	
Corridor					13																								-			
5 Street	3 Avenue	4 Avenue	North	No Time Limit	11																										-	
			South	No Time Limit	22																										-	
	4 Avenue	5 Avenue	North	2 Hours	14																										-	
			South	2 Hours	13																										-	
	5 Avenue	6 Avenue	North	No Time Limit	16																										-	
			South	2 Hours	19																										-	
	6 Avenue	S. Railway Street	North	No Time Limit	14																										-	
			South	No Time Limit	12																										-	
	N. Railway Street	Maple Avenue	North	No Time Limit	13																										-	
	Corridor					11																								-		
	Braemar Street	3 Avenue	4 Avenue	North	No Time Limit	11																										-
			South	No Time Limit	22																										-	
4 Avenue		5 Avenue	North	2 Hours	14																										-	
			South	2 Hours	13																										-	
5 Avenue		6 Avenue	North	No Time Limit	16																										-	
			South	2 Hours	19																										-	
6 Avenue		S. Railway Street	North	No Time Limit	14																									</		

Breakdown of On-Street Parking Turnover - Saturday

				Saturday		
Street/Avenue	From	To	Side of Street	Available Parking Stalls¹	Total Vehicles Parked	Turnover Rate
River Road	4 Avenue	6 Avenue	North	0		-
			South	12		0.00
	6 Avenue	S. Railway Street	North	0		-
			South	24		0.00
	N. Railway Street	Maple Avenue	North	0		-
			South	0		-
Corridor			36	0	0.00	
1 Street	3 Avenue	4 Avenue	North	0		-
			South	16		0.00
	4 Avenue	5 Avenue	North	25		0.00
			South	16	24	1.50
	5 Avenue	6 Avenue	North	0		-
			South	0	0	-
	6 Avenue	S. Railway Street	North	0		-
			South	0	0	-
	N. Railway Street	Maple Avenue	North	0		-
			South	0		-
Corridor			57	24	0.50	
2 Street	3 Avenue	4 Avenue	North	14		0.00
			South	16		0.00
	4 Avenue	5 Avenue	North	15	36	2.40
			South	16	31	1.94
	5 Avenue	6 Avenue	North	15	56	3.73
			South	12	36	3.00
	6 Avenue	S. Railway Street	North	13	29	2.23
			South	16	27	1.69
	N. Railway Street	Maple Avenue	North	15		0.00
			South	13		0.00
Corridor			145	215	1.50	
3 Street	3 Avenue	4 Avenue	North	3		0.00
			South	18		0.00
	4 Avenue	5 Avenue	North	16	77	4.81
			South	15		0.00
	5 Avenue	6 Avenue	North	11	50	4.55
			South	17	82	4.82
	6 Avenue	S. Railway Street	North	15	48	3.20
			South	15	72	4.80
	N. Railway Street	Maple Avenue	North	13		0.00
			South	10		0.00
Corridor			133	329	2.22	
4 Street	3 Avenue	Macleod Trail	North	13		0.00
			South	12		0.00
	Macleod Trail	5 Avenue	South	19		0.00
			North	7		0.00
	4 Avenue	5 Avenue	South	15		0.00
			North	15	34	2.27
	5 Avenue	6 Avenue	South	14		0.00
			North	12	17	1.42
	6 Avenue	S. Railway Street	South	16		0.00
			North	16		0.00
N. Railway Street	Maple Avenue	North	16		0.00	
		South	13		0.00	
Corridor			152	51	0.33	
5 Street	3 Avenue	4 Avenue	North	11		0.00
			South	22		0.00
	4 Avenue	5 Avenue	North	14		0.00
			South	13		0.00
	5 Avenue	6 Avenue	North	16		0.00
			South	19		0.00
	6 Avenue	S. Railway Street	North	14		0.00
			South	12		0.00
	N. Railway Street	Maple Avenue	North	13		0.00
			South	11		0.00
Corridor			145	0	0.00	
Braemar Street	N. Railway Street	Maple Avenue	North	6		0.00
			South	13		0.00
	Corridor			19	0	0.00
Balmoral Street	N. Railway Street	Maple Avenue	North	6		0.00
			South	11		0.00
	Corridor			17	0	0.00
4 Avenue	River Road	1 Street	West	0		-
			East	0		-
	1 Street	2 Street	West	0		-
			East	0	0	-
	2 Street	3 Street	West	0		-
			East	0	0	-
	4 Street	5 Street	West	8		0.00
			East	6		0.00
Corridor			14	0	0.00	
Macleod Trail	3 Street	4 Street	West	3		0.00
			East	11		0.00
	4 Street	5 Street	West	12		0.00
			East	11		0.00
	Corridor			37	0	0.00
	5 Avenue	1 Street	2 Street	West	3	12
East				6	8	1.33
2 Street		3 Street	West	9	25	2.78
			East	2	4	2.00
3 Street		4 Street	West	10		0.00
			East	7	12	1.71
4 Street		5 Street	West	8		0.00
			East	4		0.00
Corridor			49	61	1.48	
6 Avenue	River Road	1 Street	West	2		0.00
			East	8		0.00
	1 Street	2 Street	West	0	0	-
			East	0	0	-
	2 Street	3 Street	West	0	0	-
			East	4	7	1.75
	3 Street	4 Street	West	8	15	1.88
			East	5	7	1.40
	4 Street	5 Street	West	9		0.00
			East	7		0.00
Corridor			43	29	0.72	
S. Railway Street	1 Street	2 Street	West	0	0	-
			East	0		-
	2 Street	3 Street	West	11	10	0.91
			East	0		-
	3 Street	4 Street	West	7	2	0.29
			East	0		-
	4 Street	5 Street	West	5		0.00
			East	0		-
	5 Street	Hill Road	West	0		-
			East	0		-
Corridor			23	12	0.40	
N. Railway Street	1 Street	2 Street	West	0		-
			East	0		-
	2 Street	3 Street	West	14		0.00
			East	11		0.00
	3 Street	5 Street	West	16		0.00
			East	12		0.00
	4 Street	5 Street	East	12		0.00
			West	0		-
	5 Street	Balmoral Street	West	0		-
			East	12		0.00
	Braemar Street	Balmoral Street	East	10		0.00
			West	0		-
Balmoral Street	Prince Street	West	0		-	
		East	22		0.00	
Corridor			109	0	0.00	
Total				979	721	

1. Total parking stall count revised to remove stalls reserved for taxis and loading zones.

Breakdown of Off-Street Parking Utilization

				Parking Stall Occupied (Weekday)																			Average Utilization over Entire Peak Periods		
Lot	Total Parking Stalls	Available Parking Stalls ¹	Total Vehicles Parked	8:00	8:30	9:00	9:30	10:00	10:30	Average Utilization (AM)	11:30	12:00	12:30	13:00	13:30	14:00	Average Utilization (Noon)	16:30	17:00	17:30	18:00	18:30		19:00	Average Utilization (PM)
Esplanade Lot	60	53	59	7	15	29	34	40	40	52%	39	37	30	27	36	37	65%	30	23	9	8	6	4	25%	47%
Cottonwood Lot	85	85	123	9	35	35	46	49	50	44%	51	51	43	33	46	44	53%	34	19	11	10	7	7	17%	38%
Meter Parking Lot	128	128	92	11	29	30	51	56	62	31%	64	64	59	59	63	60	48%	47	44	25	11	9	9	19%	33%
Total	273	266	274	27	79	94	131	145	152	42%	154	152	132	119	145	141	55%	111	86	45	29	22	20	20%	

				Parking Stall Occupied (Saturday)										Average Utilization over Entire Peak Periods	
Lot	Total Parking Stalls	Available Parking Stalls ¹	Total Vehicles Parked	12:30	13:00	13:30	14:00	14:30	Average Utilization (Noon)	15:30	16:00	16:30	17:00		Average Utilization (PM)
Esplanade Lot	60	53	39	9	23	31	33	34	49%	28	18	8	8	23%	36%
Cottonwood Lot	85	85	25	8	10	9	7	8	10%	8	3	3	4	4%	7%
Total	145	138	64	17	33	40	40	42	29%	36	21	11	12	14%	

1. Total parking stall count revised to remove stalls reserved service vehicles

Breakdown of Off-Street Parking Duration

			Duration (Hours) - Weekday																								
Lot	Available Parking Stalls ¹	Total Vehicles Parked	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0	8.5	9.0	9.5	10.0	10.5	11.0	11.5	12.0	Average
Esplanade Lot	53	59	3	1	1	0	1	5	9	7	2	4	3	1	3	1	3	3	6	3	1	0	1	1	0	0	5.33
Cottonwood Lot	85	123	18	27	10	5	2	10	8	11	6	8	2	4	3	1	0	2	2	2	0	2	0	0	0	0	2.99
Meter Parking Lot	128	92	8	10	4	4	0	9	1	4	1	4	1	6	3	3	1	7	1	12	5	6	0	0	2	0	5.34

			Duration (Hours) - Saturday																								
Lot	Available Parking Stalls ¹	Total Vehicles Parked	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0	8.5	9.0	9.5	10.0	10.5	11.0	11.5	12.0	Average
Esplanade Lot	53	39	5	2	4	3	3	6	8	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.79
Cottonwood Lot	85	25	13	1	8	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.24

1. Total parking stall count revised to remove stalls reserved service vehicles

City of Medicine Hat - Downtown Parking Study

Project No: 2010-3999

Date: November 2, 2010

Breakdown of Off-Street Parking Turnover

Lot	Weekday		
	Available Parking Stalls¹	Total Vehicles Parked	Turnover
Esplanade Lot	53	59	1.11
Cottonwood Lot	85	123	1.45
Meter Parking Lot	128	92	0.72

Lot	Saturday		
	Available Parking Stalls¹	Total Vehicles Parked	Turnover
Esplanade Lot	53	39	0.74
Cottonwood Lot	85	25	0.29

1. Total parking stall count revised to remove stalls reserved service vehicles

C Appendix C - Parking Interview Data

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
1	2nd St (b/w 5th & 6th ave north side)	7-Jun-10	F	Driver	8:25	1 Block	2 Blocks	1 Minute	Parkade	120	Work	Yes	\$3/hour	No	2 hours is barely enough to go shopping or have lunch
2	2nd St (b/w 6th & 5th ave south side)	7-Jun-10	F	Driver	7:50	1 Block	3 Blocks	1 Minute	Parking Lot	480	Work	Yes	No Response	No	Bus requires too many transfers
3	2nd St (b/w 6th & 5th ave)	7-Jun-10	M	Driver	8:18	1 Block	2 Blocks	1 Minute	On-Street	1	Other	No	-	No	
4	2nd St (b/w 5th & 6th ave north side)	7-Jun-10	F	Driver	8:20	1 Block	1 Block	1 Minute	On-Street	90	Other	No	-	No	
5	2nd St (b/w 5th & 6th ave north side)	7-Jun-10	M	Driver	8:59	1 Block	Other	1 Minute	Parking Lot	60	Work	No	-	No	
6	2nd St (b/w 5th & 6th ave south side)	7-Jun-10	F	Driver	9:03	1 Block	1 Block	1 Minute	No Preference	1	Work	No	-	No	
7	2nd St (b/w 5th & 6th ave south side)	7-Jun-10	M	Driver	9:13	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	Yes	No Response	Yes	If transit system was more efficient, cost-wise and schedule wise. He could walk and get there sooner because the bus transfers 3 times.
8	2nd St (b/w 6th & railway north side)	7-Jun-10	M	Passenger	9:19	1 Block	1 Block	1 Minute	No Preference	5	Other	No	-	No	Cost too much
9	2nd St (b/w 5th & 6th ave north side)	7-Jun-10	M	Driver	9:28	2 Blocks	Other	> 5 Minutes	No Preference	30	Other	No	-	No	
10	2nd St (b/w 6th & railway north side)	7-Jun-10	M	Driver	9:36	2 Blocks	2 Blocks	1 Minute	No Preference	60	Other	No	-	No	
11	2nd St (b/w 5th & 6th north side)	7-Jun-10	No Response	No Response	9:43	1 Block	2 Blocks	1 Minute	No Preference	15	Other	No	-	No	
12	2nd St (b/w 5th & 6th north side)	7-Jun-10	M	Driver	9:45	1 Block	Other	1 Minute	No Preference	5	Other	Yes	\$1/hour	Yes	
13	2nd St (b/w 6th & railway north side)	7-Jun-10	F	Driver	9:58	1 Block	1 Block	< 5 Minutes	Parking Lot	15	Other	Yes	\$1/hour	No	
14	2nd St (b/w 5th & 6th ave north side)	7-Jun-10	F	Driver	10:23	1 Block	1 Block	< 5 Minutes	Parkade	60	Shopping	Yes	\$1/hour	No	
15	2nd St (b/w 5th & 6th ave south side)	7-Jun-10	F	Driver	11:07	1 Block	1 Block	> 5 Minutes	No Preference	480	Work	No	-	No	
16	2nd St (b/w 6th ave & railway south side)	7-Jun-10	M	Driver	11:40	1 Block	1 Block	1 Minute	No Preference	5	Shopping	No	-	No	
17	2nd St (b/w 5th & 6th ave south side)	7-Jun-10	F	Driver	11:50	1 Block	2 Blocks	< 5 Minutes	On-Street	30	Medical	No	-	Yes	If transit improved
18	2nd St (b/w 5th & 6th ave south side)	7-Jun-10	M	Driver	11:55	1 Block	1 Block	1 Minute	On-Street	60	Medical	Yes	N/A	No	Transit not efficient enough. Would pay \$0.50/hr for parking
19	2nd St (b/w 5th & 6th ave south side)	7-Jun-10	M	Driver	12:44	1 Block	3 Blocks	> 5 Minutes	No Preference	30	Work	No	-	No	Need work equipment
20	2nd St (b/w 5th & 6th ave north side)	7-Jun-10	M	Driver	13:25	1 Block	1 Block	< 5 Minutes	No Preference	10	Other	No	-	Yes	If no car
21	2nd St (b/w 5th & 6th ave south side)	7-Jun-10	F	Driver	13:46	1 Block	3 Blocks	< 5 Minutes	On-Street	60	Medical	No	-	Yes	Never. Would no longer come downtown if payment was necessary.
22	2nd St (b/w 5th & 6th ave south side)	7-Jun-10	M	Driver	16:03	1 Block	1 Block	1 Minute	On-Street	5	Work	No	-	No	
23	2nd St (b/w 5th & 6th ave south side)	7-Jun-10	M	Driver	16:20	1 Block	1 Block	1 Minute	On-Street	10	Work	No	-	No	
24	2nd St (b/w 6th ave & railway south side)	7-Jun-10	F	Driver	16:27	1 Block	1 Block	1 Minute	On-Street	60	Entertainment / Restaurant	Yes	No Response	Yes	Payment for parking depends on cost and location
25	2nd St (b/w 6th ave & railway south side)	7-Jun-10	M	Passenger	16:29	1 Block	Other	< 5 Minutes	No Preference	60	Entertainment / Restaurant	No	-	Yes	
26	2nd St (b/w 6th ave & railway south side)	7-Jun-10	M	Driver	16:35	1 Block	Other	> 5 Minutes	No Preference	480	Work	No	-	Yes	Redcliff - no options
27	2nd St (b/w 6th ave & railway north side)	7-Jun-10	M	Driver	17:05	1 Block	3 Blocks	1 Minute	No Preference	60	Entertainment / Restaurant	No	-	No	
28	3rd St (b/w 4th & 5th ave north side)	7-Jun-10	F	Driver	17:25	1 Block	1 Block	> 5 Minutes	Underground	480	Work	No	-	No	
29	3rd St (b/w 4th & 5th ave north side)	7-Jun-10	M	Driver	17:30	1 Block	1 Block	1 Minute	On-Street	600	Work	No	-	No	
30	3rd St south side	7-Jun-10	M	Driver	7:46	Other	1 Block	< 5 Minutes	On-Street	30	Entertainment / Restaurant	No	-	Yes	
31	3rd St W-6th ave north side	7-Jun-10	M	Driver	7:43	1 Block	2 Blocks	1 Minute	No Preference	30	Other	Yes	\$2/hour	Yes	
32	3rd St & 5th ave north side	7-Jun-10	F	Driver	8:04	2 Blocks	Other	1 Minute	On-Street	120	Work	No	-	No	
33	Transit parkade 7th ave & 4th st	7-Jun-10	F	Driver	8:10	1 Block	2 Blocks	1 Minute	Parkade	120	Work	Yes	\$1/hour	Yes	But dangerous
34	Transit parkade 7th ave & 4th st	7-Jun-10	M	Driver	8:23	Other	2 Blocks	1 Minute	Parkade	480	Work	Yes	N/A	No	Pays \$42/month for parking. Taking transit is not convenient
35	3rd St E-5th Ave	7-Jun-10	F	Driver	8:26	2 Blocks	2 Blocks	< 5 Minutes	On-Street	480	Work	No	-	No	
36	3rd st & 5th ave corner east side	7-Jun-10	F	Driver	8:29	1 Block	2 Blocks	1 Minute	On-Street	15	Work	No	-	No	
37	3rd st & 5th ave east side	7-Jun-10	M	Passenger	8:40	Other	2 Blocks	> 5 Minutes	No Preference	n/a	Entertainment / Restaurant	No	-	Yes	
38	3rd st & 5th ave east side	7-Jun-10	M	Driver	8:42	Other	1 Block	1 Minute	No Preference	480	Work	No	-	No	
39	3rd st & 5th ave east side	7-Jun-10	M	Driver	8:44	Other	2 Blocks	1 Minute	On-Street	120	Medical	No	-	No	
40	3rd st & 5th ave east side	7-Jun-10	M	Driver	8:50	1 Block	1 Block	1 Minute	Parkade	480	Work	No	-	No	
41	3rd st Tim Horton's parking lot north side	7-Jun-10	M	Driver	8:55	Other	1 Block	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	No	
42	3rd st Tim Horton's parking lot north side	7-Jun-10	M	Driver	8:59	No Response	1 Block	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	No	
43	3rd st Tim Horton's parking lot north side	7-Jun-10	M	Driver	8:57	Other	< 1 Block	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	No	
44	3rd st Tim Horton's parking lot north side	7-Jun-10	M	Driver	9:00	1 Block	< 1 Block	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	No	
45	3rd st Tim Horton's parking lot north side	7-Jun-10	M	Driver	9:03	Other	Other	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	No	
46	3rd st north side	7-Jun-10	M	Driver	9:16	1 Block	Other	1 Minute	On-Street	240	Work	Yes	\$2/hour	Yes	
47	3rd st north side RBC	7-Jun-10	M	Driver	9:19	Other	Other	1 Minute	On-Street	120	Work	Yes	\$1/hour	Yes	
48	4th st & 5th ave south side	7-Jun-10	F	Driver	9:27	2 Blocks	2 Blocks	< 5 Minutes	On-Street	30	Shopping	No	-	No	
49	5th ave east side	7-Jun-10	M	Driver	9:33	3 Blocks	Other	1 Minute	On-Street	60	Medical	No	-	No	
50	3rd st CIBC	7-Jun-10	M	Driver	9:48	1 Block	2 Blocks	1 Minute	No Preference	10	Other	No	-	No	
51	Tim Horton's	7-Jun-10	M	Driver	9:55	Other	2 Blocks	1 Minute	No Response	60	Entertainment / Restaurant	No	-	Yes	
52	Tim Horton's	7-Jun-10	F	Driver	10:05	Other	1 Block	1 Minute	Parking Lot	60	Entertainment / Restaurant	No	-	No	
53	3rd st north side	7-Jun-10	F	Driver	10:13	1 Block	2 Blocks	1 Minute	On-Street	60	Work	No	-	No	
54	3rd st Tim Horton's parking lot	7-Jun-10	M	Driver	11:45	Other	Other	1 Minute	Parking Lot	60	Entertainment / Restaurant	No	-	No	
55	3rd st north side	7-Jun-10	M	Driver	11:00	Other	2 Blocks	1 Minute	On-Street	90	Medical	Yes	\$1/hour	Yes	
56	3rd st & 5th ave corner	7-Jun-10	M	Driver	11:10	2 Blocks	Other	1 Minute	Parking Lot	45	Entertainment / Restaurant	No	-	No	
57	3rd st & 5th ave south side	7-Jun-10	M	Driver	11:05	Other	Other	1 Minute	Parking Lot	30	Entertainment / Restaurant	No	-	Yes	
58	3rd st Tim Horton's parking lot north side	7-Jun-10	F	Driver	11:07	Other	Other	1 Minute	Parking Lot	30	Entertainment / Restaurant	No	-	No	
59	3rd st north side	7-Jun-10	M	Driver	11:20	Other	No Response	1 Minute	Parking Lot	60	Entertainment / Restaurant	Yes	\$1/hour	Yes	
60	3rd & 6th ave north side	7-Jun-10	F	Driver	11:22	Other	Other	< 5 Minutes	No Response	30	Entertainment / Restaurant	No	-	No	
61	5th ave & 5th st north side	7-Jun-10	F	Driver	12:10	2 Blocks	2 Blocks	< 5 Minutes	Parking Lot	120	Medical	Yes	\$2/hour	No	
62	5th ave & 5th st north side church	7-Jun-10	M	No Response	12:55	Other	1 Block	1 Minute	On-Street	240	Work	No	-	Yes	
63	5th ave & 5th st south side	7-Jun-10	M	Driver	12:20	1 Block	2 Blocks	1 Minute	No Preference	15	Other	No	-	No	
64	5th ave & 5th st north side corner church	7-Jun-10	F	Passenger	13:05	Other	1 Block	1 Minute	No Preference	120	Work	No	-	No	
65	5th ave & 5th st south side	7-Jun-10	F	No Response	13:20	Other	2 Blocks	1 Minute	On-Street	240	Other	Yes	\$1/hour	No	
66	5th ave & 5th st south side	7-Jun-10	F	No Response	13:20	Other	2 Blocks	1 Minute	On-Street	240	Other	Yes	\$1/hour	No	
67	Prov. Building	7-Jun-10	F	Driver	13:30	2 Blocks	3 Blocks	1 Minute	Parking Lot	180	Multiple Reasons	No	-	Yes	
68	3rd st & 5th ave	7-Jun-10	F	Passenger	13:40	1 Block	2 Blocks	< 5 Minutes	On-Street	120	Shopping	No	-	No	
69	3rd st & railway alley	7-Jun-10	M	Driver	15:58	1 Block	2 Blocks	1 Minute	On-Street	30	Work	Yes	\$1/hour	Yes	
70	3rd st & railway south side	7-Jun-10	M	Driver	16:00	2 Blocks	3 Blocks	1 Minute	On-Street	45	Work	Yes	\$2/hour	Yes	
71	3rd st south side	7-Jun-10	F	No Response	16:22	2 Blocks	Other	< 5 Minutes	No Preference	10	Shopping	Yes	\$1/hour	No	
72	3rd st south side across the street	7-Jun-10	M	Driver	16:52	Other	1 Block	1 Minute	On-Street	15	Work	Yes	\$1/hour	Yes	
73	South railway parking lot	7-Jun-10	F	Driver	17:21	3 Blocks	3 Blocks	1 Minute	Parking Lot	480	Work	Yes	\$2/hour	No	
74	South railway parking lot	7-Jun-10	F	Driver	17:26	3 Blocks	3 Blocks	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	Yes	
75	South railway parking lot	7-Jun-10	M	Driver	17:50	2 Blocks	2 Blocks	1 Minute	On-Street	300	Work	Yes	\$1/hour	No	
76	2nd st (b/w 5th & 6th north side)	7-Jun-10	F	Driver	8:30	1 Block	3 Blocks	No Response	Parking Lot	480	Work	Yes	More	Yes	Pays \$42/month for parking.
77	2nd st SE west of 6th ave north side	7-Jun-10	M	Driver	8:16	Other	Other	1 Minute	Parking Lot	480	Work	No	-	No	
78	2nd st (b/w 5th & 6th south side)	7-Jun-10	F	Passenger	8:24	1 Block	3 Blocks	1 Minute	On-Street	1	Work	No	-	Yes	
79	2nd st SE (b/w 5th & 6th north side)	7-Jun-10	F	Driver	8:00	1 Block	2 Blocks	> 5 Minutes	Parking Lot	10	Other	Yes	\$2/hour	No	
80	2nd st SE (b/w 5th & 6th north side)	7-Jun-10	M	Driver	8:02	2 Blocks	3 Blocks	No Response	Underground	540	Work	Yes	\$2/hour	No	
81	2nd st SE (b/w 5th & 6th north side)	7-Jun-10	M	Driver	8:11	1 Block	1 Block	1 Minute	On-Street	480	Work	No	-	No	

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
82	2nd st SE west of 6th ave	7-Jun-10	F	Driver	9:00	1 Block	3 Blocks	1 Minute	On-Street	60	Medical	No	-	Yes	
83	2nd st SE west of 6th ave	7-Jun-10	M	Driver	9:18	1 Block	3 Blocks	< 5 Minutes	Parking Lot	240	Work	Yes	\$1/hour	No	
84	2nd st SE west of 6th ave	7-Jun-10	M	Driver	9:28	2 Blocks	3 Blocks	1 Minute	Parkade	120	Work	No	-	No	
85	2nd st SE west of 6th ave	7-Jun-10	M	Driver	9:30	1 Block	3 Blocks	1 Minute	On-Street	30	Entertainment / Restaurant	No	-	No	
86	2nd st SE west of 6th ave	7-Jun-10	M	Driver	9:43	1 Block	3 Blocks	1 Minute	On-Street	5	Other	No	-	No	
87	2nd st SE west of 6th ave	7-Jun-10	M	Driver	10:15	1 Block	2 Blocks	< 5 Minutes	On-Street	60	Other	No	-	Yes	
88	2nd st SE west of 6th ave	7-Jun-10	F	Driver	11:14	1 Block	2 Blocks	1 Minute	Parking Lot	300	Work	No	-	Yes	
89	3rd st b/w 4th & 5th ave north side	7-Jun-10	F	Driver	11:41	1 Block	3 Blocks	1 Minute	Parking Lot	120	Work	No	-	Yes	
90	2nd st SE west of 6th ave north side	7-Jun-10	F	Driver	11:51	2 Blocks	3 Blocks	1 Minute	Parking Lot	20	Medical	Yes	\$1/hour	Yes	
91	2nd st SE east of 6th ave north side	7-Jun-10	F	Driver	12:03	1 Block	1 Block	1 Minute	Parking Lot	10	Other	No	-	No	
92	2nd st SE west of 6th ave north side	7-Jun-10	F	Driver	12:08	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
93	2nd st SE west of 6th ave north side	7-Jun-10	F	Driver	12:10	1 Block	2 Blocks	1 Minute	No Preference	60	Entertainment / Restaurant	Yes	\$1/hour	Yes	
94	2nd st SE west of 6th ave north side	7-Jun-10	M	Driver	12:15	1 Block	2 Blocks	1 Minute	On-Street	15	Other	No	-	No	
95	1st st b/w 4th & 5th ave	7-Jun-10	F	Driver	12:25	1 Block	3 Blocks	1 Minute	No Preference	480	Work	No	-	No	
96	5th ave b/w 1st & 2nd st	7-Jun-10	M	Driver	12:27	1 Block	2 Blocks	1 Minute	On-Street	15	Work	No	-	No	
97	4th st parkade	7-Jun-10	M	Driver	12:33	1 Block	3 Blocks	1 Minute	No Preference	480	Work	Yes	More	No	Pays \$50/month for parking
98	2nd st SE west o 6th ave north side	7-Jun-10	M	Driver	13:02	1 Block	2 Blocks	1 Minute	On-Street	30	Other	No	-	No	
99	2nd st SE west of 6th ave north side	7-Jun-10	M	Driver	13:32	1 Block	2 Blocks	1 Minute	On-Street	20	Shopping	No	-	No	
100	2nd st 5th ave SE north side	7-Jun-10	F	Driver	13:36	1 Block	3 Blocks	1 Minute	Parking Lot	480	Work	Yes	More	No	Pays \$60/month for parking
101	2nd st SE east of 6th ave	7-Jun-10	F	Driver	15:12	1 Block	3 Blocks	1 Minute	No Preference	120	Other	Yes	\$1/hour	No	
102	2nd st SE east of 6th ave	7-Jun-10	F	Passenger	17:05	1 Block	3 Blocks	1 Minute	No Preference	60	Entertainment / Restaurant	No	-	No	
103	6th ave b/w 2nd & 3rd st west side	7-Jun-10	M	Driver	17:47	1 Block	3 Blocks	1 Minute	On-Street	15	Work	No	-	Yes	
104	3rd st SE north 4th ave	7-Jun-10	M	Driver	8:20	Other	Other	> 5 Minutes	On-Street	180	Work	No	-	No	
105	3rd st SE north 4th ave	7-Jun-10	F	Driver	8:20	1 Block	3 Blocks	1 Minute	No Preference	480	Work	No	-	No	
106	3rd st SE north 4th ave	7-Jun-10	F	Driver	8:32	2 Blocks	3 Blocks	1 Minute	Parking Lot	540	Work	No	-	No	
107	3rd st SE north 4th ave	7-Jun-10	F	Driver	8:32	2 Blocks	3 Blocks	1 Minute	Parking Lot	540	Work	No	-	No	
108	3rd st SE (west)	7-Jun-10	M	Driver	8:43	Other	Other	< 5 Minutes	Parkade	480	Work	Yes	\$1/hour	Yes	
109	3rd st SE (south)	7-Jun-10	M	Driver	8:49	1 Block	Other	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
110	3rd st SE north 4th ave	7-Jun-10	M	Driver	8:10	Other	Other	1 Minute	Parking Lot	600	Work	No	-	Yes	
111	5th ave SE 3rdt st SE	7-Jun-10	M	Driver	9:54	1 Block	1 Block	< 5 Minutes	No Preference	120	Shopping	Yes	\$2/hour	No	
112	3rd st SE in an alley	7-Jun-10	No Response	No Response	9:44	Other	2 Blocks	1 Minute	No Preference	60	Other	No	-	No	
113	4th st SE	7-Jun-10	F	Driver	9:49	2 Blocks	2 Blocks	< 5 Minutes	On-Street	60	Shopping	No	-	No	
114	Provincial Building car park	7-Jun-10	F	Driver	9:32	3 Blocks	3 Blocks	1 Minute	Parking Lot	45	Shopping	No	-	No	
115	5th ave SE 4th st	7-Jun-10	M	Driver	9:22	1 Block	3 Blocks	< 5 Minutes	Parking Lot	30	Other	Yes	\$2/hour	Yes	Bus
116	3rd st SE north	7-Jun-10	M	Driver	9:01	Other	2 Blocks	1 Minute	On-Street	120	Medical	Yes	\$1/hour	No	
117	3rd st SE (south)	7-Jun-10	M	No Response	9:00	Other	3 Blocks	< 5 Minutes	On-Street	15	Shopping	No	-	No	
118	3rd st SE	7-Jun-10	M	Driver	9:28	Other	2 Blocks	1 Minute	On-Street	15	Shopping	No	-	No	
119	3rd st SE (alley)	7-Jun-10	No Response	No Response	10:00	< 1 Block	3 Blocks	> 5 Minutes	No Preference	60	Shopping	Yes	\$1/hour	No	
120	3rd st SE	7-Jun-10	F	Driver	10:28	1 Block	2 Blocks	1 Minute	On-Street	10	Other	Yes	\$2/hour	No	
121	3rd & 4th street	7-Jun-10	F	Driver	11:15	1 Block	3 Blocks	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	Yes	
122	3rd st SE (4th & 5th ave)	7-Jun-10	M	Driver	11:18	2 Blocks	2 Blocks	< 5 Minutes	On-Street	120	Shopping	Yes	\$2/hour	No	
123	3rd st SE (4th & 5th ave)	7-Jun-10	F	Driver	No Response	< 1 Block	Other	1 Minute	Parking Lot	10	Other	No	-	Yes	Walking
124	3rd st (4th & 5th ave)	7-Jun-10	M	Driver	11:52	< 1 Block	Other	> 5 Minutes	Parking Lot	30	Work	Yes	\$1/hour	Yes	
125	3rd st SE (4th & 5th ave)	7-Jun-10	No Response	No Response	11:59	1 Block	2 Blocks	< 5 Minutes	Parking Lot	90	Work	Yes	\$1/hour	No	
126	3rd st SE (4th & 5th ave)	7-Jun-10	F	Driver	12:10	< 1 Block	3 Blocks	> 5 Minutes	On-Street	30	Other	No	-	No	
127	2nd st SE	7-Jun-10	No Response	No Response	12:20	2 Blocks	3 Blocks	> 5 Minutes	On-Street	90	Entertainment / Restaurant	No	-	No	
128	3rd st SE (4th & 5th ave)	7-Jun-10	M	Driver	12:35	< 1 Block	< 1 Block	1 Minute	No Preference	90	Other	No	-	No	
129	4th st SE (3rd & 5th st)	7-Jun-10	F	Driver	No Response	3 Blocks	3 Blocks	1 Minute	No Preference	480	Work	No	-	No	
130	7th st Division	7-Jun-10	F	Driver	12:49	Other	Other	1 Minute	On-Street	420	Work	No	-	Yes	Walking
131	3rd st SE (4th & 5th ave)	7-Jun-10	No Response	No Response	12:59	1 Block	1 Block	< 5 Minutes	On-Street	60	Work	No	-	No	
132	3rd st SE (4th & 5th ave)	7-Jun-10	M	Driver	13:14	1 Block	1 Block	< 5 Minutes	No Preference	40	Entertainment / Restaurant	No	-	No	
133	3rd st SE (4th & 5th ave)	7-Jun-10	M	Driver	13:21	Other	1 Block	1 Minute	On-Street	30	Shopping	Yes	\$2/hour	Yes	Bus
134	3rd st SE (4th & 5th ave)	7-Jun-10	F	Driver	13:25	1 Block	2 Blocks	< 5 Minutes	Parking Lot	75	Shopping	Yes	\$1/hour	No	
135	3rd st SE (4th & 5th ave)	7-Jun-10	M	Driver	13:35	2 Blocks	3 Blocks	> 5 Minutes	On-Street	30	Shopping	No	-	No	
136	Chock Cherry	7-Jun-10	M	Driver	13:50	1 Block	3 Blocks	1 Minute	Parking Lot	360	Work	Yes	\$2/hour	No	
137	3rd st SE b/w 5th & 6th (alley south side)	7-Jun-10	F	Driver	16:13	1 Block	1 Block	1 Minute	On-Street	30	Medical	No	-	No	
138	3rd st SE (4th & 5th ave)	7-Jun-10	M	Driver	14:24	< 1 Block	1 Block	> 5 Minutes	Underground	120	Other	No	-	No	
139	3rd st SE (4th & 5th ave)	7-Jun-10	F	Driver	16:35	1 Block	2 Blocks	< 5 Minutes	On-Street	30	Shopping	No	-	No	
140	3rd st SE (4th & 5th ave)	7-Jun-10	No Response	No Response	16:45	1 Block	2 Blocks	< 5 Minutes	On-Street	70	Shopping	No	-	No	
141	3rd st Tim Horton's	7-Jun-10	M	Driver	16:50	2 Blocks	3 Blocks	> 5 Minutes	Parking Lot	10	Shopping	No	-	No	
142	3rd st (4th & 5th ave)	7-Jun-10	F	Driver	17:15	< 1 Block	1 Block	> 5 Minutes	On-Street	15	Work	Yes	No Response	No	
143	4th st south side	9-Jun-10	M	Driver	7:53	< 1 Block	< 1 Block	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	No	
144	4th st south side	9-Jun-10	F	Driver	8:00	< 1 Block	2 Blocks	1 Minute	On-Street	480	Work	No	-	No	
145	4th st south side	9-Jun-10	F	Driver	8:00	< 1 Block	< 1 Block	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	No	
146	4th st derailed parking lot south side	9-Jun-10	M	Driver	8:22	< 1 Block	< 1 Block	1 Minute	No Response	120	Work	Yes	\$2/hour	Yes	
147	2nd st north side	9-Jun-10	M	Driver	8:28	1 Block	2 Blocks	1 Minute	On-Street	30	Entertainment / Restaurant	No	-	No	
148	Railway north side	9-Jun-10	M	Driver	8:31	1 Block	2 Blocks	1 Minute	Parking Lot	10	Work	No	-	No	
149	Railway north side	9-Jun-10	M	Driver	8:33	1 Block	1 Block	1 Minute	On-Street	10	Work	Yes	\$2/hour	Yes	
150	Railway north side	9-Jun-10	F	Driver	8:38	< 1 Block	1 Block	1 Minute	No Preference	60	Entertainment / Restaurant	No	-	No	
151	CPR Property west side	9-Jun-10	M	Driver	8:40	1 Block	Other	1 Minute	On-Street	1440	Work	Yes	\$1/hour	No	
152	CPR Property north railway west side	9-Jun-10	M	Driver	8:42	< 1 Block	< 1 Block	1 Minute	Parking Lot	1440	Work	Yes	\$1/hour	Yes	
153	2nd st north side	9-Jun-10	M	Driver	8:47	1 Block	1 Block	1 Minute	Parking Lot	60	Entertainment / Restaurant	No	-	Yes	
154	2nd st north side	9-Jun-10	F	Driver	9:05	< 1 Block	1 Block	1 Minute	On-Street	30	Entertainment / Restaurant	No	-	Yes	
155	2nd st north side	9-Jun-10	F	Driver	9:08	< 1 Block	1 Block	1 Minute	On-Street	30	Entertainment / Restaurant	No	-	Yes	
156	4th st Legion Parking Lot north side	9-Jun-10	M	Driver	9:22	< 1 Block	1 Block	1 Minute	Parking Lot	20	Entertainment / Restaurant	No	-	No	
157	Railway st west side	9-Jun-10	F	Driver	9:40	< 1 Block	1 Block	1 Minute	On-Street	20	Medical	No	-	Yes	
158	Railway south side	9-Jun-10	M	Driver	9:43	1 Block	1 Block	1 Minute	No Preference	60	Entertainment / Restaurant	No	-	Yes	
159	Maple ave Parking Lot west side	9-Jun-10	F	Driver	9:45	Other	1 Block	1 Minute	No Response	120	Entertainment / Restaurant	Yes	\$1/hour	Yes	
160	Rexall Parking Lot north railway st	9-Jun-10	F	Driver	9:50	Other	< 1 Block	1 Minute	Parking Lot	10	Medical	No	-	No	
161	Rexall Parking Lot north railway st	9-Jun-10	F	Passenger	9:52	Other	< 1 Block	1 Minute	On-Street	10	Medical	No	-	No	
162	3rd st south side	9-Jun-10	F	Driver	9:57	< 1 Block	< 1 Block	1 Minute	Parking Lot	60	Shopping	Yes	\$2/hour	Yes	
163	4th st south side	9-Jun-10	M	Driver	10:05	Other	Other	1 Minute	On-Street	30	Entertainment / Restaurant	Yes	\$2/hour	Yes	

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
164	4th st south side	9-Jun-10	M	Driver	10:04	< 1 Block	1 Block	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	No	
165	Legion Parking Lot 2nd st north side	9-Jun-10	M	Driver	11:10	< 1 Block	1 Block	1 Minute	Parking Lot	120	Entertainment / Restaurant	No	-	Yes	
166	4th st & Maple Ave north side	9-Jun-10	F	Driver	11:20	1 Block	1 Block	1 Minute	Parking Lot	480	Work	No	-	Yes	
167	3rd st & Maple ave south side	9-Jun-10	M	Driver	11:25	1 Block	2 Blocks	< 5 Minutes	Parking Lot	240	Work	Yes	\$2/hour	Yes	
168	3rd st & Maple ave	9-Jun-10	F	Passenger	11:28	3 Blocks	Other	< 5 Minutes	No Preference	120	Multiple Reasons	No	-	Yes	
169	Railway east side	9-Jun-10	M	Driver	11:35	< 1 Block	1 Block	1 Minute	On-Street	15	Shopping	No	-	Yes	
170	3rd st north side	9-Jun-10	M	Driver	12:05	< 1 Block	1 Block	1 Minute	Parking Lot	60	Entertainment / Restaurant	No	-	Yes	
171	3rd st north side	9-Jun-10	F	Driver	12:10	< 1 Block	< 1 Block	1 Minute	On-Street	60	Other	No	-	Yes	
172	3rd st north side	9-Jun-10	No Response	No Response	12:15	< 1 Block	1 Block	1 Minute	On-Street	60	Other	Yes	\$1/hour	Yes	
173	Railway b/w 5th & 4th st	9-Jun-10	M	Driver	7:40	1 Block	Other	1 Minute	Parking Lot	600	Work	Yes	\$1/hour	No	
174	Railway b/w 3rd & 4th st	9-Jun-10	M	Driver	7:42	< 1 Block	2 Blocks	1 Minute	No Preference	480	Work	No	-	Yes	
175	Railway b/w 5th & 4th st	9-Jun-10	F	Driver	8:02	Other	Other	No Response	Parking Lot	480	Work	Yes	\$1/hour	Yes	
176	Railway b/w 5th & 4th st	9-Jun-10	M	Driver	8:00	< 1 Block	1 Block	< 5 Minutes	On-Street	90	Work	No	-	No	
177	Railway b/w Braemer st & Balmoral	9-Jun-10	M	Driver	8:09	< 1 Block	1 Block	1 Minute	On-Street	20	Work	No	-	No	
178	Railway b/w 5th & Braemer st	9-Jun-10	M	Driver	No Response	< 1 Block	Other	1 Minute	No Preference	30	Work	No	-	Yes	
179	Railway b/w 4th & 5th st	9-Jun-10	F	Driver	8:18	Other	2 Blocks	< 5 Minutes	On-Street	240	Work	Yes	\$1/hour	No	
180	Railway b/w 4th & 3rd st	9-Jun-10	M	Driver	8:10	< 1 Block	Other	> 5 Minutes	No Preference	60	Shopping	No	-	Yes	
181	Railway b/w 4th & 3rd st	9-Jun-10	F	Passenger	9:24	< 1 Block	< 1 Block	> 5 Minutes	On-Street	75	Multiple Reasons	No	-	Yes	
182	Railway b/w 4th & 3rd st	9-Jun-10	M	Driver	8:33	< 1 Block	Other	1 Minute	Parking Lot	120	Multiple Reasons	Yes	\$1/hour	Yes	Bicycle
183	Railway b/w 4th & 5th st	9-Jun-10	M	Driver	10:32	1 Block	1 Block	< 5 Minutes	No Preference	60	Multiple Reasons	No	-	No	Lives out of town
184	5th st b/w railway & Kingsway	9-Jun-10	M	Driver	8:43	< 1 Block	1 Block	1 Minute	No Preference	5	Work	No	-	No	Vehicle used for deliveries
185	CPR Parking Lot	9-Jun-10	M	Driver	8:48	< 1 Block	3 Blocks	1 Minute	Parking Lot	380	Work	Yes	More	No	Will pay \$5/day if business provides
186	4th st b/w Railway & Altawana	9-Jun-10	F	Driver	10:51	< 1 Block	3 Blocks	1 Minute	Parking Lot	1	Other	Yes	\$1/hour	No	
187	CPR Parking Lot	9-Jun-10	M	Driver	10:10	< 1 Block	3 Blocks	< 5 Minutes	On-Street	60	Shopping	No	-	No	
188	Railway b/w 3rd & 2nd st	9-Jun-10	F	Driver	10:54	Other	Other	> 5 Minutes	Parking Lot	420	Multiple Reasons	Yes	No Response	Yes	Will pay \$0.25/half hour if necessary
189	Book Nook, Railway	9-Jun-10	F	Driver	11:06	< 1 Block	Other	< 5 Minutes	On-Street	60	Multiple Reasons	Yes	\$1/hour	Yes	
190	5th ave east side	9-Jun-10	M	Driver	11:52	< 1 Block	Other	> 5 Minutes	No Preference	Unsure	Shopping	No	-	No	From out of town but unopposed to transit
191	Balmoral ave b/w Railway & Altawana	9-Jun-10	M	Driver	12:16	< 1 Block	Other	1 Minute	On-Street	20	Work	No	-	No	
192	Railway b/w 5th & 4th st	9-Jun-10	F	Driver	12:42	2 Blocks	1 Block	> 5 Minutes	On-Street	30	Shopping	No	-	No	
193	North railway b/w 2nd st & 3rd st	9-Jun-10	F	Driver	No Response	< 1 Block	2 Blocks	1 Minute	Parking Lot	20	Shopping	Yes	\$1/hour	Yes	
194	3rd ave SE (b/w 3rd st & 2nd st)	9-Jun-10	F	Driver	7:49	3 Blocks	3 Blocks	1 Minute	On-Street	180	Work	Yes	\$1/hour	No	
195	2nd st (b/w 3rd & 4th ave)	9-Jun-10	M	Driver	8:09	Other	1 Block	1 Minute	On-Street	120	Work	No	-	No	
196	2nd st SE (3rd & 4th ave)	9-Jun-10	M	Driver	8:18	1 Block	3 Blocks	1 Minute	Parkade	2	Other	No	-	Yes	Bike
197	2nd st SE (3rd & 4th ave)	9-Jun-10	F	Driver	8:25	2 Blocks	3 Blocks	1 Minute	No Preference	120	Work	Yes	\$1/hour	No	
198	2nd st SE (3rd & 4th ave)	9-Jun-10	M	Driver	8:38	1 Block	1 Block	< 5 Minutes	No Preference	60	Other	Yes	\$1/hour	Yes	Bike
199	2nd st (b/w 3rd & 4th ave)	9-Jun-10	No Response	No Response	8:50	1 Block	2 Blocks	1 Minute	Parking Lot	90	Work	No	-	No	
200	2nd st SE (b/w 3rd & 4th ave)	9-Jun-10	No Response	No Response	8:50	1 Block	2 Blocks	1 Minute	Parking Lot	90	Work	No	-	No	
201	2nd st SE (3rd & 4th ave)	9-Jun-10	M	Driver	9:11	1 Block	< 1 Block	1 Minute	On-Street	45	Other	Yes	N/A	Yes	Will pay \$0.50/hr for parking
202	2nd st SE (3rd & 4th ave)	9-Jun-10	M	Driver	9:16	< 1 Block	2 Blocks	< 5 Minutes	Parking Lot	120	Other	Yes	N/A	Yes	Will pay \$0.50/hr for parking
203	2nd st SE (b/w 3rd & 4th ave)	9-Jun-10	F	Driver	9:25	1 Block	2 Blocks	< 5 Minutes	On-Street	60	Other	Yes	\$1/hour	No	
204	2nd st SE (3rd & 4th ave)	9-Jun-10	No Response	No Response	9:31	< 1 Block	1 Block	< 5 Minutes	On-Street	30	Other	No	-	No	
205	2nd st SE (3rd & 4th ave)	9-Jun-10	M	Driver	9:40	1 Block	2 Blocks	1 Minute	On-Street	120	Work	No	-	Yes	Bike
206	2nd st SE (3rd & 4th ave)	9-Jun-10	F	Driver	10:05	1 Block	2 Blocks	< 5 Minutes	On-Street	120	Other	No	-	No	
207	Esplanade Car Park	9-Jun-10	M	Driver	10:20	< 1 Block	3 Blocks	1 Minute	No Preference	480	Work	Yes	More	Yes	Bus. Pays \$56/month for parking
208	3rd st SE (3rd & 4th ave)	9-Jun-10	M	Driver	10:18	1 Block	1 Block	< 5 Minutes	Parking Lot	90	Work	Yes	\$1/hour	No	
209	3rd st SE (3rd & 4th ave)	9-Jun-10	F	Driver	10:22	1 Block	2 Blocks	> 5 Minutes	On-Street	120	Other	No	-	No	
210	3rd ave SE (b/w 1st & 2nd st)	9-Jun-10	F	Driver	10:26	2 Blocks	3 Blocks	1 Minute	On-Street	90	Other	No	-	Yes	Walk
211	1st st SE (b/w 4th & 3rd ave)	9-Jun-10	M	Driver	10:30	1 Block	< 1 Block	< 5 Minutes	On-Street	90	Other	Yes	N/A	No	Will pay \$0.50/hr for parking
212	3rd ave SE (b/w 4th & 3rd st)	9-Jun-10	No Response	No Response	10:24	2 Blocks	2 Blocks	< 5 Minutes	Parking Lot	45	Entertainment / Restaurant	No	-	No	
213	DQ Parking Lot	9-Jun-10	M	Driver	10:38	1 Block	2 Blocks	< 5 Minutes	Parking Lot	60	Other	Yes	\$1/hour	No	
214	3rd st SE (3rd & 4th ave)	9-Jun-10	M	Driver	11:10	1 Block	2 Blocks	> 5 Minutes	Parking Lot	45	Entertainment / Restaurant	Yes	\$1/hour	No	
215	3rd st SE (b/w 4th & 3rd ave)	9-Jun-10	M	No Response	11:45	1 Block	2 Blocks	> 5 Minutes	On-Street	80	Shopping	No	-	No	
216	3rd ave SE (3rd & 2nd st)	9-Jun-10	No Response	No Response	11:50	1 Block	2 Blocks	< 5 Minutes	On-Street	30	Other	No	-	No	
217	3rd st SE (b/w 4th & 3rd ave)	9-Jun-10	No Response	No Response	12:04	2 Blocks	2 Blocks	< 5 Minutes	On-Street	60	Entertainment / Restaurant	Yes	\$1/hour	No	
218	2nd st SE (3rd & 4th ave)	9-Jun-10	M	Driver	12:13	1 Block	2 Blocks	< 5 Minutes	On-Street	75	Other	No	-	No	
219	3rd ave SE (1st & 3rd st)	9-Jun-10	M	Driver	12:20	1 Block	2 Blocks	< 5 Minutes	On-Street	105	Other	Yes	\$1/hour	No	
220	3rd st SE (b/w 3rd & 4th ave)	9-Jun-10	F	Driver	12:29	1 Block	2 Blocks	< 5 Minutes	On-Street	120	Work	No	-	No	
221	3rd ave SE (2nd & 3rd st)	9-Jun-10	F	Driver	12:35	2 Blocks	3 Blocks	< 5 Minutes	No Preference	80	Other	No	-	No	
222	1st SE (3rd & 4th ave)	9-Jun-10	No Response	No Response	13:05	2 Blocks	1 Block	< 5 Minutes	On-Street	45	Other	No	-	No	
223	5th st SE (b/w 5th & 6th ave)	9-Jun-10	F	Driver	8:00	1 Block	1 Block	1 Minute	Parking Lot	420	Work	No	-	Yes	Already a pass holder
224	4th st SE (b/w 5th & 6th ave)	9-Jun-10	M	Driver	8:28	1 Block	2 Blocks	1 Minute	Parkade	480	Work	No	-	Yes	Has a stall
225	4th st SE (b/w 4th & 5th ave)	9-Jun-10	M	Driver	8:39	2 Blocks	3 Blocks	1 Minute	Underground	480	Work	No	-	Yes	Bicycle
226	4th st SE (b/w 4th & 5th ave)	9-Jun-10	F	Driver	9:04	1 Block	2 Blocks	1 Minute	No Preference	30	Other	No	-	No	Will pay if necessary
227	5th st SE (b/w 6th ave & railway)	9-Jun-10	M	Driver	9:45	1 Block	1 Block	< 5 Minutes	Parking Lot	480	Work	No	-	Yes	
228	5th st SE (b/w 6th ave & Railway)	9-Jun-10	M	Driver	9:57	1 Block	1 Block	1 Minute	Parkade	1	Other	No	-	Yes	
229	4th st SE (b/w 4th & 5th ave)	9-Jun-10	M	Driver	10:05	1 Block	2 Blocks	1 Minute	No Preference	60	Other	No	-	Yes	
230	5th st (b/w 4th & 5th ave)	9-Jun-10	M	Driver	11:15	1 Block	1 Block	1 Minute	No Preference	480	Other	No	-	Yes	
231	Cottonwood Parking Lot	9-Jun-10	F	Driver	11:48	1 Block	Other	1 Minute	No Preference	240	Work	No	-	No	
232	Cottonwood Parking Lot	9-Jun-10	F	Driver	12:05	Other	Other	1 Minute	On-Street	150	Entertainment / Restaurant	No	-	No	
233	Cottonwood Parking Lot	9-Jun-10	F	Driver	12:35	1 Block	1 Block	1 Minute	Parking Lot	300	Work	No	-	No	Pass holder, transit is not convenient
234	Cottonwood Parking Lot	9-Jun-10	M	Driver	12:40	1 Block	1 Block	1 Minute	Parking Lot	480	Work	No	-	No	
235	Cottonwood Parking Lot	9-Jun-10	F	Passenger	12:45	1 Block	1 Block	1 Minute	No Preference	30	Other	No	-	No	
236	Cottonwood Parking Lot	9-Jun-10	F	Driver	12:50	Other	1 Block	> 5 Minutes	No Preference	480	Other	No	-	No	
237	Cottonwood Parking Lot	9-Jun-10	M	Driver	13:00	1 Block	Other	1 Minute	Parking Lot	150	Shopping	Yes	\$1/hour	Yes	
238	Meter Lot (South Railway)	9-Jun-10	M	Driver	16:45	1 Block	1 Block	< 5 Minutes	No Preference	480	Work	No	-	No	
239	Metered Parking Lot	9-Jun-10	M	Driver	17:07	1 Block	3 Blocks	< 5 Minutes	Parking Lot	480	Work	No	-	No	
240	Metered Parking Lot	9-Jun-10	No Response	No Response	17:11	1 Block	3 Blocks	1 Minute	No Preference	10	Work	No	-	Yes	
241	Metered Parking Lot	9-Jun-10	F	Driver	17:13	1 Block	1 Block	< 5 Minutes	Parking Lot	480	Work	No	-	No	Pass holder
242	Metered Parking Lot	9-Jun-10	F	Driver	17:16	1 Block	2 Blocks	1 Minute	Parking Lot	300	Work	No	-	No	
243	Metered Parking Lot	9-Jun-10	M	Driver	17:19	Other	Other	1 Minute	On-Street	90	Shopping	No	-	yes	If more convenient
244	Metered Parking Lot	9-Jun-10	F	Driver	17:20	2 Blocks	3 Blocks	1 Minute	Parking Lot	480	Work	No	-	No	
245	Metered Parking Lot	9-Jun-10	M	Driver	17:25	1 Block	1 Block	1 Minute	Parking Lot	480	Work	No	-	Yes	If convenient

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
246	Metered Parking Lot	9-Jun-10	M	Driver	17:31	1 Block	2 Blocks	1 Minute	No Preference	120	Other	No	-	No	
247	Metered Parking Lot	9-Jun-10	F	Driver	17:32	1 Block	1 Block	1 Minute	Parking Lot	120	Other	No	-	No	
248	Metered Parking Lot	9-Jun-10	F	Driver	17:20	1 Block	Other	1 Minute	No Preference	480	Work	No	-	No	Pass holder
249	Metered Parking Lot	9-Jun-10	F	Driver	17:43	1 Block	1 Block	1 Minute	Parkade	420	Work	No	-	No	
250	5th st SE (b/w 5th & 6th ave)	9-Jun-10	F	Driver	8:00	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	Yes	N/A	Yes	Pays \$12.60/month for parking
251	4th st SE (b/w 5th & 6th ave)	9-Jun-10	F	Driver	8:28	1 Block	1 Block	1 Minute	Parkade	480	Work	No	-	No	
252	5th st SE (b/w 6th ave & railway)	9-Jun-10	M	Driver	9:45	2 Blocks	1 Block	1 Minute	Parking Lot	240	Other	No	-	No	
253	5th st SE (b/w 6th ave & railway)	9-Jun-10	M	Driver	10:06	1 Block	1 Block	1 Minute	No Preference	10	Work	No	-	No	
254	5th st SE (b/w 6th ave & railway)	9-Jun-10	M	Driver	10:09	1 Block	2 Blocks	< 5 Minutes	No Preference	2880	Work	Yes	\$1/hour	No	
255	5th st SE (b/w 5th & 4th ave)	9-Jun-10	F	Driver	11:28	2 Blocks	3 Blocks	< 5 Minutes	No Preference	60	Multiple Reasons	Yes	\$2/hour	Yes	
256	5th st SE (b/w 5th & 6th ave)	9-Jun-10	M	Driver	11:23	1 Block	1 Block	1 Minute	Parking Lot	1440	Other	No	-	Yes	
257	Cottonwood Parking Lot	9-Jun-10	F	Driver	12:10	1 Block	3 Blocks	1 Minute	No Preference	1440	Other	No	-	No	
258	Cottonwood Parking Lot	9-Jun-10	F	Driver	12:36	3 Blocks	Other	1 Minute	No Preference	180	Work	No	-	Yes	
259	Cottonwood Parking Lot	9-Jun-10	M	Driver	12:42	1 Block	3 Blocks	1 Minute	Parking Lot	30	Work	No	-	Yes	
260	Cottonwood Parking Lot	9-Jun-10	F	Driver	12:50	1 Block	2 Blocks	No Response	Parking Lot	1440	Other	Yes	\$1/hour	No	
261	Cottonwood Parking Lot	9-Jun-10	F	Driver	13:07	1 Block	1 Block	1 Minute	Parking Lot	300	Work	Yes	\$2/hour	Yes	
262	Metered Parking Lot	9-Jun-10	M	Driver	16:56	1 Block	1 Block	1 Minute	Parking Lot	540	Work	Yes	\$1/hour	No	
263	Metered Parking Lot	9-Jun-10	F	Driver	17:03	1 Block	3 Blocks	1 Minute	Parking Lot	510	Work	Yes	N/A	Yes	Pays \$47/month for parking
264	Metered Parking Lot	9-Jun-10	F	Driver	17:07	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	Yes	N/A	Yes	Pays \$47/month for parking
265	Metered Parking Lot	9-Jun-10	F	Driver	17:11	1 Block	Other	1 Minute	Parking Lot	540	Work	Yes	\$1/hour	No	
266	Metered Parking Lot	9-Jun-10	F	Driver	17:14	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
267	Metered Parking Lot	9-Jun-10	M	Driver	17:19	1 Block	1 Block	1 Minute	No Preference	20	Shopping	Yes	\$1/hour	No	
268	Metered Parking Lot	9-Jun-10	M	Driver	17:19	1 Block	1 Block	1 Minute	No Preference	20	Shopping	Yes	\$1/hour	No	
269	Metered Parking Lot	9-Jun-10	M	Driver	17:31	2 Blocks	2 Blocks	1 Minute	Parking Lot	180	Work	Yes	\$2/hour	No	
270	Metered Parking Lot	9-Jun-10	M	Driver	17:42	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	Yes	N/A	No	Pays \$47/month for parking
271	Metered Parking Lot	9-Jun-10	F	Driver	17:46	1 Block	1 Block	1 Minute	Parking Lot	540	Work	Yes	\$1/hour	No	
272	2nd st at south side	10-Jun-10	M	Driver	8:05	2 Blocks	3 Blocks	1 Minute	Parking Lot	60	Medical	Yes	\$1/hour	Yes	
273	2nd st & 4th ave	10-Jun-10	M	No Response	8:40	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$2/hour	No	
274	2nd st south side	10-Jun-10	F	Driver	8:46	< 1 Block	1 Block	1 Minute	On-Street	60	Shopping	No	-	No	
275	2nd st south side	10-Jun-10	F	Passenger	8:55	< 1 Block	1 Block	1 Minute	On-Street	30	Entertainment / Restaurant	No	-	Yes	
276	1st st north side	10-Jun-10	M	Driver	9:17	2 Blocks	Other	1 Minute	On-Street	15	Other	No	-	No	
277	1st st north side	10-Jun-10	F	Driver	9:21	< 1 Block	2 Blocks	1 Minute	On-Street	60	Other	No	-	Yes	
278	1st st north side	10-Jun-10	M	Driver	9:27	1 Block	2 Blocks	< 5 Minutes	Parking Lot	60	Other	No	-	No	
279	1st st south side	10-Jun-10	M	Driver	9:31	1 Block	2 Blocks	1 Minute	No Response	30	Other	No	-	Yes	
280	1st st north side	10-Jun-10	F	Driver	9:35	< 1 Block	1 Block	1 Minute	No Preference	60	Other	No	-	No	
281	2nd st & 3 ave north side	10-Jun-10	M	Driver	9:45	1 Block	2 Blocks	1 Minute	On-Street	120	Work	No	-	Yes	
282	2nd st north side	10-Jun-10	F	Driver	9:50	< 1 Block	2 Blocks	1 Minute	Parking Lot	20	Other	Yes	\$1/hour	Yes	
283	1st & 3rd ave east side	10-Jun-10	F	Driver	10:07	2 Blocks	3 Blocks	< 5 Minutes	Parking Lot	90	Other	No	-	Yes	
284	1st st south side	10-Jun-10	M	Driver	10:13	1 Block	2 Blocks	1 Minute	No Preference	10	Other	Yes	\$2/hour	No	
285	1st & 3rd ave east side	10-Jun-10	M	Driver	10:10	< 1 Block	1 Block	< 5 Minutes	No Response	180	Other	No	-	No	
286	1st st north side	10-Jun-10	M	Driver	10:16	1 Block	2 Blocks	1 Minute	On-Street	15	Other	No	-	Yes	
287	Cottonwood Parking Lot	10-Jun-10	F	Driver	10:19	2 Blocks	2 Blocks	1 Minute	Parking Lot	480	Work	No	-	yes	
288	1st st north side	10-Jun-10	M	Driver	11:05	< 1 Block	1 Block	1 Minute	On-Street	10	Other	Yes	\$1/hour	Yes	
289	1st st north side	10-Jun-10	M	Driver	10:08	1 Block	1 Block	1 Minute	No Preference	10	Other	No	-	Yes	
290	1st north side	10-Jun-10	F	Driver	11:11	< 1 Block	Other	1 Minute	On-Street	20	Other	No	-	Yes	
291	1st st north side	10-Jun-10	F	Driver	11:15	1 Block	2 Blocks	< 5 Minutes	Underground	60	Other	No	-	No	
292	1st st north side	10-Jun-10	M	Driver	11:14	1 Block	1 Block	1 Minute	On-Street	15	Other	No	-	Yes	
293	2nd st	10-Jun-10	M	Driver	11:17	3 Blocks	3 Blocks	< 5 Minutes	No Response	60	Other	No	-	Yes	
294	No Response	10-Jun-10	M	Driver	11:17	< 1 Block	1 Block	1 Minute	No Preference	20	Other	Yes	\$1/hour	Yes	
295	1st st & 4th ave parking lot	10-Jun-10	F	Driver	11:20	< 1 Block	1 Block	1 Minute	Parking Lot	120	Other	No	-	Yes	
296	1st st north side	10-Jun-10	M	Driver	11:29	< 1 Block	1 Block	< 5 Minutes	On-Street	60	Other	No	-	No	
297	1st st north side	10-Jun-10	F	Driver	11:30	< 1 Block	1 Block	1 Minute	On-Street	20	Other	Yes	\$1/hour	Yes	
298	1st st north side	10-Jun-10	F	Driver	12:15	< 1 Block	1 Block	< 5 Minutes	Parking Lot	15	Other	Yes	\$1/hour	Yes	
299	1st st south side	10-Jun-10	M	Driver	12:19	2 Blocks	2 Blocks	1 Minute	On-Street	No Response	Work	No	-	No	
300	2nd st & 3rd ave	10-Jun-10	M	Passenger	12:27	3 Blocks	Other	< 5 Minutes	No Preference	120	Shopping	Yes	\$1/hour	Yes	
301	2nd st & 3rd ave	10-Jun-10	F	Passenger	12:29	3 Blocks	No Response	< 5 Minutes	On-Street	120	Shopping	No Response	-	No	
302	2nd st north side	10-Jun-10	M	Driver	12:31	2 Blocks	Other	1 Minute	No Response	180	Multiple Reasons	No	-	Yes	
303	1st st south side	10-Jun-10	M	Driver	12:41	2 Blocks	3 Blocks	> 5 Minutes	No Preference	60	Medical	No	-	Yes	
304	2nd st south side	10-Jun-10	M	Driver	12:46	1 Block	1 Block	1 Minute	No Preference	30	Other	No	-	Yes	
305	2nd st north side	10-Jun-10	M	Driver	12:50	1 Block	2 Blocks	1 Minute	On-Street	30	Entertainment / Restaurant	No	-	Yes	
306	2nd st north side	10-Jun-10	M	Driver	13:01	2 Blocks	3 Blocks	1 Minute	No Preference	No Response	Shopping	No	-	No	
307	2nd st north side	10-Jun-10	M	Driver	13:15	1 Block	2 Blocks	< 5 Minutes	No Response	60	Medical	Yes	\$1/hour	No	
308	2nd st south side	10-Jun-10	M	Driver	13:20	1 Block	2 Blocks	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	Yes	
309	1st st south side	10-Jun-10	F	Driver	13:45	< 1 Block	1 Block	1 Minute	Parkade	120	Other	No	-	Yes	
310	4th ave Dairy Queen	10-Jun-10	M	Driver	14:49	3 Blocks	Other	< 5 Minutes	On-Street	30	Entertainment / Restaurant	No	-	Yes	
311	2nd st (b/w 6th & 5th ave)	10-Jun-10	F	Driver	7:52	< 1 Block	2 Blocks	< 5 Minutes	Parking Lot	240	Work	No	-	No	
312	3rd st (b/w railway & 5th ave)	10-Jun-10	M	Driver	8:09	Other	Other	< 5 Minutes	No Preference	15	Other	No	-	No	Has a taxi
313	4th st (b/w 5th & 6th ave)	10-Jun-10	M	Walked	8:13	Other	Other	No Response	No Preference	N/A	Other	No	-	Yes	
314	2nd st south parkade	10-Jun-10	F	Driver	8:32	1 Block	1 Block	1 Minute	No Preference	480	Work	Yes	N/A	No	Will pay \$2/day
315	1st (b/w 4th & 5th ave)	10-Jun-10	F	Walked	8:32	Other	1 Block	< 5 Minutes	On-Street	60	Shopping	Yes	\$1/hour	Yes	Walking
316	2nd st (b/w 6th ave & railway)	10-Jun-10	No Response	No Response	8:42	< 1 Block	2 Blocks	1 Minute	No Preference	360	Work	No	-	No	
317	5th ave (b/w 3rd & 4th st)	10-Jun-10	F	Walked	9:02	Other	Other	> 5 Minutes	On-Street	30	Shopping	No	-	Yes	Walking
318	Esplanade Lot	10-Jun-10	F	Driver	9:10	1 Block	3 Blocks	1 Minute	Parking Lot	540	Work	Yes	\$2/hour	No	Needs vehicle
319	Railway east (b/w 2nd & 3rd st)	10-Jun-10	F	Driver	9:40	1 Block	2 Blocks	< 5 Minutes	No Preference	60	Other	No	-	No	
320	2nd st (b/w 3rd & 4th ave)	10-Jun-10	F	Driver	9:54	< 1 Block	3 Blocks	> 5 Minutes	No Preference	15	Multiple Reasons	Yes	\$1/hour	No	
321	2nd st (b/w 5th & 4th ave)	10-Jun-10	M	Driver	10:10	1 Block	1 Block	1 Minute	No Preference	2	Other	No	-	No	
322	6th ave (b/w 1st & 2nd st)	10-Jun-10	No Response	No Response	10:30	2 Blocks	3 Blocks	< 5 Minutes	Parking Lot	30	Other	No	-	Yes	
323	Prov. Building Lot	10-Jun-10	No Response	No Response	10:16	< 1 Block	1 Block	< 5 Minutes	No Preference	60	Other	Yes	N/A	No	Will pay \$5/day for parking
324	5th ave (b/w 1st & 2nd st)	10-Jun-10	No Response	No Response	16:09	1 Block	3 Blocks	1 Minute	Parking Lot	480	Work	Yes	\$2/hour	No	
325	3rd st (b/w 6th ave & railway)	10-Jun-10	M	Driver	16:40	< 1 Block	1 Block	> 5 Minutes	On-Street	60	Shopping	No	-	No	
326	Railway (b/w 3rd & 2nd st)	10-Jun-10	F	Driver	16:48	< 1 Block	Other	< 5 Minutes	No Preference	120	Entertainment / Restaurant	Yes	N/A	Yes	Will pay \$5/day for parking
327	Esplanade Lot	10-Jun-10	M	Driver	16:56	Other	Other	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	Needs vehicle

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
328	5th ave (b/w 2nd & 1st st)	10-Jun-10	F	Driver	17:05	< 1 Block	2 Blocks	< 5 Minutes	Parking Lot	180	Multiple Reasons	Yes	\$1/hour	Yes	If at a reduced cost
329	3rd st & 4th ave	10-Jun-10	M	Driver	18:22	< 1 Block	1 Block	< 5 Minutes	On-Street	60	Entertainment / Restaurant	No	-	Yes	
330	Esplanade Lot	10-Jun-10	F	Driver	No Response	< 1 Block	1 Block	1 Minute	Parking Lot	120	Entertainment / Restaurant	No	-	Yes	
331	4th ave b/w 2nd & 3rd st	10-Jun-10	M	Driver	8:05	3 Blocks	Other	1 Minute	No Preference	480	Work	No	-	Yes	
332	5th ave b/w 3rd & 4th st	10-Jun-10	M	Driver	8:12	1 Block	2 Blocks	1 Minute	Parking Lot	480	Other	No	-	No	
333	5th ave b/w 2nd & 3rd st	10-Jun-10	F	Driver	8:50	1 Block	2 Blocks	< 5 Minutes	On-Street	5	Other	No	-	No	
334	5th ave b/w 3rd & 4th st	10-Jun-10	M	Driver	8:59	1 Block	Other	< 5 Minutes	On-Street	10	Entertainment / Restaurant	Yes	\$2/hour	Yes	
335	3rd ave b/w 3rd & 4th st	10-Jun-10	F	Driver	9:34	2 Blocks	2 Blocks	1 Minute	Parking Lot	480	Work	No	-	No	
336	3rd ave b/w 4th & 5th st	10-Jun-10	F	Driver	9:55	1 Block	1 Block	1 Minute	Underground	480	Work	Yes	\$1/hour	No	
337	5th ave b/w 1st & 2nd st	10-Jun-10	F	Driver	10:24	1 Block	3 Blocks	1 Minute	No Preference	480	Work	Yes	\$1/hour	No	
338	5th ave b/w 1st & 2nd st	10-Jun-10	F	Driver	11:31	2 Blocks	3 Blocks	1 Minute	No Preference	180	Entertainment / Restaurant	Yes	\$1/hour	No	
339	6th ave b/w 1st & 2nd st	10-Jun-10	M	Driver	11:35	2 Blocks	Other	1 Minute	No Preference	10	Shopping	Yes	\$1/hour	Yes	
340	6th ave b/w 2nd & 3rd st	10-Jun-10	M	Driver	11:42	1 Block	1 Block	1 Minute	Parking Lot	360	Work	Yes	N/A	Yes	Pays \$45/month for parking
341	4th ave b/w 2nd & 3rd st	10-Jun-10	F	Driver	11:45	1 Block	2 Blocks	> 5 Minutes	No Preference	480	Work	Yes	\$1/hour	No	
342	5th ave b/w 3rd & 4th st	10-Jun-10	F	Driver	11:56	1 Block	2 Blocks	< 5 Minutes	On-Street	60	Multiple Reasons	Yes	\$1/hour	Yes	
343	5th ave b/w 4th & 3rd st	10-Jun-10	M	Driver	12:24	1 Block	2 Blocks	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	Yes	
344	4th st west of 6th ave	10-Jun-10	M	Driver	12:27	1 Block	1 Block	1 Minute	Parkade	480	Work	No	-	No	
345	4th st west of 6th ave	10-Jun-10	M	Driver	12:44	2 Blocks	3 Blocks	1 Minute	Underground	480	Work	No	-	Yes	
346	5th ave b/w 3rd & 4th st	10-Jun-10	M	Driver	12:40	1 Block	2 Blocks	1 Minute	No Preference	10	Other	Yes	\$2/hour	No	
347	5th ave b/w 3rd & 4th st	10-Jun-10	M	Driver	12:56	1 Block	2 Blocks	1 Minute	No Preference	5	Other	No	-	No	
348	5th ave b/w 3rd & 4th st	10-Jun-10	M	Passenger	13:03	1 Block	1 Block	1 Minute	No Preference	5	Other	No	-	No	
349	5th ave b/w 3rd & 4th st	10-Jun-10	F	Driver	13:06	1 Block	2 Blocks	1 Minute	No Preference	15	Other	Yes	\$1/hour	No	
350	5th ave b/w 3rd & 4th st	10-Jun-10	M	Driver	13:07	1 Block	1 Block	1 Minute	No Preference	60	Shopping	Yes	\$1/hour	Yes	
351	4th st b/w 5th & 6th st	10-Jun-10	F	Driver	13:11	2 Blocks	Other	1 Minute	No Preference	480	Other	No	-	No	
352	5th ave b/w 3rd & 4th st	10-Jun-10	M	Driver	13:19	1 Block	2 Blocks	1 Minute	No Preference	15	Other	No	-	Yes	
353	5th ave b/w 3rd & 4th st	10-Jun-10	M	Driver	13:22	1 Block	1 Block	1 Minute	Parking Lot	60	Other	No	-	No	
354	5th ave b/w 3rd & 4th st	10-Jun-10	M	Driver	13:25	1 Block	1 Block	1 Minute	No Preference	5	Other	No	-	No	
355	Cottonwood Parking Lot	10-Jun-10	F	Driver	16:15	1 Block	Other	1 Minute	Parking Lot	120	Work	No	-	No	
356	Cottonwood Parking Lot	10-Jun-10	F	Driver	16:18	3 Blocks	Other	1 Minute	Parking Lot	120	Other	Yes	\$1/hour	No	
357	Cottonwood Parking Lot	10-Jun-10	F	Driver	16:28	1 Block	1 Block	1 Minute	Parking Lot	480	Other	No	-	No	
358	Cottonwood Parking Lot	10-Jun-10	M	Driver	16:40	1 Block	1 Block	1 Minute	No Preference	480	Work	No	-	No	
359	1st SE b/w 4th & 3rd ave	10-Jun-10	F	Driver	17:30	1 Block	3 Blocks	< 5 Minutes	No Preference	15	Other	Yes	\$1/hour	Yes	
360	1st SE b/w 4th & 5h ave	10-Jun-10	F	Driver	18:25	1 Block	1 Block	1 Minute	No Preference	90	Entertainment / Restaurant	No	-	No	
361	1st SE b/w 4th & 5th ave	10-Jun-10	F	Driver	18:28	1 Block	Other	1 Minute	On-Street	15	Other	Yes	N/A	Yes	Will pay \$20/day for parking
362	5th ave (b/w 3rd & 4th st)	10-Jun-10	M	Driver	8:13	2 Blocks	Other	< 5 Minutes	No Preference	30	Other	No	-	Yes	
363	6th ave (b/w 2nd & 3rd st)	10-Jun-10	F	Driver	8:25	1 Block	2 Blocks	1 Minute	Parkade	480	Work	No	-	No	Already a pass holder
364	1st st (b/w 5th & 6th ave)	10-Jun-10	M	Driver	8:45	1 Block	1 Block	1 Minute	Parking Lot	15	Work	No	-	No	
365	5th ave (b/w 3rd & 4th st)	10-Jun-10	F	Driver	9:23	1 Block	2 Blocks	1 Minute	Underground	480	Work	No	-	No	
366	5th ave (b/w 3rd * 4th st)	10-Jun-10	F	Driver	9:35	2 Blocks	Other	< 5 Minutes	Parking Lot	120	Other	Yes	\$1/hour	Yes	
367	5th ave (b/w 3rd & 4th st)	10-Jun-10	F	Driver	9:43	2 Blocks	2 Blocks	1 Minute	Parkade	120	Shopping	No	-	Yes	
368	5th ave (b/w 1st & 2nd st)	10-Jun-10	F	Driver	10:20	1 Block	2 Blocks	1 Minute	Underground	480	Work	No	-	No	Already a pass holder
369	6th ave (b/w 2nd & 3rd st)	10-Jun-10	M	Driver	11:15	1 Block	Other	< 5 Minutes	No Preference	10	Other	No	-	No	
370	6th ave (b/w 1st & 2nd st)	10-Jun-10	M	Driver	11:33	1 Block	1 Block	< 5 Minutes	No Preference	120	Other	No	-	No	
371	6th ave (b/w 2nd & 3rd st)	10-Jun-10	M	Driver	11:41	1 Block	1 Block	> 5 Minutes	On-Street	10	Other	No	-	No	
372	6th ave (b/w 3rd & 4th st)	10-Jun-10	M	Driver	11:46	2 Blocks	1 Block	> 5 Minutes	No Preference	20	Other	No	-	Yes	
373	5th ave (b/w 3rd & 4th st)	10-Jun-10	M	Driver	11:57	1 Block	2 Blocks	1 Minute	No Preference	120	Other	No	-	Yes	
374	5th ave (b/w 1st & 2nd st)	10-Jun-10	M	Driver	12:05	1 Block	3 Blocks	< 5 Minutes	No Preference	10	Other	No	-	Yes	
375	5th ave (b/w 4th & 5th st)	10-Jun-10	M	Driver	12:35	Other	1 Block	< 5 Minutes	No Preference	60	Other	No	-	No	
376	5th ave (b/w 3rd & 4th st)	10-Jun-10	M	Driver	12:45	2 Blocks	Other	> 5 Minutes	Parking Lot	20	Shopping	No	-	No	
377	5th ave (b/w 3rd & 4th st)	10-Jun-10	F	Driver	12:47	1 Block	1 Block	1 Minute	Parking Lot	480	Work	No	-	No	Already a pass holder
378	5th ave (b/w 3rd & 4th st)	10-Jun-10	F	Driver	12:48	1 Block	1 Block	1 Minute	Parking Lot	480	Work	No	-	No	Already a pass holder
379	5th ave (b/w 3rd & 4th st)	10-Jun-10	M	Driver	12:54	2 Blocks	2 Blocks	1 Minute	On-Street	120	Other	No	-	No	
380	5th ave (b/w 4th & 5th st)	10-Jun-10	M	Driver	12:57	2 Blocks	2 Blocks	1 Minute	On-Street	60	Shopping	No	-	No	
381	5th ave Parking Lot (b/w 3rd & 4th st)	10-Jun-10	M	Driver	13:00	2 Blocks	3 Blocks	1 Minute	Parking Lot	240	Other	No	-	Yes	Has assigned parking
382	5th ave (3rd & 4th st)	10-Jun-10	M	Driver	13:10	1 Block	3 Blocks	< 5 Minutes	No Preference	10	Other	Yes	\$1/hour	No	
383	5th ave (b/w 4th & 5th st)	10-Jun-10	M	Driver	13:11	2 Blocks	3 Blocks	< 5 Minutes	No Preference	60	Multiple Reasons	Yes	\$1/hour	Yes	
384	5th ave Parking Lot (b/w 3rd & 4th st)	10-Jun-10	M	Driver	13:17	1 Block	2 Blocks	1 Minute	On-Street	15	Other	Yes	\$2/hour	No	
385	5th ave Parking Lot (b/w 3rd & 4th st)	10-Jun-10	F	Driver	13:20	1 Block	1 Block	< 5 Minutes	Parking Lot	5	Other	Yes	\$2/hour	No	
386	5th st (b/w 4th & 5th ave)	10-Jun-10	M	Driver	13:25	3 Blocks	Other	1 Minute	Parking Lot	30	Multiple Reasons	Yes	\$1/hour	Yes	
387	5th ave Parking Lot (b/w 3rd & 4th st)	10-Jun-10	F	Driver	13:30	1 Block	1 Block	< 5 Minutes	On-Street	60	Work	No	-	No	Handicapped
388	5th ave Parking Lot (b/w 3rd & 4th st)	10-Jun-10	M	Driver	13:33	1 Block	1 Block	< 5 Minutes	On-Street	5	Work	No	-	No	
389	5th ave Parking Lot (b/w 3rd & 4th st)	10-Jun-10	F	Driver	13:35	1 Block	Other	1 Minute	Parking Lot	15	Other	Yes	\$1/hour	No	
390	3rd st (b/w 5th & 6th ave)	10-Jun-10	M	Driver	13:41	1 Block	1 Block	< 5 Minutes	Underground	60	Other	No	-	Yes	Would take transit if it came to Redcliff
391	Cottonwood Parking Lot	10-Jun-10	F	Driver	16:12	1 Block	Other	1 Minute	Parking Lot	120	Work	No	-	No	
392	Cottonwood Parking Lot	10-Jun-10	M	Driver	16:25	1 Block	1 Block	1 Minute	No Preference	180	Work	Yes	\$1/hour	No	
393	Royal Lot	10-Jun-10	F	Driver	16:30	1 Block	1 Block	< 5 Minutes	Parking Lot	480	Work	No	-	No	Pass holder
394	Cottonwood Parking Lot	10-Jun-10	F	Driver	16:35	2 Blocks	Other	1 Minute	No Preference	120	Work	No	-	Yes	Walks to work most days
395	Cottonwood Parking Lot	10-Jun-10	No Response	No Response	16:45	1 Block	3 Blocks	1 Minute	Parking Lot	60	Entertainment / Restaurant	Yes	No Response	No	Would rather not pay for parking
396	Esplanade Lot	10-Jun-10	F	Driver	18:35	1 Block	2 Blocks	< 5 Minutes	Parking Lot	180	Entertainment / Restaurant	Yes	\$2/hour	No	
397	Esplande Lot	10-Jun-10	F	Driver	18:41	1 Block	2 Blocks	< 5 Minutes	On-Street	60	Work	No	-	No	
398	1st st SE (b/w 4th & 5th ave)	10-Jun-10	F	Driver	18:20	1 Block	1 Block	< 5 Minutes	No Preference	120	Entertainment / Restaurant	No	-	No	
399	1st st SE (b/w 4th & 5th ave)	10-Jun-10	F	Driver	18:27	1 Block	1 Block	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	No	
400	Esplanade Lot	7-Jun-10	F	Driver	7:40	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	N/A	No	Has a yearly pass
401	Prickley Pear Café	7-Jun-10	F	Driver	7:45	2 Blocks	2 Blocks	1 Minute	Parking Lot	540	Work	No	-	No	
402	Esplanade Lot	7-Jun-10	F	Driver	7:50	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	No	-	No	
403	Prickley Pear Café	7-Jun-10	M	No Response	8:00	3 Blocks	3 Blocks	1 Minute	Parking Lot	480	Work	No	-	Yes	
404	Esplanade Lot	7-Jun-10	M	Driver	8:01	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
405	Esplanade Lot	7-Jun-10	F	Driver	8:05	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
406	Esplanade Lot	7-Jun-10	F	Driver	8:12	1 Block	1 Block	1 Minute	Parking Lot	540	Work	No	-	Yes	
407	Esplanade Lot	7-Jun-10	F	Driver	8:15	1 Block	1 Block	1 Minute	Parking Lot	480	Work	No	-	No	Not willing to pay for parking, but will if she has to.
408	Esplanade Lot	7-Jun-10	F	Driver	8:20	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	N/A	No	Will pay \$100/month for parking
409	Esplanade Lot	7-Jun-10	F	Driver	8:25	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$2/hour	No	

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
410	Esplanade Lot	7-Jun-10	F	Driver	8:30	1 Block	1 Block	1 Minute	Parking Lot	420	Work	Yes	\$1/hour	Yes	
411	Esplanade Lot	7-Jun-10	F	Driver	8:35	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	N/A	No	Will pay \$20/month
412	Esplanade Lot	7-Jun-10	F	Driver	8:35	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
413	Esplanade Lot	7-Jun-10	M	Driver	8:50	1 Block	1 Block	1 Minute	No Preference	360	Other	Yes	\$1/hour	Yes	
414	Prickley Pear Café	7-Jun-10	M	Driver	9:00	2 Blocks	2 Blocks	1 Minute	On-Street	480	Work	Yes	\$1/hour	Yes	
415	6th ave & 3rd st north side	7-Jun-10	M	Driver	9:20	1 Block	1 Block	> 5 Minutes	No Preference	15	Other	No	-	No	
416	No Response	7-Jun-10	F	Driver	9:35	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$2/hour	No	
417	Esplanade Lot	7-Jun-10	F	Driver	9:40	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
418	No Response	7-Jun-10	F	Driver	9:50	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	Yes	
419	Esplanade Lot	7-Jun-10	F	Driver	9:55	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	Yes	
420	Esplanade Lot	7-Jun-10	M	Driver	No Response	1 Block	1 Block	1 Minute	Parking Lot	480	Other	Yes	\$1/hour	Yes	
421	1st st SE west side	7-Jun-10	M	Driver	9:55	1 Block	1 Block	1 Minute	No Preference	5	Other	No	-	No	
422	Esplanade Lot	7-Jun-10	F	Driver	10:00	1 Block	1 Block	1 Minute	Parking Lot	180	Work	No	-	Yes	
423	Courtyard Health Center Lot	7-Jun-10	M	Driver	10:10	1 Block	1 Block	1 Minute	No Preference	120	Medical	Yes	\$2/hour	No	
424	2nd st north side	7-Jun-10	No Response	No Response	11:35	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	N/A	No	Will pay \$60/month for parking
425	2nd st Main st south side	No Response	No Response	No Response	11:45	2 Blocks	2 Blocks	1 Minute	Parking Lot	60	Other	No	-	Yes	
426	Church Parking Lot	No Response	No Response	No Response	11:50	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	N/A	No	Will pay \$40/month for parking
427	Prickley Pear Café	7-Jun-10	F	Driver	12:05	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
428	City Hall Parking Lot	7-Jun-10	No Response	No Response	12:05	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	Yes	
429	Prickley Pear Café	No Response	F	Driver	12:10	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	Yes	
430	Provincial Building 4th ave east side	7-Jun-10	F	Driver	12:15	1 Block	1 Block	1 Minute	Parking Lot	480	Work	No	-	Yes	
431	Raymond James Lot	7-Jun-10	F	Driver	12:25	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$2/hour	No	
432	Choke Cherry Lot	7-Jun-10	F	Driver	12:30	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
433	Church Parking Lot	7-Jun-10	F	Driver	No Response	1 Block	1 Block	1 Minute	On-Street	120	Work	No	-	Yes	
434	4th ave SE south side	7-Jun-10	M	Driver	13:34	Other	Other	> 5 Minutes	Parking Lot	90	Other	Yes	\$1/hour	No	
435	4th ave SE north side	7-Jun-10	F	Driver	16:12	3 Blocks	1 Block	> 5 Minutes	On-Street	15	Other	No	-	No	
436	Chiropractic Clinic	7-Jun-10	F	Driver	16:18	< 1 Block	2 Blocks	1 Minute	On-Street	15	Other	Yes	\$2/hour	No	
437	Provincial Building Parking Lot	7-Jun-10	F	Driver	16:24	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	N/A	Yes	\$15/month full time
438	3 ave SE north side	7-Jun-10	F	Driver	16:30	2 Blocks	1 Block	1 Minute	Parking Lot	480	Work	Yes	N/A	No	Will pay \$0.50/hr for parking
439	3rd ave south side	7-Jun-10	M	Driver	16:33	1 Block	1 Block	1 Minute	On-Street	300	Work	Yes	\$1/hour	No	
440	3rd ave west side	No Response	F	Driver	No Response	1 Block	< 1 Block	1 Minute	Parking Lot	480	Work	No	-	No	
441	2nd st south side	7-Jun-10	F	Driver	16:37	1 Block	1 Block	> 5 Minutes	Underground	435	Work	Yes	N/A	Yes	Will pay < \$0.50/hr for parking
442	3rd ave south side	7-Jun-10	F	Driver	16:43	< 1 Block	1 Block	> 5 Minutes	Parking Lot	480	Work	Yes	N/A	No	Will pay < \$0.50/hr for parking
443	3rd ave south side	7-Jun-10	F	Driver	16:45	< 1 Block	2 Blocks	> 5 Minutes	Parking Lot	480	Work	Yes	\$1/hour	No	Will pay < \$1/hr for parking
444	3rd ave north side	No Response	F	Driver	No Response	2 Blocks	Other	< 5 Minutes	On-Street	10	Other	Yes	\$2/hour	Yes	
445	3rd st south side	7-Jun-10	M	Driver	17:01	2 Blocks	3 Blocks	< 5 Minutes	On-Street	480	Work	No	-	Yes	
446	3rd ave SE east side	7-Jun-10	M	Driver	No Response	3 Blocks	3 Blocks	< 5 Minutes	Parking Lot	480	Work	Yes	\$1/hour	Yes	Will pay < \$1/hr for parking
447	Choke Cherry Lot	7-Jun-10	M	Driver	17:15	2 Blocks	3 Blocks	1 Minute	Parking Lot	450	Work	Yes	\$1/hour	Yes	Will pay < \$1/hr for parking and would walk to work as an alternative mode of transportation.
448	5th ave SE west side	5-Jun-10	F	Driver	7:11	< 1 Block	1 Block	< 5 Minutes	On-Street	120	Work	No	-	No	
449	2nd st SE south side	5-Jun-10	F	Driver	7:39	2 Blocks	1 Block	> 5 Minutes	On-Street	15	Other	No	-	Yes	
450	2nd st SE south side	5-Jun-10	M	Driver	8:02	2 Blocks	Other	> 5 Minutes	On-Street	240	Work	Yes	\$1/hour	Yes	
451	2nd st SE	5-Jun-10	M	Driver	8:15	Other	3 Blocks	1 Minute	No Preference	600	Work	No	-	No	
452	4th ave E	5-Jun-10	F	Driver	8:42	< 1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	N/A	No	Will pay a flat rate for parking
453	2nd st south side	06/058	M	Driver	8:40	< 1 Block	1 Block	1 Minute	No Preference	5	Entertainment / Restaurant	No	-	Yes	
454	1st st north side	5-Jun-10	F	Driver	8:37	< 1 Block	Other	1 Minute	On-Street	450	Work	Yes	\$1/hour	Yes	Will pay < \$1/hr for parking
455	2nd st SE south side	5-Jun-10	M	Driver	8:23	1 Block	< 1 Block	1 Minute	Parking Lot	240	Work	Yes	No Response	Yes	
456	2nd st south side	5-Jun-10	M	Driver	8:25	1 Block	1 Block	1 Minute	On-Street	5	Work	No	-	No	
457	2nd st SE	5-Jun-10	No Response	No Response	8:12	1 Block	3 Blocks	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
458	6th ave west	5-Jun-10	M	Driver	8:46	< 1 Block	3 Blocks	1 Minute	On-Street	90	Other	Yes	\$1/hour	No	
459	5th ave SE south side	5-Jun-10	F	Driver	8:30	3 Blocks	Other	> 5 Minutes	No Preference	120	Shopping	Yes	\$1/hour	Yes	
460	2nd st	5-Jun-10	F	Driver	11:13	< 1 Block	2 Blocks	1 Minute	No Preference	20	Other	No	-	No	
461	Between 4th & 5th ave	5-Jun-10	F	Walked	9:22	1 Block	3 Blocks	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	Yes	
462	2nd st SE between 4th & 5th ave	5-Jun-10	No Response	No Response	No Response	< 1 Block	2 Blocks	1 Minute	Parking Lot	60	Shopping	No	-	No	
463	5th ave SE b/w 1st & 2nd ave	5-Jun-10	F	Driver	9:06	Other	Other	1 Minute	Parking Lot	480	Multiple Reasons	No	-	No	
464	5th ave south side b/w 2nd & 3rd st	5-Jun-10	F	Driver	10:02	1 Block	2 Blocks	< 5 Minutes	On-Street	90	Work	No	-	No	
465	5th ave b/w 1st & 2nd st	5-Jun-10	M	Driver	8:22	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	No	
466	5th ave b/w 1st & 2nd st	5-Jun-10	M	Driver	10:14	1 Block	Other	> 5 Minutes	On-Street	5	Other	No	-	No	
467	1st st b/w 4th & 5th ave	5-Jun-10	M	Driver	No Response	< 1 Block	3 Blocks	< 5 Minutes	Parking Lot	5	Other	Yes	\$1/hour	No	
468	5th ave E b/w 2nd & 3rd st	5-Jun-10	F	Driver	10:00	< 1 Block	< 1 Block	1 Minute	No Preference	240	Work	Yes	N/A	Yes	
469	5th ave b/w 1st & 2nd st	5-Jun-10	F	Driver	9:56	1 Block	< 1 Block	1 Minute	Parking Lot	480	Work	No	-	Yes	
470	2nd st b/w 5th & 6th ave	5-Jun-10	M	Driver	9:50	Other	2 Blocks	1 Minute	Parking Lot	120	Shopping	Yes	\$2/hour	No	
471	1st st south b/w 5h & 6th ave	5-Jun-10	M	Driver	10:02	< 1 Block	1 Block	1 Minute	Parking Lot	2	Other	No	-	No	
472	5th ave Parking Lot (b/w 2nd & 3rd st)	5-Jun-10	M	Driver	10:21	< 1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	N/A	No	
473	5th ave b/w 1st & 2nd st	5-Jun-10	F	Driver	10:40	2 Blocks	2 Blocks	< 5 Minutes	No Preference	30	Work	Yes	\$1/hour	Yes	
474	4th ave b/w 2nd & 1st st	5-Jun-10	M	Walked	10:29	Other	3 Blocks	< 5 Minutes	No Preference	480	Work	No	-	No	
475	2nd st b/w 4th & 5th ave	5-Jun-10	F	Walked	11:03	Other	Other	No Response	On-Street	20	Shopping	Yes	\$1/hour	Yes	
476	1st st b/w 3rd & 4th ave	5-Jun-10	M	No Response	10:55	1 Block	3 Blocks	1 Minute	No Preference	600	Work	No	-	Yes	
477	2nd st b/w 43rd & 4th ave	5-Jun-10	M	No Response	10:34	2 Blocks	Other	1 Minute	No Preference	300	Work	Yes	\$1/hour	No	
478	1st b/w 5th & 6th ave	5-Jun-10	M	No Response	12:33	1 Block	Other	< 5 Minutes	No Preference	480	Work	Yes	N/A	No	Will pay < \$0.50/hr for parking
479	2nd st b/w 5th & 6th ave	5-Jun-10	F	Driver	12:50	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	No	-	No	Plus 15 over the overpass
480	2nd st above ground parking lot	5-Jun-10	M	Driver	12:50	< 1 Block	1 Block	1 Minute	Parking Lot	540	Work	Yes	No Response	Yes	
481	5th ave E lot on 2nd & 3rd st	5-Jun-10	F	Driver	12:39	2 Blocks	3 Blocks	1 Minute	No Preference	420	Work	Yes	N/A	Yes	Will pay < \$1.00/hr for parking
482	Esplanade Main Door	5-Jun-10	No Response	No Response	13:29	< 1 Block	3 Blocks	1 Minute	Underground	480	Work	Yes	\$1/hour	No	
483	5th ave b/w 2nd & 3rd st	5-Jun-10	M	Driver	13:40	< 1 Block	3 Blocks	1 Minute	No Preference	45	Medical	Yes	\$2/hour	Yes	
484	2nd st b/w 5th & 6th ave	5-Jun-10	F	Driver	16:31	2 Blocks	3 Blocks	1 Minute	Underground	690	Work	Yes	\$2/hour	No	
485	5th ave b/w 3rd & 2nd st	5-Jun-10	No Response	No Response	16:22	< 1 Block	Other	< 5 Minutes	On-Street	45	Medical	No	-	No	
486	5th ave b/w 3rd & 2nd st	5-Jun-10	F	Driver	16:36	2 Blocks	2 Blocks	> 5 Minutes	Parking Lot	240	Work	No	-	No	Car needed for work
487	5th ave b/w 1st & 2nd st	5-Jun-10	No Response	Walked	16:45	Other	3 Blocks	> 5 Minutes	Parking Lot	180	Entertainment / Restaurant	No	-	Yes	
488	2nd st covered parking lot	5-Jun-10	M	Driver	16:07	< 1 Block	Other	1 Minute	No Preference	480	Work	Yes	\$1/hour	No	Already pays for parking
489	2nd st b/w 5th & 4th ave	5-Jun-10	F	Driver	17:50	3 Blocks	3 Blocks	No Response	On-Street	240	Medical	No	-	No	
490	2nd st & 5th ave Lot	5-Jun-10	M	No Response	17:33	3 Blocks	Other	1 Minute	Parking Lot	480	Work	Yes	\$2/hour	No	Already pays for parking
491	2nd st b/w 5th & 4th ave	5-Jun-10	F	Driver	18:03	3 Blocks	Other	No Response	Parking Lot	120	Multiple Reasons	No	-	No	

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
492	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	M	Driver	9:05	1 Block	1 Block	1 Minute	Parking Lot	5	Work	Yes	\$1/hour	Yes	
493	3rd st SE (b/w 5th & 6th ave)	12-Jun-10	M	Driver	9:16	1 Block	Other	1 Minute	On-Street	20	Shopping	No	-	Yes	
494	5th ave SE (b/w 1st & 2nd st)	12-Jun-10	F	Driver	9:29	1 Block	2 Blocks	1 Minute	On-Street	90	Other	No	-	No	
495	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	F	Passenger	9:25	1 Block	Other	< 5 Minutes	No Preference	120	Entertainment / Restaurant	No	-	Yes	
496	Thuy Tien Restaurant	12-Jun-10	F	Passenger	11:31	1 Block	Other	1 Minute	Parking Lot	480	Work	No	-	No	Has reserved parking
497	1st st SE (b/w 5th & 6th ave)	12-Jun-10	F	Passenger	12:16	1 Block	3 Blocks	1 Minute	No Preference	20	Multiple Reasons	No	-	No	
498	2nd st SE (b/w 1st & 2nd st)	12-Jun-10	F	Driver	12:35	1 Block	Other	< 5 Minutes	Parking Lot	20	Shopping	Yes	\$1/hour	Yes	
499	6th ave (b/w 1st & 2nd st)	12-Jun-10	M	Driver	12:45	1 Block	Other	< 5 Minutes	Underground	120	Entertainment / Restaurant	No	-	Yes	Walking
500	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	F	Driver	12:57	1 Block	Other	1 Minute	No Response	300	Work	No	-	Yes	
501	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	F	Passenger	13:05	1 Block	1 Block	1 Minute	Parking Lot	5	Other	No	-	No	
502	2nd st SE (b/w & 6th ave)	12-Jun-10	F	Passenger	13:30	1 Block	1 Block	1 Minute	No Preference	30	Multiple Reasons	No	-	No	
503	2nd st (b/w 5th & 6th ave)	12-Jun-10	F	Driver	13:07	1 Block	3 Blocks	< 5 Minutes	Parking Lot	20	Other	No	-	No	
504	5th ave SE (b/w 2nd & 3rd st)	12-Jun-10	M	Driver	13:50	2 Blocks	3 Blocks	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	Yes	
505	5th ave (b/w 2nd & 3rd st)	12-Jun-10	M	Driver	13:15	1 Block	1 Block	< 5 Minutes	On-Street	No Response	Shopping	Yes	\$1/hour	Yes	
506	3rd st SE (b/w 5th & 6th ave)	12-Jun-10	M	Driver	13:19	1 Block	Other	< 5 Minutes	No Preference	90	Other	Yes	\$1/hour	Yes	
507	6th ave (b/w 2nd & 3rd st)	12-Jun-10	M	Driver	13:54	2 Blocks	1 Block	1 Minute	No Preference	60	Other	Yes	\$1/hour	Yes	
508	6th ave (b/w 2nd & 3rd st)	12-Jun-10	No Response	No Response	13:55	1 Block	2 Blocks	1 Minute	Parking Lot	60	Entertainment / Restaurant	No	-	No	
509	5th ave (b/w 2nd & 3rd st)	12-Jun-10	M	Driver	14:10	1 Block	3 Blocks	> 5 Minutes	No Preference	15	Shopping	Yes	\$1/hour	Yes	
510	3rd st (b/w 5th & 6th ave)	12-Jun-10	No Response	No Response	14:15	1 Block	1 Block	1 Minute	No Preference	10	Multiple Reasons	No	-	No	
511	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	F	Passenger	15:22	1 Block	1 Block	< 5 Minutes	On-Street	120	Work	No	-	No	
512	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	M	Driver	15:27	1 Block	3 Blocks	< 5 Minutes	No Preference	15	Entertainment / Restaurant	Yes	N/A	No	Will pay \$0.50/hr for parking
513	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	F	Passenger	15:31	1 Block	3 Blocks	1 Minute	Parking Lot	30	Other	No	-	Yes	
514	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	F	Driver	15:38	1 Block	Other	1 Minute	No Preference	30	Other	Yes	\$1/hour	Yes	
515	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	F	Driver	15:40	2 Blocks	3 Blocks	1 Minute	On-Street	120	Entertainment / Restaurant	No	-	No	
516	6th ave (b/w 2nd & 3rd st)	12-Jun-10	No Response	No Response	16:23	1 Block	1 Block	1 Minute	No Preference	10	Other	No	-	No	
517	2nd st SE (b/w 5th & 6th ave)	12-Jun-10	F	Passenger	16:35	1 Block	2 Blocks	1 Minute	On-Street	20	Work	No	-	Yes	
518	1st st (b/w 4th & 5th ave)	12-Jun-10	M	Driver	16:45	2 Blocks	2 Blocks	< 5 Minutes	Underground	60	Entertainment / Restaurant	No	-	Yes	Need bike racks
519	3rd st (b/w 5th & 6th ave)	3-Sep-01	No Response	No Response	16:45	1 Block	Other	1 Minute	Parking Lot	60	Entertainment / Restaurant	No	-	No	
520	1st st south side	12-Jun-10	M	Driver	10:04	1 Block	3 Blocks	1 Minute	Parking Lot	90	Other	No	-	Yes	
521	1st st north side	12-Jun-10	No Response	No Response	10:06	1 Block	2 Blocks	1 Minute	On-Street	120	Shopping	Yes	\$1/hour	Yes	
522	3rd st north side	12-Jun-10	F	Driver	12:10	1 Block	2 Blocks	1 Minute	No Response	60	Shopping	No	-	No	
523	3rd st south side	12-Jun-10	F	Driver	12:12	2 Blocks	3 Blocks	< 5 Minutes	No Response	30	Entertainment / Restaurant	No	-	Yes	
524	1st st north side	12-Jun-10	M	Driver	12:40	3 Blocks	Other	1 Minute	On-Street	180	Shopping	No	-	Yes	
525	3rd st south side	12-Jun-10	F	Driver	12:44	1 Block	1 Block	1 Minute	On-Street	240	Work	Yes	\$1/hour	Yes	
526	3rd st south side	12-Jun-10	F	Driver	14:35	2 Blocks	3 Blocks	< 5 Minutes	On-Street	120	Shopping	No	-	Yes	
527	3rd st north side	12-Jun-10	F	Driver	8:52	1 Block	Other	1 Minute	On-Street	5	Other	Yes	\$2/hour	No	
528	3rd st north side	12-Jun-10	F	Driver	8:53	Other	Other	1 Minute	On-Street	30	Other	Yes	\$1/hour	No	
529	3rd st south side	12-Jun-10	M	Driver	9:00	1 Block	2 Blocks	1 Minute	No Preference	5	Other	No	-	Yes	
530	3rd st east side	12-Jun-10	F	Driver	9:01	< 1 Block	Other	1 Minute	No Preference	20	Work	No	-	Yes	Bike
531	3rd st south side	12-Jun-10	F	Driver	9:05	1 Block	Other	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	Yes	Bicycle
532	3rd st south side	12-Jun-10	M	Driver	9:07	< 1 Block	2 Blocks	1 Minute	No Preference	15	Entertainment / Restaurant	No	-	No	
533	3rd st east side	12-Jun-10	M	Driver	9:09	2 Blocks	< 1 Block	1 Minute	On-Street	40	Work	Yes	\$1/hour	No	
534	3rd st south side	12-Jun-10	M	Driver	9:14	2 Blocks	1 Block	1 Minute	No Preference	30	Other	No	-	Yes	
535	3rd st south side	12-Jun-10	M	No Response	9:16	1 Block	1 Block	1 Minute	No Preference	10	Entertainment / Restaurant	No	-	No	
536	5th Railway st south side	12-Jun-10	F	Driver	9:25	< 1 Block	1 Block	1 Minute	Parking Lot	480	Work	No	-	No	
537	3rd st east side	12-Jun-10	M	Driver	9:30	< 1 Block	1 Block	1 Minute	On-Street	10	Other	Yes	\$1/hour	Yes	
538	3rd st east side	12-Jun-10	M	Driver	9:33	1 Block	3 Blocks	1 Minute	On-Street	2	Other	Yes	\$1/hour	No	
539	2nd st south side	12-Jun-10	M	Driver	9:42	1 Block	1 Block	1 Minute	On-Street	480	Entertainment / Restaurant	Yes	\$1/hour	Yes	Bicycle
540	3rd st east side	12-Jun-10	M	Driver	9:56	1 Block	other	1 Minute	On-Street	120	Entertainment / Restaurant	Yes	\$1/hour	Yes	
541	2nd st west side	12-Jun-10	M	Driver	10:30	1 Block	2 Blocks	1 Minute	On-Street	60	Entertainment / Restaurant	No	-	Yes	
542	2nd st west side	12-Jun-10	F	No Response	10:32	1 Block	2 Blocks	1 Minute	Parking Lot	60	Entertainment / Restaurant	No	-	No	
543	Railway Lot	12-Jun-10	F	Driver	10:45	3 Blocks	3 Blocks	1 Minute	Parking Lot	60	Entertainment / Restaurant	No	-	Yes	
544	2nd st south side (behind Greyhound)	12-Jun-10	F	Driver	10:43	1 Block	2 Blocks	1 Minute	Parking Lot	30	Work	No	-	No	
545	4th st south side	12-Jun-10	F	Driver	13:05	2 Blocks	3 Blocks	< 5 Minutes	No Preference	60	Entertainment / Restaurant	Yes	\$1/hour	Yes	
546	Prickley Pear Café	12-Jun-10	F	Driver	13:35	1 Block	2 Blocks	1 Minute	No Preference	30	Entertainment / Restaurant	No	-	No	
547	1st north side	12-Jun-10	F	Driver	13:40	3 Blocks	3 Blocks	< 5 Minutes	Parking Lot	60	Entertainment / Restaurant	No	-	No	
548	4th ave east side	12-Jun-10	F	Driver	14:39	1 Block	1 Block	1 Minute	Parking Lot	20	Entertainment / Restaurant	No	-	No	
549	Library	12-Jun-10	M	Driver	14:48	< 1 Block	2 Blocks	1 Minute	Parking Lot	120	Entertainment / Restaurant	No	-	Yes	
550	3rd st west side	12-Jun-10	F	Driver	14:50	2 Blocks	Other	1 Minute	On-Street	15	Other	No	-	Yes	
551	3rd st east side	12-Jun-10	F	No Response	14:55	2 Blocks	2 Blocks	1 Minute	Parking Lot	10	Other	Yes	\$1/hour	No	
552	3rd st south side	12-Jun-10	M	No Response	14:58	1 Block	1 Block	1 Minute	No Preference	45	Other	No	-	Yes	
553	5th Railway	12-Jun-10	M	Driver	15:10	3 Blocks	Other	1 Minute	No Preference	180	Other	Yes	\$1/hour	Yes	
554	Behind CIBC	12-Jun-10	M	Driver	15:30	1 Block	Other	1 Minute	Parking Lot	15	Other	Yes	\$2/hour	No	
555	No Response	No Response	M	Driver	No Response	< 1 Block	2 Blocks	1 Minute	On-Street	30	Shopping	Yes	\$1/hour	Yes	
556	5th Railway Lot	12-Jun-10	F	Driver	16:19	1 Block	1 Block	1 Minute	Parking Lot	420	Work	No	-	No	
557	3rd st south side	12-Jun-10	M	Driver	16:25	2 Blocks	2 Blocks	< 5 Minutes	On-Street	60	Shopping	No	-	No	
558	Behind RBC Lot	12-Jun-10	No Response	No Response	No Response	1 Block	1 Block	> 5 Minutes	Parking Lot	15	Work	No	-	No	
559	3rd st north side	12-Jun-10	No Response	No Response	16:32	< 1 Block	Other	> 5 Minutes	On-Street	45	Shopping	No	-	No	
560	3rd st south side	12-Jun-10	F	Passenger	16:35	< 1 Block	2 Blocks	1 Minute	Parking Lot	2	Other	No	-	No	
561	3rd st SE	12-Jun-10	M	Driver	9:05	1 Block	1 Block	1 Minute	On-Street	30	Entertainment / Restaurant	Yes	\$1/hour	No	
562	6th ave	12-Jun-10	No Response	Driver	9:10	3 Blocks	1 Block	1 Minute	On-Street	90	Other	No	-	No	
563	2nd st SE	12-Jun-10	No Response	No Response	9:20	1 Block	3 Blocks	1 Minute	Parking Lot	120	Entertainment / Restaurant	Yes	\$1/hour	Yes	
564	5th ave SE	12-Jun-10	No Response	No Response	9:40	1 Block	2 Blocks	1 Minute	On-Street	No Response	Entertainment / Restaurant	No	-	No	
565	Tim Horton's Parking Lot	12-Jun-10	No Response	No Response	9:32	1 Block	1 Block	1 Minute	Parking Lot	30	Entertainment / Restaurant	No	-	No	
566	3rd st SE & 5th ave SW	12-Jun-10	No Response	No Response	9:35	1 Block	2 Blocks	1 Minute	Parking Lot	480	Work	No	-	No	
567	400 Block 4th st SE	12-Jun-10	M	Driver	9:41	2 Blocks	2 Blocks	1 Minute	On-Street	180	Other	Yes	\$1/hour	Yes	
568	400 Block 3rd st SE	12-Jun-10	No Response	Driver	9:46	1 Block	1 Block	1 Minute	No Preference	30	Entertainment / Restaurant	No	-	No	
569	500 Block	12-Jun-10	F	Driver	9:52	1 Block	2 Blocks	1 Minute	No Preference	15	Entertainment / Restaurant	Yes	\$1/hour	No	
570	4th st SE & 6th ave SE	12-Jun-10	No Response	No Response	9:57	1 Block	3 Blocks	1 Minute	On-Street	20	Shopping	Yes	\$1/hour	No	
571	600 Block 3rd st SE	12-Jun-10	M	Driver	10:36	2 Blocks	2 Blocks	1 Minute	On-Street	120	Shopping	No	-	No	
572	1st st SE & 6th ave SE	12-Jun-10	F	Driver	10:46	1 Block	3 Blocks	1 Minute	Parking Lot	180	Other	No	-	No	
573	600 Block 3rd st SE	12-Jun-10	No Response	No Response	10:38	3 Blocks	1 Block	1 Minute	Parkade	20	Shopping	Yes	\$1/hour	No	

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
574	500 Block 3rd st SE	12-Jun-10	M	Driver	10:52	1 Block	1 Block	1 Minute	Underground	360	Work	Yes	\$2/hour	Yes	
575	3rd st SE 500 Block	12-Jun-10	F	Passenger	10:55	2 Blocks	1 Block	1 Minute	On-Street	10	Entertainment / Restaurant	No	-	No	
576	500 Block 4th st SE	12-Jun-10	M	Driver	11:44	1 Block	1 Block	1 Minute	Parking Lot	480	Work	Yes	\$1/hour	Yes	
577	500 Block 4th st SE	12-Jun-10	F	Passenger	11:42	2 Blocks	2 Blocks	1 Minute	On-Street	120	Other	No	-	No	
578	300 Block 6th ave SE	12-Jun-10	F	Driver	11:50	1 Block	2 Blocks	1 Minute	On-Street	10	Other	No	-	No	
579	600 Block 2nd st SE	12-Jun-10	M	Driver	11:55	1 Block	1 Block	1 Minute	On-Street	10	Other	Yes	\$2/hour	Yes	
580	500 Block 2nd st SE	12-Jun-10	M	Driver	12:01	1 Block	1 Block	1 Minute	On-Street	5	Other	Yes	\$1/hour	No	
581	Corner 3rd st SE & 6th ave SE	12-Jun-10	M	Driver	10:34	1 Block	3 Blocks	1 Minute	Parking Lot	5	Other	No	-	No	
582	500 Block 1st st SE	12-Jun-10	M	Driver	12:07	1 Block	1 Block	1 Minute	On-Street	1	Other	No	-	No	
583	400 Block 1st st SE	12-Jun-10	M	Driver	12:10	2 Blocks	1 Block	1 Minute	No Preference	30	Other	No	-	No	
584	400 Block 1st st SE	12-Jun-10	F	Driver	No Response	1 Block	2 Blocks	1 Minute	Underground	90	Entertainment / Restaurant	Yes	\$1/hour	No	
585	Library Parking Lot	12-Jun-10	M	Passenger	12:13	< 1 Block	1 Block	1 Minute	Parking Lot	5	Other	No	-	No	
586	400 Block 1st st SE	12-Jun-10	No Response	No Response	12:16	1 Block	2 Blocks	1 Minute	Parking Lot	120	Medical	Yes	\$2/hour	Yes	
587	400 Block 1st st SE	12-Jun-10	M	Driver	12:19	< 1 Block	Other	1 Minute	No Preference	60	Entertainment / Restaurant	Yes	More	Yes	Will pay \$10/hr for parking
588	500 Block 1st st SE	12-Jun-10	M	No Response	12:22	< 1 Block	2 Blocks	1 Minute	On-Street	180	Work	Yes	\$2/hour	Yes	
589	600 Block 2nd st SE	12-Jun-10	M	Driver	12:30	1 Block	2 Blocks	1 Minute	On-Street	60	Shopping	Yes	\$2/hour	Yes	
590	600 Block 2nd st SE	12-Jun-10	M	Driver	12:32	1 Block	1 Block	1 Minute	On-Street	5	Entertainment / Restaurant	No	-	Yes	
591	Esplanade Parking Lot	12-Jun-10	F	Driver	12:41	1 Block	2 Blocks	1 Minute	No Preference	2	Other	Yes	\$1/hour	Yes	
592	Esplanade Parking Lot	12-Jun-10	F	No Response	12:42	1 Block	2 Blocks	1 Minute	On-Street	210	Entertainment / Restaurant	Yes	\$1/hour	Yes	
593	500 Block 2nd st SE	12-Jun-10	No Response	No Response	12:56	< 1 Block	1 Block	1 Minute	No Preference	No Response	Work	Yes	\$1/hour	Yes	
594	500 Block 2nd st SE	12-Jun-10	M	Driver	12:50	< 1 Block	2 Blocks	1 Minute	On-Street	No Response	Work	Yes	\$1/hour	No	
595	South Railway st & 3rd st SE	12-Jun-10	F	Driver	13:55	1 Block	2 Blocks	1 Minute	On-Street	10	Shopping	No	-	No	
596	600 Block 3rd st SE	12-Jun-10	F	Driver	13:04	1 Block	3 Blocks	1 Minute	No Preference	45	Other	Yes	\$1/hour	Yes	
597	500 Block 3rd st SE	12-Jun-10	F	Driver	13:13	1 Block	Other	1 Minute	No Preference	120	Entertainment / Restaurant	No	-	No	
598	600 3rd st SE	12-Jun-10	F	Driver	13:08	< 1 Block	2 Blocks	1 Minute	Underground	5	Other	No	-	No	
599	6th ave SE	12-Jun-10	M	Driver	13:10	< 1 Block	1 Block	1 Minute	Underground	5	Entertainment / Restaurant	No	-	No	
600	400 3rd st Se	12-Jun-10	F	Driver	13:23	1 Block	2 Blocks	1 Minute	Parking Lot	1	Other	Yes	\$1/hour	Yes	
601	400 Block 3rd st SE	12-Jun-10	M	No Response	13:26	1 Block	1 Block	1 Minute	On-Street	30	Shopping	No	-	No	
602	400 Block 3rd st SE	12-Jun-10	No Response	No Response	13:30	1 Block	1 Block	1 Minute	On-Street	60	Shopping	No	-	No	Prkin
603	500 Block 3rd st SE	12-Jun-10	F	No Response	13:19	1 Block	3 Blocks	1 Minute	On-Street	120	Shopping	Yes	\$1/hour	No	
604	500 Block 3rd st SE	12-Jun-10	M	Driver	13:32	2 Blocks	1 Block	1 Minute	On-Street	60	Shopping	No	-	No	
605	600 Block 3rd st SE	12-Jun-10	M	Driver	13:36	1 Block	2 Blocks	1 Minute	On-Street	120	Work	Yes	\$2/hour	No	
606	South Railway st	12-Jun-10	M	Driver	13:40	1 Block	1 Block	1 Minute	Parking Lot	30	Entertainment / Restaurant	Yes	\$1/hour	Yes	
607	500 Block 4th st SE	12-Jun-10	F	Driver	13:43	1 Block	1 Block	1 Minute	On-Street	60	Work	Yes	\$1/hour	Yes	
608	600 Block 1st st SE	12-Jun-10	M	Driver	13:50	1 Block	1 Block	< 5 Minutes	Parking Lot	5	Other	Yes	\$1/hour	No	
609	1st st SE 500 Block	12-Jun-10	F	Passenger	13:55	2 Blocks	2 Blocks	< 5 Minutes	On-Street	60	Shopping	No	-	No	
610	500 Block 3rd st SE	12-Jun-10	M	Driver	15:30	1 Block	3 Blocks	1 Minute	On-Street	30	Shopping	No	-	No	
611	600 Block 3rd st SE	12-Jun-10	F	Driver	15:34	1 Block	3 Blocks	1 Minute	Parking Lot	60	Shopping	No	-	Yes	
612	600 Block 3rd st SE	12-Jun-10	M	Driver	15:36	2 Blocks	3 Blocks	1 Minute	On-Street	40	Shopping	No	-	No	
613	600 Block 3rd st SE	12-Jun-10	F	Passenger	15:38	1 Block	1 Block	1 Minute	On-Street	30	Shopping	No	-	No	
614	500 Block 3rd st SE	12-Jun-10	M	Driver	15:38	2 Blocks	1 Block	1 Minute	On-Street	60	Shopping	No	-	No	
615	400 Block 3rd st SE	12-Jun-10	F	Driver	16:18	1 Block	1 Block	1 Minute	On-Street	60	Shopping	No	-	No	
616	6th ave SE & 3rd st SE	12-Jun-10	No Response	No Response	15:45	1 Block	3 Blocks	1 Minute	On-Street	5	Other	No	-	No	
617	4th ave SE	12-Jun-10	F	Driver	15:56	1 Block	2 Blocks	1 Minute	Parking Lot	180	Entertainment / Restaurant	Yes	\$1/hour	No	
618	2nd st SE	12-Jun-10	M	Driver	15:58	1 Block	1 Block	1 Minute	On-Street	5	Other	No	-	No	
619	200 Block 5th ave SE	12-Jun-10	No Response	No Response	16:07	1 Block	1 Block	1 Minute	On-Street	5	Other	No	-	No	
620	400 Block 3rd st SE	12-Jun-10	No Response	No Response	16:11	1 Block	2 Blocks	1 Minute	On-Street	60	Shopping	No	-	No	
621	400 3rd st SE	12-Jun-10	M	Driver	16:14	1 Block	1 Block	1 Minute	On-Street	120	Shopping	No	-	No	
622	500 Block 3rd st SE	12-Jun-10	M	Driver	16:23	1 Block	1 Block	1 Minute	On-Street	480	Work	No	-	No	
623	500 Block 3rd st SE	12-Jun-10	M	Driver	16:32	1 Block	Other	1 Minute	On-Street	75	Multiple Reasons	Yes	\$1/hour	No	
624	500 Block 3rd st SE	12-Jun-10	F	Driver	16:35	2 Blocks	Other	< 5 Minutes	Parking Lot	30	Entertainment / Restaurant	No	-	Yes	
625	500 Block 3rd st SE	12-Jun-10	No Response	No Response	16:38	1 Block	1 Block	1 Minute	On-Street	30	Multiple Reasons	No	-	No	
626	400 Block 3rd st SE	12-Jun-10	No Response	No Response	16:45	1 Block	1 Block	1 Minute	On-Street	60	Shopping	No	-	Yes	
627	500 Block 3rd st SE	12-Jun-10	M	Driver	14:12	1 Block	2 Blocks	1 Minute	On-Street	90	Entertainment / Restaurant	Yes	\$1/hour	Yes	
628	400 Block 3rd st SE	12-Jun-10	M	Driver	14:15	1 Block	Other	1 Minute	On-Street	30	Other	No	-	No	
629	400 Block 3rd st SE	12-Jun-10	F	Driver	14:16	1 Block	3 Blocks	1 Minute	No Preference	No Response	Shopping	No	-	Yes	
630	4th ave SE	12-Jun-10	M	Driver	14:18	1 Block	Other	< 5 Minutes	No Preference	120	Shopping	Yes	\$3/hour	No	
631	500 Block 2nd st SE	12-Jun-10	F	Driver	14:30	2 Blocks	2 Blocks	> 5 Minutes	No Preference	60	Other	No	-	Yes	
632	500 Block 2nd st SE	12-Jun-10	F	Passenger	14:33	Other	2 Blocks	1 Minute	No Preference	10	Other	No	-	Yes	
633	400 Block 3rd st SE	12-Jun-10	F	Passenger	15:00	1 Block	2 Blocks	< 5 Minutes	No Preference	30	Shopping	No	-	No	
634	400 Block 3rd st SE	12-Jun-10	M	Driver	15:03	1 Block	2 Blocks	1 Minute	No Preference	5	Other	No	-	No	
635	200 Block 5th ave SE	12-Jun-10	M	Driver	15:07	1 Block	2 Blocks	1 Minute	On-Street	5	Shopping	No	-	No	
636	400 Block 2nd st SE	12-Jun-10	F	Driver	15:09	1 Block	2 Blocks	< 5 Minutes	Parking Lot	120	Shopping	No	-	Yes	
637	400 Block 2nd st SE	12-Jun-10	M	Driver	15:15	1 Block	Other	1 Minute	No Preference	240	Entertainment / Restaurant	No	-	No	
638	400 Block 2nd st SE	12-Jun-10	M	Driver	15:15	1 Block	Other	1 Minute	No Preference	240	Entertainment / Restaurant	No	-	No	
639	400 Block 3rd st SE	12-Jun-10	F	Driver	15:16	1 Block	1 Block	1 Minute	On-Street	60	Shopping	No	-	No	
640	400 Block 3rd st SE	12-Jun-10	M	Driver	15:15	3 Blocks	2 Blocks	1 Minute	On-Street	60	Shopping	No	-	Yes	
641	400 Block 3rd st SE	12-Jun-10	M	Driver	15:17	3 Blocks	2 Blocks	1 Minute	No Preference	60	Shopping	No	-	No	
642	400 Block 3rd st SE	12-Jun-10	F	Passenger	15:21	1 Block	2 Blocks	1 Minute	On-Street	60	Shopping	Yes	\$1/hour	Yes	
643	400 Block 3rd st SE	12-Jun-10	M	Driver	15:23	1 Block	Other	1 Minute	Parking Lot	20	Other	Yes	\$2/hour	Yes	
644	400 Block 3rd st SE	12-Jun-10	M	Driver	15:24	Other	Other	1 Minute	On-Street	120	Shopping	No	-	No	
645	500 Block 3rd st SE	12-Jun-10	F	Driver	14:10	1 Block	1 Block	1 Minute	On-Street	45	Entertainment / Restaurant	No	-	No	
C1	n/a	n/a	n/a	n/a	n/a	< 1 Block	< 1 Block	< 5 Minutes	No Preference	30	Multiple Reasons	No	-	Yes	

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
C2						1 Block	< 1 Block	1 Minute	Parkade	480	Work	Yes	\$2/hour	No	
C3						2 Blocks	2 Blocks	> 5 Minutes	No Preference	No Response	Multiple Reasons	No	-	No	
C5						2 Blocks	2 Blocks	< 5 Minutes	No Preference	45	Multiple Reasons	Yes	\$2/hour	No	
C4						2 Blocks	2 Blocks	> 5 Minutes	No Preference	30	No Response	Yes	\$1/hour	No Response	
C6						1 Block	1 Block	< 5 Minutes	On-Street	45	Multiple Reasons	No	-	No	
C7						2 Blocks	2 Blocks	> 5 Minutes	No Preference	20	Shopping	No	-	No	
C8						2 Blocks	2 Blocks	> 5 Minutes	No Preference	30	Multiple Reasons	No	-	Yes	
C9						< 1 Block	< 1 Block	< 5 Minutes	On-Street	15	Shopping	No	-	No	
C10						1 Block	1 Block	> 5 Minutes	Parking Lot	20	Other	No	-	No	
C11						< 1 Block	< 1 Block	> 5 Minutes	No Preference	15	Other	No	-	No	
C12						2 Blocks	3 Blocks	< 5 Minutes	Parking Lot	30	Shopping	No	-	No	
C13						2 Blocks	2 Blocks	> 5 Minutes	No Preference	60	Multiple Reasons	No	-	No	
C14						1 Block	2 Blocks	< 5 Minutes	On-Street	30	Multiple Reasons	No	-	Yes	
C15						1 Block	1 Block	> 5 Minutes	No Preference	480	Multiple Reasons	No	-	No	
C16						1 Block	2 Blocks	> 5 Minutes	Parking Lot	25	Multiple Reasons	No	-	No	
C17						1 Block	1 Block	1 Minute	On-Street	60	Multiple Reasons	No	-	Yes	
C18						2 Blocks	2 Blocks	< 5 Minutes	No Preference	120	Multiple Reasons	No	-	No	
C19						1 Block	1 Block	> 5 Minutes	On-Street	60	Multiple Reasons	Yes	\$2/hour	Yes	
C20						3 Blocks	3 Blocks	< 5 Minutes	On-Street	60	Multiple Reasons	Yes	\$1/hour	No	
C21						Other	Other	> 5 Minutes	No Preference	60	Multiple Reasons	Yes	\$2/hour	Yes	
C22						2 Blocks	2 Blocks	< 5 Minutes	Parkade	60	Multiple Reasons	Yes	\$2/hour	Yes	
C23						< 1 Block	< 1 Block	> 5 Minutes	No Preference	240	Multiple Reasons	No	-	No	
C24						2 Blocks	2 Blocks	< 5 Minutes	No Preference	10	Multiple Reasons	No	-	No	
C25						1 Block	1 Block	1 Minute	On-Street	15	Work	No	-	No	
C26						2 Blocks	2 Blocks	< 5 Minutes	No Preference	240	Multiple Reasons	No	-	Yes	
C27						1 Block	< 1 Block	> 5 Minutes	No Preference	60	Multiple Reasons	Yes	\$1/hour	No	
C28						1 Block	< 1 Block	> 5 Minutes	No Preference	60	Multiple Reasons	Yes	\$1/hour	No	
C29						2 Blocks	2 Blocks	> 5 Minutes	On-Street	20	Multiple Reasons	Yes	\$2/hour	Yes	
C30						1 Block	1 Block	< 5 Minutes	No Preference	30	Multiple Reasons	Yes	\$2/hour	Yes	
C31						1 Block	1 Block	> 5 Minutes	No Preference	60	Multiple Reasons	No	-	No	
C32						1 Block	1 Block	< 5 Minutes	No Preference	30	Shopping	No	-	Yes	
C33						3 Blocks	2 Blocks	< 5 Minutes	No Preference	No Response	Multiple Reasons	No	-	No	
C34						2 Blocks	2 Blocks	1 Minute	Parkade	30	Multiple Reasons	Yes	\$2/hour	No	
C35						< 1 Block	< 1 Block	< 5 Minutes	On-Street	45	Multiple Reasons	No	-	No	
C36						1 Block	1 Block	> 5 Minutes	No Preference	15	Other	No	-	No	
C37						1 Block	1 Block	< 5 Minutes	On-Street	45	Multiple Reasons	Yes	\$1/hour	No	
C38						1 Block	1 Block	> 5 Minutes	Parking Lot	15	Other	No	-	No	
C39						1 Block	1 Block	> 5 Minutes	On-Street	75	Multiple Reasons	Yes	\$1/hour	Yes	
C40						1 Block	1 Block	< 5 Minutes	Parking Lot	120	Multiple Reasons	Yes	\$1/hour	No	
C41						2 Blocks	2 Blocks	< 5 Minutes	Parking Lot	30	Other	No	-	No	
C42						2 Blocks	2 Blocks	> 5 Minutes	No Preference	30	Multiple Reasons	No	-	No	
C43						1 Block	1 Block	< 5 Minutes	On-Street	120	Shopping	No	-	No	
C44						< 1 Block	< 1 Block	< 5 Minutes	On-Street	540	Multiple Reasons	Yes	\$1/hour	No	
C45						2 Blocks	2 Blocks	> 5 Minutes	No Preference	No Response	Work	No	-	No	
C46						2 Blocks	2 Blocks	< 5 Minutes	No Preference	60	Multiple Reasons	Yes	\$1/hour	No	
C47						< 1 Block	< 1 Block	> 5 Minutes	No Response	30	Multiple Reasons	No	-	No	
C48						Other	Other	1 Minute	No Preference	480	Multiple Reasons	No	-	Yes	
C49						3 Blocks	3 Blocks	< 5 Minutes	On-Street	60	Multiple Reasons	No	-	Yes	
C50						< 1 Block	< 1 Block	> 5 Minutes	No Preference	45	Multiple Reasons	Yes	\$1/hour	No	
C51						3 Blocks	3 Blocks	1 Minute	No Preference	15	Multiple Reasons	No	-	Yes	
C52						2 Blocks	2 Blocks	< 5 Minutes	No Preference	480	Multiple Reasons	Yes	\$1/hour	No	
C53						2 Blocks	2 Blocks	> 5 Minutes	On-Street	30	Multiple Reasons	No	-	No	
C54						1 Block	1 Block	< 5 Minutes	On-Street	25	Shopping	Yes	\$1/hour	No	
C55						2 Blocks	2 Blocks	< 5 Minutes	On-Street	5	Multiple Reasons	Yes	\$2/hour	Yes	
C56						2 Blocks	3 Blocks	< 5 Minutes	On-Street	10	Multiple Reasons	No	-	No	
C57						2 Blocks	1 Block	> 5 Minutes	On-Street	480	Work	No	-	No Response	
C58						1 Block	1 Block	< 5 Minutes	Parking Lot	25	Multiple Reasons	No	-	No	
C59						1 Block	2 Blocks	> 5 Minutes	No Preference	15	Multiple Reasons	Yes	\$1/hour	No	
C60						2 Blocks	2 Blocks	< 5 Minutes	Parkade	20	Entertainment / Restaurant	Yes	\$1/hour	No	
C61						2 Blocks	2 Blocks	< 5 Minutes	On-Street	45	Multiple Reasons	Yes	\$1/hour	No	
C62						< 1 Block	< 1 Block	< 5 Minutes	On-Street	45	Other	No	-	No	
C63						1 Block	1 Block	< 5 Minutes	On-Street	No Response	Multiple Reasons	Yes	\$1/hour	No	
C64						3 Blocks	3 Blocks	> 5 Minutes	No Preference	60	Multiple Reasons	No	-	No	
C65						Other	Other	1 Minute	On-Street	50	Multiple Reasons	No	-	Yes	
C66						1 Block	1 Block	< 5 Minutes	On-Street	60	Multiple Reasons	No	-	Yes	
C67						< 1 Block	< 1 Block	> 5 Minutes	On-Street	90	Other	No	-	No	
C68						1 Block	1 Block	> 5 Minutes	On-Street	75	Shopping	No	-	No	
C69						1 Block	< 1 Block	> 5 Minutes	On-Street	30	Multiple Reasons	Yes	\$1/hour	Yes	
C70						1 Block	1 Block	< 5 Minutes	No Preference	60	Multiple Reasons	No	-	Yes	
C71						2 Blocks	3 Blocks	< 5 Minutes	Parkade	60	Multiple Reasons	No	-	No	
C72						1 Block	1 Block	< 5 Minutes	On-Street	45	Multiple Reasons	Yes	\$2/hour	No	
C73						3 Blocks	3 Blocks	< 5 Minutes	On-Street	30	Other	No	-	Yes	
C74						1 Block	1 Block	> 5 Minutes	On-Street	120	Multiple Reasons	No	-	No	
C75						2 Blocks	2 Blocks	> 5 Minutes	Parking Lot	60	Multiple Reasons	No	-	No	
C76						2 Blocks	2 Blocks	< 5 Minutes	On-Street	60	Multiple Reasons	Yes	\$2/hour	No	
C77						2 Blocks	2 Blocks	< 5 Minutes	No Preference	20	Multiple Reasons	No	-	No	
C78						1 Block	1 Block	< 5 Minutes	On-Street	10	Multiple Reasons	No	-	No	
C79						2 Blocks	Other	1 Minute	On-Street	240	Work	No	-	No	
C80						< 1 Block	< 1 Block	< 5 Minutes	No Preference	90	Multiple Reasons	No	-	No	
C81						< 1 Block	< 1 Block	< 5 Minutes	No Preference	30	Multiple Reasons	Yes	\$1/hour	No	
C82						1 Block	1 Block	> 5 Minutes	Underground	480	Work	Yes	\$1/hour	Yes	

Parking Survey Questionnaire Responses
- Completed by ME2 in June

Survey	Location	Date	Sex	Driver/Passenger	Time	1) How far from your destination did you park?	2) How far are you willing to walk from where you park to your destination?	3) How long did it take to find your parking spot?	4) Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?	5) How long did you / will you be parked for? (in minutes)	6) What was your reason for parking today?	7a) Are you willing to pay for parking?	7b) If so, how much?	8) Would you consider using an alternative mode of transportation to the downtown such as transit, bicycle, carpool or taxi, if available?	Comments
C83						Other	Other	< 5 Minutes	No Preference	15	Multiple Reasons	No	-	Yes	
C84						3 Blocks	3 Blocks	< 5 Minutes	No Preference	250	Multiple Reasons	Yes	\$2/hour	Yes	
C85						2 Blocks	2 Blocks	> 5 Minutes	Parkade	45	Multiple Reasons	Yes	\$3/hour	No	
C86						1 Block	Other	1 Minute	No Preference	10	Shopping	No	-	No	
C87						2 Blocks	3 Blocks	< 5 Minutes	On-Street	60	Multiple Reasons	No	-	No	
C88						< 1 Block	1 Block	> 5 Minutes	No Preference	480	Multiple Reasons	No	-	No	
C89						2 Blocks	2 Blocks	< 5 Minutes	On-Street	560	Multiple Reasons	Yes	\$1/hour	No	
C90						2 Blocks	2 Blocks	1 Minute	Parking Lot	75	Multiple Reasons	No	-	No	
C91						3 Blocks	3 Blocks	< 5 Minutes	No Preference	60	Multiple Reasons	Yes	\$2/hour	No	
C92						1 Block	1 Block	< 5 Minutes	No Preference	10	Entertainment / Restaurant	No	-	No	
C93						2 Blocks	2 Blocks	< 5 Minutes	No Preference	30	Multiple Reasons	No	-	No	
C94						3 Blocks	Other	1 Minute	No Preference	15	Multiple Reasons	Yes	\$1/hour	Yes	
C95						3 Blocks	Other	1 Minute	No Preference	30	Other	Yes	\$2/hour	No	
C96						2 Blocks	2 Blocks	< 5 Minutes	On-Street	60	Other	Yes	\$3/hour	No	

Appendix C –Parking Interview Analysis & Summary

As part of the Downtown Parking Study, commuters within the Downtown were interviewed and asked the following questions.

- How far from your destination did you park?
- How far are you willing to walk from where you park to your destination?
- How long did it take to find your parking spot?
- Do you prefer a parking lot, parkade, underground, on-street parking, or no preference?
- How long did you/will you be parked for?
- What was your reason for parking today?
- Are you willing to pay for parking? If so, how much?
- Would you consider using an alternative mode of transportation to the Downtown, such as transit, bicycle, carpool, or taxi, if available?

When interviews could not be completed, a card was given to individuals directing them to the City's website where their responses could be submitted. A total of 741 interviews were conducted; 645 in the field and 96 on the City's website.

Tables C.1 through C.9 summarize the responses obtained from the parking interviews.

Table C.1
Question 1: How Far From Your Destination Did You Park?

Answer	Number of Response	Percentage of Total
< 1 Block	112	15.1%
1 Block	396	53.4%
2 Blocks	129	17.4%
3 Blocks	40	5.4%
Other	63	8.5%
No Response	1	0.1%
Total	741	100.0%

Currently, 68.5% of commuters park within 1 block of their destination and an additional 17.4% park within 2 blocks of their destination.

Table C.2
Question 2: How Far Are You Willing to Walk From Where You Park to Your Destination?

Answer	Number of Response	Percentage of Total
< 1 Block	35	4.7%
1 Block	248	33.5%
2 Blocks	211	28.5%
3 Blocks	126	17.0%
Other	119	16.1%
No Response	2	0.3%

Total	741	100.0%
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The majority of commuters are only willing to park within 2 blocks, or less, of their destination. 4.7% indicated they are willing to park less than 1 block from their destination, 33.5% indicated they are willing to park within 1 block and 28.5% indicated they are willing to park within 2 blocks.

Table C.3
Question 3: How Long Did it Take to Find Your Parking Spot?

Answer	Number of Response	Percentage of Total
1 Minute	474	64.0%
< 5 Minutes	175	23.6%
> 5 Minutes	84	11.3%
No Response	8	1.1%
Total	741	100.0%

The majority of commuters (64.0%) found a parking spot within 1 minute in the Downtown.

Table C.4
Question 4: Do You Prefer a Parking Lot, Parkade, Underground, On-Street Parking, or No Preference?

Answer	Number of Response	Percentage of Total
On-Street	261	35.2%
Parkade	23	3.1%
Parking Lot	221	29.8%
Underground	20	2.7%
No Preference	203	27.4%
No Response	13	1.8%
Total	741	100.0%

The two preferred parking facility types are on-street (35.2%) and parking or surface lots (29.8%).

Table C.5
Question 5: How Long Did You/Will You Be Parked For?

Answer	Number of Response	Percentage of Total
0 to <0.5 Hours	168	22.7%
0.5 - <1.0 Hours	104	14.0%
1.0 - <2.0 Hours	162	21.9%
2.0 - <3.0 Hours	77	10.4%
3.0 - <4.0 Hours	20	2.7%
4.0 - <5.0 Hours	23	3.1%
5.0 - <6.0 Hours	8	1.1%
6.0 - <7.0 Hours	6	0.8%
7.0 - <8.0 Hours	10	1.3%
>8.0 Hours	149	20.1%
n/a	2	0.3%
No Response	11	1.5%
Unsure	1	0.1%
Total	741	100.0%

The majority of commuters park for a duration of less than 2 hours (58.6%). Of that majority, 22.7% park for a duration of less than half of an hour, 14.0% park for a duration between a half hour and 1 hour, and 21.9% park for a duration between 1 hour and 2 hours.

Table C.6
Question 6a: What Was Your Reason for Parking Today?

Answer	Number of Response	Percentage of Total
Entertainment/ Restaurant	186	21.1%
Medical	42	4.8%
Shopping	169	19.1%
Work	274	31.1%
Other	210	23.8%
No Response	1	0.1%
Total	882	100.0%

The primary reason for parking Downtown was for work (31.1%), followed by other (23.8%), and entertainment/restaurants (21.1%).

Table C.7
Question 7a: Are You Willing to Pay for Parking?

Answer	Number of Response	Percentage of Total
No	451	60.9%
Yes	289	39.0%
No Response	1	0.1%
Total	741	100.0%

The majority of commuters (60.9%) are unwilling to pay for parking in the Downtown.

Table C.8
Question 7b: If So, How Much?

Answer	Number of Response	Percentage of Total
N/A	29	10.0%
\$1/hour	179	61.9%
\$2/hour	63	21.8%
\$3/hour	4	1.4%
\$4/hour	0	0.0%
More	6	2.1%
No Response	8	2.8%
Total	289	100.0%

Of the commuters willing to pay for parking, 61.9% are willing to pay \$1/hour and 21.8% are willing to pay \$2/hour.

Table C.9
Question 8: Would You Consider Using an Alternative Mode of Transportation to the Downtown, Such as Transit, Bicycle, Carpool, or Taxi, If Available?

Answer	Number of Response	Percentage of Total
No	463	62.5%
Yes	276	37.2%
No Response	2	0.3%
Total	741	100.0%

The majority of commuters (62.5%) are unwilling to consider alternative modes of transportation into the Downtown.

D Appendix D - Downtown Employee Questionnaire Data

Working in Downtown Medicine Hat – Parking Survey

The purpose of this survey is to gather feedback from people who work in downtown Medicine Hat, so the City can better understand any issues or concerns around parking during work hours.

This survey can be completed online at www.medicinehat.ca or you can complete this copy and submit it to the City by **Friday, November 26, 2010**.

1. Do you work in downtown Medicine Hat?

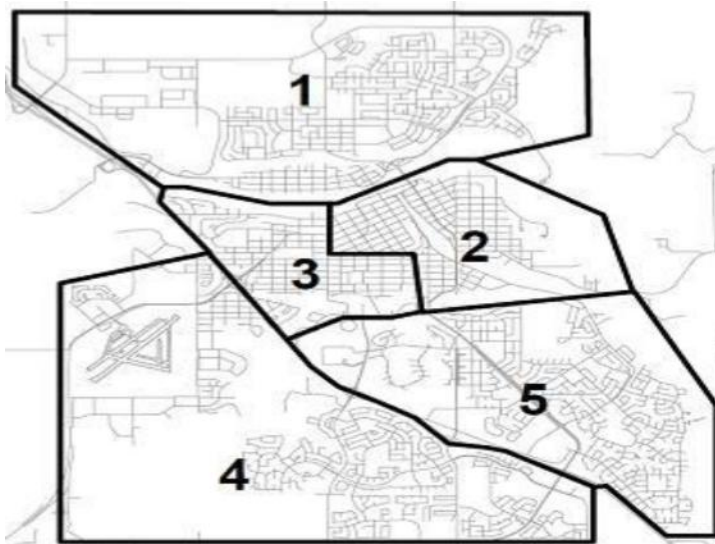
- ☐ Yes
☐ No

If you answered yes, please proceed to question 2. If you answered no, please do not finish completing the survey.

2. How many hours are there in your work day?

- ☐ Two hours or less
☐ Two to four hours
☐ Four to eight hours
☐ More than eight hours

3. Circle the number which corresponds to the area of the city where you reside.



4. How do you get to work?
- ☐ Private vehicle
 - ☐ Carpool
 - ☐ Transit
 - ☐ Walk
 - ☐ Other _____ (please describe)
5. If you drive your private vehicle or carpool, where do you park?
- ☐ Privately-owned off-street parking lot
 - ☐ Public (City-owned) off-street parking lot
 - ☐ On-street
 - ☐ Other _____ (please describe)
6. If you park on-street, do you move your vehicle every two hours to avoid getting a ticket?
- ☐ Yes
 - ☐ No
 - ☐ N/A – I use off-street parking
7. What are the factors that prevent you from using off-street parking? Please check all that apply.
- ☐ Location
 - ☐ Cost
 - ☐ Availability
 - ☐ Other _____ (please describe)
 - ☐ N/A – I use off-street parking
8. How far are you willing to walk from your parking stall to your place of work:
- ☐ Less than one block
 - ☐ One block
 - ☐ Two blocks
 - ☐ Three or more blocks
9. In your opinion, is there sufficient parking available in the downtown?
- ☐ Yes
 - ☐ No

If no, please explain:

10. If paid on-street parking is introduced in the downtown, what would you be willing to pay per month if it meant sufficient parking was available?

- ☐ \$0
☐ Less than \$20
☐ Less than \$40
☐ Less than \$60

11. Please provide any other comments or feedback about downtown parking.

Thank you!

Please submit all comments by Friday, November 26, 2010

Completed questionnaires can be dropped off in person at City Hall, 580 First Street S.E. to the Planning, Building & Development Services on the second floor. If you prefer to fax or email your completed survey, please E-mail bruthu@medicinehat.ca or Fax 403-502-8038.

Survey No.	Questions 1	Question 2	Question 3	Question 4	Question 4 Other	Question 5	Question 5 Other	Question 6	Question 7	Question 7 Other	Question 7 Multiple			Question 8	Question 9	Question 9: If no, please explain.	Question 10	Question 11
1	Yes	4 to 8 hours	1	Carpool		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	No		Less than \$40	Live in Redcliff
2	Yes	More than 8 hours	1	Private vehicle		On-street		No	Cost					3 or more blocks	Yes		Less than \$40	
3	Yes	More than 8 hours	2	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	No response					2 blocks	Yes		Less than \$60	I would only think this is a good idea if it is metered so that it wasn't abused.
4	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					Less than 1 block	Yes		Less than \$60	If I could park on street right by my office building I would pay as much as I have to pay to park in the off street lot.
5	No																	
6	Yes	4 to 8 hours	1	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					1 block	No		Less than \$40	
7	Yes	More than 8 hours	4	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	Yes		Less than \$60	
8	Yes	4 to 8 hours	No Response	Private vehicle		On-street		Yes	Multiple reasons		Location	Cost	Availability	No response	No		Less than \$20	Question 10 is a little confusing. I don't believe that downtown businesses really want employees parking on street. That should be for shoppers and business people visiting the area. If by paid on street parking you mean parking meters of some kind, for short term parking, I'm not sure if simply doing taking that step that it will clear the parking situation downtown. If the City creates paid on street parking, someone who has paid could simply keep their car there all day and that will compound the parking issue. Perhaps downtown employees could get a break for parking free in some of the available parking areas. The parkade is not fully utilized. The Chokecherry is not fully utilized. The parking area behind the Esplanade is under utilized. Are people really charged to park there after business hours and on weekends? Is the provincial building fully utilized? It would seem a lot of people would rather plug up street parking than pay \$60 a month to park in a city lot. Personally I cannot afford \$60 a month to park in the Chokecherry lot. Many downtown workers are not paid enough to afford to pay that much for parking.
9	Yes	More than 8 hours	No Response	Private vehicle		On-street		Yes	Availability					1 block	No		Less than \$40	
10	Yes	4 to 8 hours	1			Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	No		Less than \$40	Live in Redcliff
11	Yes	4 to 8 hours	3	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	Yes		Less than \$40	
12	Yes	4 to 8 hours	2	Private vehicle		On-street		Yes	Cost					Less than 1 block	No		Less than \$20	
13	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	Yes		Less than \$60	There is adequate parking in the downtown core. Medicine Hat residents are spoiled and expect to park right outside of where they are going. The parkade is highly unused, again because people are either too lazy to walk to their destination, or as above are simply spoiled!
14	Yes	More than 8 hours	No Response	Private vehicle		On-street		No	Multiple reasons		Location	Cost	Availability	Less than 1 block	No	If you are not downtown to park by 8am, there is no available parking spaces close to the work area. This means you have to walk a very far way to work and worry about parking up or downhill in the wintertime, where it will be very icy and unsafe.	\$0	There is no reason for employees to pay for parking due to location of the employers office location. If the office was not located downtown, there would be an abundance of available parking spaces and no reason to come downtown.
15	Yes	More than 8 hours	1	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	No	Weekends are the only time there is plenty of parking. With the banks being downtown, there is limited parking during the weekdays.	Less than \$60	There are a lot of vacant buildings and or vacant lots where a building once stood. The Downtown building core is like having rotten teeth, the appearance is ugly with lots of spaces. Best thing to do is demolish some of these buildings and build newer with parking. Downtown is in such a beautiful area so we need to upgrade 2nd st, 3rd st, and 4th street. Instead of buying poorly developed, depleted gas fields and by the way there is no such thing as advanced technology in shallow gas; if there was then the big oil companies would be doing it. Instead, spend some of the gas reserve money and revitalize the downtown core with ample parking.
16	Yes	4 to 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					2 blocks	Yes		Less than \$40	
17	Yes	More than 8 hours	4	Private vehicle		On-street		Yes	Multiple reasons		Location	Cost	Availability	Less than 1 block	No	There is a lack of parking available downtown forcing people to either pay to work or park a few streets away.	\$0	I wouldn't pay to park downtown because if my office wasn't located in the area I would rarely venture this way unless I was attending a show at the esplanade or going to one of the few good restaurants. The atmosphere during the day is fairly busy, however there are also a lot of loiterers in front of Tim Horton's for example creating an unsafe and unpleasant atmosphere. In the night there is no reason to stay or return, as the downtown shuts down. In order for me to want to pay or validate it, downtown would have to be revitalized, cleaned up and the culture that we claim exists should be more apparent here. I don't necessarily feel safe leaving my vehicle unattended in certain spots and the only parking lot close to me doesn't provide security, plug ins for winter, or even well constructed/defined parking stalls/blocks.
18	Yes	4 to 8 hours	No Response	Walk		Other	Partner as spot in City underground parkade	No response	No response					No response	Yes	People should compare their experiences to real cities where it is hugely more expensive and inconvenient.	No response	City Hall and Courthouse parking should be made more available e.g. longer hours and obvious e.g. when Esplanade events are on, park here.
19	Yes	2 to 4 hours	No Response	Private vehicle	Company vehicle	On-street		Yes	Availability					2 blocks	Yes		\$0	
20	Yes	4 to 8 hours	1	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					Less than 1 block	Yes		Less than \$40	
21	Yes	4 to 8 hours	2	Private vehicle		On-street		No	Location					1 block	Yes		\$0	
22	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					2 blocks	Yes		Less than \$40	
23	Yes	More than 8 hours	2	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					1 block	No		\$0	
24	Yes	No response	No Response	No response		No response		No response	No response					No response	Yes	Cannot park. Do not turn this into Calgary where you need to work one day to park!	No response	Stop subsidizing downtown businesses. The downtown should compete for business on their own dime, and be allowed to fail if not competitive.
25	Yes	4 to 8 hours	2	Private vehicle		No response		No	Cost					Less than 1 block	No		\$0	This is not Calgary!
26	Yes	More than 8 hours	1	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					1 block	Yes		Less than \$60	
27	Yes	4 to 8 hours	1	Private vehicle		On-street		Yes	Availability					1 block	No		Less than \$40	
28	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		Yes	Cost					3 or more blocks	No		Less than \$20	We shop downtown as well as work. Give us a break to the little money we make.
29	Yes	More than 8 hours	3	Walk		Privately owned off-street parking lot		No	N/A - I use off-street parking					3 or more blocks	Yes		Less than \$20	
30	Yes	More than 8 hours	4	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	No response					Less than 1 block	No		Less than \$40	I think the price of parking in an off street city owned parking lot is too expensive. I pay approximately \$60 a month while others park on the street & move their vehicle during the day. In the afternoon they moved to the parking lot where they get free 4 hour parking which covers the rest of the day. The tire marking is not effective as they just rub it off. It really ticks me off when I come back after lunch hour to find I have to park at the far end of the lot or there is not a spot available at all. I have problems with my leg & back so walking is a problem for me, that is why I pay the fee to park. I have checked the vehicles for parking passes in the afternoon and there is only about 7/10 who actually have passes. The rest are taking advantage of the 4 hour free parking. I think if you are going to leave the free parking it should be a designated area at the far end of Cottonwood lot so that the few of us that do pay for parking still have a better choice of parking spots. Maybe if the city lowered the price of parking in the lots, there would be more who would buy parking passes.
31	Yes	More than 8 hours	1	Private vehicle		On-street		Yes	Cost					1 block	No	Not enough free parking	Less than \$20	
32	Yes	More than 8 hours	No Response	Private vehicle		No response		Yes	Multiple reasons			Cost	Availability	2 blocks	No	Not affordable parking	Less than \$60	I believe the cost of parking in a City owned parking lot is way to high for Medicine Hat and the condition of the lots. I have purchased a parking pass for many years however no longer do so regularly as for the price you pay you do not get a designated spot and if you leave for lunch etc. at times you are lucky to get a spot to park even if you have paid. Should lower the monthly cost as the City would have more people paying for a pass if it was more affordable. Rather than charge high and have less people purchase, charge less and increase usage.
33	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					2 blocks	No	On street parking is mostly taken up by employees downtown, leaving little room for visitors.	Less than \$40	Perhaps off-street parking lots for store employees, every business being allocated 1 to 5 spots. This would free up street parking for customers, making downtown a more desirable destination.
34	Yes	More than 8 hours	1	Private vehicle		On-street		No	Cost					1 block	No	As a customer, I have trouble finding parking downtown to shop there	\$0	I currently park each day outside of the two hour parking zone, and that works for me
35	Yes	4 to 8 hours	1	Private vehicle		On-street		Yes	Location					2 blocks	No		Less than \$20	
36	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					2 blocks	No	Work at City hall and feel those who work in the building should have priority to the parking	Less than \$40	

Survey No.	Questions 1	Question 2	Question 3	Question 4	Question 4 Other	Question 5	Question 5 Other	Question 6	Question 7	Question 7 Other	Question 7 Multiple		Question 8	Question 9	Question 9: If no, please explain.	Question 10	Question 11	
37	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				3 or more blocks	Yes		Less than \$40		
38	Yes	More than 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				Less than 1 block	Yes		\$0	I suggest making one level in the parkade free all the time i.e. top level and put lots of signs up to get people there.	
39	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	No	First and Third streets are always congested. In addition people constantly misuse the Library's parking lot when they are conducting business at other downtown venues particularly the Courthouse and Esplanade.	Less than \$40	I already pay for parking and have absolutely no problem with that. I am tired of having coworkers running out to "move their cars" constantly on work time and very frustrated with the misuse of the Library's parking lot it is very hard to get a spot when I am attending a story time or film. My Mother-in-law actually gave up her library membership because she can never find a place to park.	
40	Yes	4 to 8 hours	1	Walk		No response		No response	Multiple reasons		Cost	Availability	3 or more blocks	No	Parking lots are too expensive	Less than \$40	I walk to work because parking is not affordable near city hall. If we are paying for parking shouldn't the parking lots have plug ins so we don't have to start our cars every two hours when its 30?	
41	Yes	4 to 8 hours	No Response	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				Less than 1 block	Yes		\$0		
42	Yes	More than 8 hours	No Response	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				2 blocks	No	To the best of my knowledge, most private lots are full.	Less than \$40		
43	Yes	4 to 8 hours	4	Private vehicle		Public (City owned) off-street parking lot		No	N/A - I use off-street parking				2 blocks	Yes		Less than \$60		
44	Yes	4 to 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	No	Definitely not. I work at the public library and our number one complaint from the public is about lack of parking, either onsite or off. When there is an event at the Esplanade, we must hire a security person at our expense to preserve parking spaces for library users.	No response	I live on the southeast hill but can't figure out where that is on the map provided. Perhaps the map could be made more clear or areas could be divided into zones, rather than a map. It's too bad that people aren't willing to walk a few blocks could the city work on some kind of health initiative which includes walking?	
45	Yes	More than 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				No response	No		Less than \$40		
46	Yes	More than 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				No response	No		Less than \$40	The parkade during the dark hours does not feel safe.	
47	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	No		Less than \$40		
48	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		Yes	Cost				Less than 1 block	Yes		Less than \$20		
49	Yes	4 to 8 hours	3	Walk		No response		No response	No response				No response	No response		No response		
50	Yes	4 to 8 hours	4	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	Yes		Less than \$40		
51	Yes	4 to 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	Yes		Less than \$40		
52	Yes	More than 8 hours	4	Private vehicle		On-street		No	Multiple reasons		Location	Cost	1 block	No	I park two to three blocks away on the hill to avoid having to move my car every two hours. I'm a single mom and can't afford to pay the extra to park my car in a lot	Less than \$40	If I go out at lunch I may have to park further away because I have lost my spot.	
53	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				Less than 1 block	Yes		Less than \$40		
54	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	No	If you take away the parking lot kitty corner to City Hall which is fully used there will be even less parking but maybe it wont be so sad as it is the most expensive parking lot and not worth it at ALL!	Less than \$40	I work 'in' city hall and parking should be offered to those who work in the building and 'outside' workers HR should park in their own parking lot.	
55	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				2 blocks	No		Less than \$40		
56	Yes	More than 8 hours	4	Private vehicle		On-street		No	Multiple reasons		Location	Cost	Availability	1 block	Yes	Less than \$20		
57	Yes	More than 8 hours	1	Walk		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	Yes	Look at the streets, for the most part the streets are empty only 8 viable business in the 600 block of 2nd st. If you would have a full compliment of businesses on this block we might have a problem, at the moment we do not have a problem	\$0	Please, Please do not reintroduce metered parking. We fought a very hard battle to get them removed. We don't have enough customers as it is, this would just discourage more and any consumers from coming downtown. Please, please, please. If you want to introduce paid parking on the empty lots, that is the only method of paid parking that would be.	
58	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	Yes		Less than \$40		
59	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		No response	No response				2 blocks	No		Less than \$60	Last December in the Esplanade parkade most of the parking spots were designated for city staff only. Yesterday when the first storm of the season hit, people with yearly passes, paying hourly customers were all huddled into the middle sections of the parkade. At 11:15 in the morning no less than 12 city employee spots were empty. This is lost revenue for the city. Why are so many spots in the downtown core designated to city employees and if they be so designated why do they sit empty when others could use the spot and the city would have an opportunity to generate revenue?	
60	Yes	4 to 8 hours	2	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				Less than 1 block	No		Less than \$40		
61	Yes	More than 8 hours	No Response	Private vehicle		Privately owned off-street parking lot		No	N/A - I use off-street parking				1 block	Yes		\$0	Railway parking is \$42 per month. Compared to Calgary at \$200 to \$400 per month, that's pretty reasonable.	
62	Yes	4 to 8 hours	No Response	Private vehicle	Esplanade lot	Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				2 blocks	Yes		Less than \$40		
63	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	Yes		Less than \$20	I currently pay \$20.00 per month for parking and would not like to see this increased.	
64	No response	No response	No Response	No response		No response		No response	No response				No response	No		No response	Let people working in downtown areas park in the parking lots free and leave the street parking for visitors.	
65	Yes	No response	3	Walk		No response		No	Multiple reasons		Location	Cost	Availability	2 blocks	No	\$0	The parking situation downtown is ridiculous. I see it every day, I hear about it every day. I don't see the point in ever driving to work when it would only get me a few blocks closer without having to move the car every couple of hours. I am sure many downtown business are losing so much business due to the lack of parking available.	
66	Yes	4 to 8 hours	No Response	Private vehicle		Other	Various locations of the above	Yes	Multiple reasons		Location	Cost	Availability	1 block	No	The private parking lots are bought out by businesses in clumps and 1/2 the time they are not being used by the business staff. Therefor some of us who start working at noon have no choice to park "miles away".	Less than \$20	Question #3 did not indicate any area from outside of the above 5 zones, if any of the surveyors lived outside of the city. this question was incomplete. Also an option should be made for those who work evenings, and split shifts as to buying those monthly passes. They at the moment are too expensive for those who work part or full time split shifts.
67	Yes	More than 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				2 blocks	Yes		Less than \$60	The city stalls in the Esplanade are never fully utilized year round. I have a yearly parking pass and have noticed also that even on bad weather days they aren't full. The yearly parking area and the daily paid public parking area was full just recently so I had to park in a city stall. Just maybe the city doesn't need so many stalls!	
68	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				1 block	Yes		Less than \$40		
69	Yes	More than 8 hours	1	Private vehicle		On-street		Yes	Multiple reasons		Location	Availability	1 block	No		Less than \$40		
70	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		Yes	Multiple reasons		Location	Cost	Less than 1 block	No	The nearest location I am to park is at the downtown terminal, which is 4 blocks from City Hall.	Less than \$40	There is a difference between promoting walkable residential developments vs walkable downtown business development. This is Medicine Hat, and you shouldn't have to pay to go to work. It's a ridiculous concept which only works in major centres because they can get away with it based on supply and demand of major companies and corporations. Last I checked, I live in Medicine Hat with the intent to get away from the hustle and bustle of a major city. We don't have major business or big corporations in our downtown core. We have small family owned shops and commercial business. Medicine Hat will never be Calgary or Edmonton. It's time for the City planners and engineers to realize that Medicine Hat doesn't want to have to pay for parking in a downtown area that is old, obsolete and obviously dying. You will just push more and more businesses away from the downtown core until none remain, and then you will definitely not have to worry about parking.	
71	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				Less than 1 block	No	Behind the Bank of Montreal Cottonwood park, not enough parking. the people who don't pay the city move on the street and then in the lot.	Less than \$40	I work down town near the Monarch. A real disgrace for parking plus the old bldgs and transient people. The sooner we move out of the down town core the better.	
72	Yes	4 to 8 hours	No Response	Private vehicle		On-street		No	Multiple reasons	I enjoy the walk from my car to work	Cost		3 or more blocks	Yes		\$0		
73	Yes	4 to 8 hours	3	Private vehicle	I often walk on "nice" days	Privately owned off-street parking lot		No response	Multiple reasons		Cost	Availability	1 block	No	People park in library lot who have business elsewhere. I imagine it is that way everywhere downtown.	\$0	A window sticker for people who pay to park on the street as parking rather than moving car every two hours.	
74	Yes	4 to 8 hours	1	Private vehicle		On-street		No	Multiple reasons		Location	Cost	3 or more blocks	No	People who work elsewhere in the downtown area park in our private lot.	Less than \$20	The library lot is used by everyone "but" library patrons. There is not enough parking for programs, library users etc. I park several blocks away, outside the two hour zone.	
75	Yes	2 to 4 hours	No Response	Private vehicle	Sometimes walk, sometimes drive during free park	On-street		No	Multiple reasons	Not knowing where they are	Location	Cost	Availability	1 block	Certainly not when there are events at the Esplanade, there is no parking to be had for people using or working at the library	\$0	Not a problem for me as I can get a ride from partner when I can't park, walk or park on street for my three hour evening shift.	
76	Yes	4 to 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking				2 blocks	No		Less than \$40		

Survey No.	Questions 1	Question 2	Question 3	Question 4	Question 4 Other	Question 5	Question 5 Other	Question 6	Question 7	Question 7 Other	Question 7 Multiple			Question 8	Question 9	Question 9: If no, please explain.	Question 10	Question 11
77	Yes	More than 8 hours	4	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					1 block	No	There is a serious problem with workers having to scramble to find parking, also for those of us who do purchase parking passes, there are people parking in the lot Linden without passes tying up the spaces running to the Post Office, etc. Need more tickets handed out there to enforce.	Less than \$20	The City employees seem to be given preferential treatment to access the off street parking lots first. Also, the fees are far to high, causing many to play the game of not buying passes, but regularly moving throughout the day to avoid the cost. As employees in all other areas of the city have unlimited access to free parking, it is really penalizing any downtown employee to have to purchase parking.
78	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					2 blocks	No		\$0	
79	Yes	4 to 8 hours	2	Private vehicle		On-street		Yes	Multiple reasons			Cost	Availability	Less than 1 block	No		Less than \$20	
80	Yes	4 to 8 hours	4	Private vehicle		On-street		Yes	Cost					1 block	Yes		Less than \$20	Parking in the off street parking I s too expensive. A year subscription I s like my 2 233k pay gone in parking. Who o can afford that ? We are in a recession I would gladly park there if it was under \$10 month.
81	Yes	More than 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot	Esplanade surface lot	N/A - I use off-street parking	N/A - I use off-street parking	Off street parking not available even with pass				1 block	No	Not enough parking available for extended hours of working employees downtown longer than 2 hours.	Less than \$40	If you have a city parking pass for a city owned lot you should be able to use that pass in any city owned lot and not just a specific lot. The Esplanade does not have enough permit parking stalls for the parking passes that are given pass for a city owned lot you should be able to use that pass in any city owned lot and not just a specific out. More monthly passes should be made available.
82	Yes	More than 8 hours	No Response	Private vehicle		On-street		No	Multiple reasons	Over crowding			Cost	Availability	3 or more blocks	No	Less than \$20	Downtown parking sucks! If you are truly trying to revitalize downtown first thing you need to deal with is the parking. A lot of my clients mention to me that they go elsewhere if there isn't a close by parking spot. Even though my place of work provides a small parking lot for our clients, it is always full of cars and there is no one in the building, this should tell you something.
83	Yes	More than 8 hours	4	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					2 blocks	No		Less than \$40	
84	Yes	More than 8 hours	3	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					Less than 1 block	No		Less than \$20	
85	Yes	More than 8 hours	2	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	Cost					2 blocks	Yes		Less than \$40	Parking in downtown Medicine Hat is EXTREMELY EXPENSIVE. Because of that many downtown employees park on the street, so that customers can not. If you want to revitalize downtown parking needs to be addressed.
86	Yes	More than 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot	Esplanade lot / Surface lot after 5 pm	N/A - I use off-street parking	N/A - I use off-street parking					1 block	No	The street parking by the Tim Horton's is consistently full. In particular, I find it difficult to access the library, especially during evenings and weekends. The parking lot is always full, though there is often street parking available there. During special events at the Esplanade or other downtown events, parking is nearly impossible to find. It would be nice to have a free one or two hour parking lot available in the area, especially if it were monitored for people abusing the time limit.	Less than \$40	Previous parking location was 3 blocks away from my workplace, and I found it was too far with all the materials I was carrying back and forth. Also, I would have to arrive earlier to allow time for walking & crossing a lit intersection.
87	Yes	More than 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot		No response	No response					1 block	No	The parking lots provided by the city are NOT maintained to any standard Chokecherry, Linden, Cottonwood they need to be paved and snow cleared What is the monthly fee paying for??	\$0	The downtown is struggling to attract customers, patrons, general foot traffic, and the City is considering introducing yet another cost to the potential consumer??? Does the City realize or even consider the total number of people that WORK in the downtown area and that these "workers" are also CONSUMERS that have the disposable income to shop and spend money??? But in the infinite wisdom, the parking passes that are paid for monthly and annually expire at 6pm...so the City wants to collect monthly fees and then nickel and dime these potential consumers for after hour parking? Why not offer an incentive to shop downtown rather than try to profit from the few that are committed to improving and supporting the downtown businesses and area?
88	Yes	More than 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot	Esplanade lot	N/A - I use off-street parking	N/A - I use off-street parking					Less than 1 block	No	1 I almost didn't get an annual parking pass as they had sold out even though I had already been parking there. 2 It's awful for clients as many staff workers move their vehicle every 2 hours to avoid tickets and to avoid having to pay for parking. At least 5 that I work with actually.	Less than \$60	Should use caution with the metres for Staff members, wouldn't want it to limit client parking any more than it does already. Metres might help prevent staff from parking on street. The BMO lot might be a good one to put in metres for say \$40 per month for staff.
89	Yes	More than 8 hours	2	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	Multiple reasons			Location	Cost	Availability	3 or more blocks	No	Less than \$40	We also need free parking on Saturdays, you want people to come down town, two hours is not enough, even if they have dentist, doctors etc. appointments.
90	Yes	4 to 8 hours	3	Private vehicle		Public (City owned) off-street parking lot		No response	N/A - I use off-street parking					1 block	No	Too many '2 hour' parking restrictions on main street.	Less than \$20	Esplanade parkade is now \$5.00, can a 'bill' feeder be put in the ticket machine? Do not think it is fair that general public now needs to pay a yearly fee for parkade parking, while city employees are still privy to monthly parking fees.
91	Yes	4 to 8 hours	3	Private vehicle		On-street		Yes	Availability					2 blocks	No		Less than \$40	
92	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					Less than 1 block	No	There is never street parking downtown ever	\$0	
93	Yes	4 to 8 hours	3	Private vehicle		On-street		Yes	Multiple reasons			Cost	Availability	Less than 1 block	No		Less than \$20	
94	yes	4 to 8 hours	4	Private vehicle		Privately owned off-street parking lot		No response	No response					No response	No	What is there to explain? I am lucky and have a private spot provided for me but the majority of people that I work with walk several blocks to and from their vehicles. Not that big of a deal in the summer but cold and dangerous on the hilly downtown streets in the winter.	No response	
95	Yes	4 to 8 hours	4	Private vehicle		On-street		Yes	Multiple reasons			Cost	Availability	Less than 1 block	No	No...the city should issue a sticker for workers to be exempt from tickets.	\$0	It is a problem trying to do your job and have to worry about when it is 2 hours to move your vehicle. And it makes it worse when you are pregnant. Downtown workers should be able to park on the street without getting tickets or have a large parking area for those who need it.
96	Yes	More than 8 hours	2	Walk		No response		N/A - I use off-street parking	No response					No response	No		No response	
97	No																	
98	Yes	4 to 8 hours	2	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					2 blocks	No	Explain....really. No explanation needed if you have ever been in down town Medicine Hat.	\$0	I don't spend any time down town with the exception of working.
99	Yes	More than 8 hours	4	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					1 block	No		Less than \$20	
100	Yes	More than 8 hours	2	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					1 block	Yes		\$0	City needs to improve system to prevent people who work downtown from parking on the street all day. Chalking tires doesn't work. Or suggestions is have the employers responsible to provide parking for their employees. Or go back to parking meters. Or double the cost of parking tickets for people who work downtown and park on the street. Lack of parking is the #1 reason why people don't shop downtown.
101	Yes	4 to 8 hours	No Response	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	Multiple reasons			Cost	Availability	2 blocks	No	A majority of Medicine Hat work downtown and there is not enough space for the staff to park downtown. I do not feel building apartment buildings or a shopping mall would help downtown in anyway. The issue is the parking and that needs to be dealt with before any "shopping" charges. If Medicine Hat is trying to restructure downtown they should start with the parking. They know this has been an issue and its keep arising and its not going to go away until its dealt with.	\$0	Time to sort this issue out Medicine Hat. Enough trying to make us pay when we have no choice but to come downtown as our jobs are here. Its to much money that is being taken away from our families and we aren't all a bunch of rich Medicine Hatters!!! Deal with this issue!!!! WAKE UP!!!! Its just going to keep arising until our City decides to solve the problem.
102	Yes	4 to 8 hours	2	Private vehicle		Public (City owned) off-street parking lot	Esplanade in winter, hill side street	N/A - I use off-street parking	Other	I live 85 miles from city, work every other week				3 or more blocks	No	Absolutely not!!! Many of us work part time and there is very little day parking available since the parkade was taken away.	\$0	We NEED more day parking available. Many of us downtown are part time park wherever we can, which is mostly icy hills. dangerous for parking and walking to work. PLEASE help us!!!

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103	Yes	More than 8 hours	4	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	Multiple reasons		Location	Cost	Availability	Less than 1 block	No	Because there are so many employees downtown in my work place alone there are 12 employees that need parking. We all park on 5th AVE and 5th ST if there is availability, not to mention all the other employees elsewhere that park there as well and home owners along those streets. Winter parking is ludicrous, dangerous for walking as many of us have fallen due to icy conditions that business do not get out early enough to shovel and deice or sand. Along the side streets along the sidewalks become VERY icy and we have had vehicles towed due to cars sliding away and into the middle of the street during the day when it warms up, or bumping into vehicle ahead as our vehicles slide, or being stuck not able to get out of parking spot due to ice or someone parking too close behind due to limited parking and "squeezing" in to fit another car/truck. Our main concern the the dangerous conditions during winter and walking down that steep hill.	Less than \$20	I know employee's take parking downtown and move their vehicles to avoid tickets thus creating problems for customers, I work in the Royal Bank Bldg and MANY of our customers complain of no parking, BUT for 1 in winter, employees do that because of the dangers, icy condions and it is dark when we leave work creating a security issue 2maybe if we had parking for employees we could avoid this problem, after all with out employees how can downtown business run. In my experience of the past 3yrs I would avoid getting a job downtown for this very reason. It would be nice if downtown employees were treated with more appreciation, yes we need the customers but it takes the employees to run the business!! I cannot stress enough the more concern of WINTER and the dangerous/icy vehicle issues we have all experienced in the past and to date already. Something needs to be done. We have called Bylaw in the past for businesses along 5th AVE NOT de-icing and employees falling in front of there businesses and injuring themselves because we have to park up that steep hill and walk down it.
104	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					2 blocks	No	Our office parks on the hill and there is not enough space for everyone	Less than \$40	
105	Yes	4 to 8 hours	No Response	Private vehicle		On-street		No	Cost					2 blocks	Yes	Most areas are fine, but the Public Library needs more parking for patrons!	\$0	I park about 2 blocks away in a zone that is not limited to 2 hours. This street 2nd street by Ewart Park is becoming more crowded and I sometimes park up to 3 blocks away not that I mind imagine what Calgary parking is like?!
106	Yes	More than 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot	Parkade, its always empty!	N/A - I use off-street parking	N/A - I use off-street parking					1 block	Yes		No response	My office has a view of the parkade. It is always empty every day. I used to work in downtown Calgary and walked 3 blocks from where I paid \$250 per month to park. That was 13 years ago...its likely close to double that now. Parking in our downtown is fantastic, however citizens expect free and available parking right in front of every business. Unless changes deliver that, or curb expectations, the situation won't improve for downtown
107	Yes	More than 8 hours	1	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	No	It appears that employees of Downtown business including government agencies monopolize on street parking. If this was rectified, there may be enough (minimal).	Less than \$60	If need be paid parking - buying a number of hours from a meter, however other areas of the city would have to be designated paid (ticket) parking to allow the purchased hourly ticket portability. If only Downtown was targeted, it would have a negative effect. Target employee parking first to encourage them to park at alternative location rather than on street spots.
108	No													Less than 1 block	No	Many complain about the tack of convenient, close or covered parking, especially in winter/bad weather.	Less than \$60	
109	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	No response					2 blocks	No	I have to walk up and down the hill everyday for about 4 blocks it is cold in the winter and i feel unsafe parking my car on the hill in the winter.	Less than \$40	
110	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	No response					3 or more blocks	Yes	Don't know	\$0	I'm not sure if it is OK to park on City owned lots on weekends or evenings. These lots are not well developed and are not attractive or inviting. Loading from the street should be prohibited these vehicles should use the lane.
111	Yes	2 to 4 hours	4	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	No	City parking lots are too expensive and are not looked after properly for the price of the parking pass. If the City charged less more people could afford the City parking lots and it would free up spots on the street.	Less than \$40	It is also inconvenient to purchase a parking pass, I want to get one for the coldest winter months but have had to either call City Hall or visit more than twice each month in the past because the passes aren't available at the payment desk.
112	Yes	4 to 8 hours	No Response	Private vehicle		No response		N/A - I use off-street parking	N/A - I use off-street parking					2 blocks	No	I work downtown medicine hat and we are required to park on 5th street and 5th ave. In the winter, we have experienced extremely icy conditions, resulting in falling down, vehicles sliding and being towed away, inability to even get up the hill to park. The parking is ridiculous, our building doesn't even supply parking to its employees, and if we ever do park in our lot our vehicle is towed.	Less than \$40	
113	Yes	More than 8 hours	1	Private vehicle		On-street		No	Cost					1 block	No		Less than \$40	
114	Yes	4 to 8 hours	No Response	Private vehicle		On-street	Residential areas non two hour parking	No	Multiple reasons		Cost	Availability		2 blocks	No	Other than street parking, limited public and/or private lots.	Less than \$40	
115	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					Less than 1 block	No	Not enough parking by city hall, library and by the esplanade during the day!	Less than \$20	We should not have to pay, maybe they should of thought about this before fixing downtown.
116	Yes	4 to 8 hours	1	Private vehicle		Privately owned off-street parking lot	City Hall Parkade	N/A - I use off-street parking	N/A - I use off-street parking					1 block	Yes	Put in 8 bike racks per block & all the business owners & employees will consider biking to work.	Less than \$20	Bike racks will alleviate most of the perceived lack of parking downtown, and is the cheapest solution.
117	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		No response	Cost					3 or more blocks	No	The bus terminal parkade should have the top level open for the public to park. This would assist public parking on the street.	\$0	
118	Yes	No response	3	Other	Cycle	Other	Bike lock to tree or lamp post or stop sign	N/A - I use off-street parking	Other	Lack of bike racks.				2 blocks	No	Private parking stalls are hard to come by & often far from your place of work.	Less than \$40	I currently pay \$40.00 per month. I don't make enough money to pay more.
119	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		No response	N/A - I use off-street parking					Less than 1 block	No		Less than \$40	
120	Yes	4 to 8 hours	3	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					1 block	No		Less than \$40	
121	No																	
122	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		Yes	Multiple reasons		Location	Cost	Availability	1 block	Yes		\$0	
123	Yes	4 to 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		No response	No response					Less than 1 block	Yes		\$0	I have to pay to park to work downtown as a city employee...so it should be fairI feel that all city employees using a parking stall at any city location should have to pay a fee.it is not fair that you be penalized due to work location...everyone should pay a little and the employees downtown don't get charge so much. I know this applies to the arena, leisure centre, gas, electric, municipal works, parks, fleet services, corporate asset management, environmental utilities, etc.....Not really fair is it????????
124	Yes	4 to 8 hours	No Response	Private vehicle		Public (City owned) off-street parking lot	Esplanade Parkade Underground	No	Other	Having to move my vehicle every 2 hours				1 block	No	Downtown businesses are not able to provide their staff with sufficient parking.	\$0	Downtown Parking should not be treated any differently than any other shopping/business center such as Carry Drive, 13th Avenue, Medicine Hat Mall and so forth. These centres provide free parking.
125	Yes	More than 8 hours	2	Walk		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	Yes	I believe its a question of utilization versus a shortage of parking. I have never not been able to find parking downtown at any time of the day as a worker or shopper but then again i am willing to both walk and pay for parking if i choose to not walk or use alternative modes.	Less than \$60	
126	Yes	More than 8 hours	4	Private vehicle		On-street	Not in 2 hour zones	No	Multiple reasons		Location	Cost		1 block	No		Less than \$40	
127	Yes	More than 8 hours	3	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	Other					Less than 1 block	Yes		Less than \$60	
128	Yes	4 to 8 hours	1	Private vehicle		On-street	5 Avenue SE where there is no limit	No	Cost					2 blocks	No	There are too many working people wanting to park where there is no 2 hr limit because they refuse to pay the high fee of the parking terminal downtown where the buses go so the terminal sits half empty.	Less than \$40	Put a meter back in the parkade for those that want to park there when it is very cold & snowy out in the winter. I park on 5th Ave SE coming up from S.Railway in the free parking area & people are stuck there all the time in the winter trying to get up the hill after work because it isn't ploughed & sanded right to the edge where we all park. Isn't it better to have the parkade downtown full & fewer on the street by charging less than to have the parkade sitting empty? Times are tuff & people can't spend money needed for groceries to feed our kids on fees for parking to get to work.
129	Yes	More than 8 hours	3	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					Less than 1 block	No	Employees should not be forced to pay a month's salary to pay for a year's parking. There isn't enough free or cheap parking available within a reasonable walking distance to downtown businesses.	Less than \$20	
130	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					1 block	Yes		Less than \$20	I work downtown, and I park at the city transit parkade for convenience mostly. I do feel the price is high for the parkade. I park very early in the AM and have encountered different situations, that can leave a person on edge even calls to 911 have been made when faced with people sleeping on the stairs of the parkade. I will continue to park there as I work very close and need it for convenience and easy access to my vehicle.
131	Yes	More than 8 hours	1	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					1 block	No	Too hard to get to various merchants downtown.	Less than \$40	
132	Yes	4 to 8 hours	2	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	No	While I have no problems parking at work, trying to find a free spot elsewhere downtown is almost impossible. You should only have to pay to park in a closed parkade, or the transit parkade.	\$0	No other retail area in the city charges you to park. Every election, there is talk of 'Downtown Revitalization'. The first step to accomplish that is to encourage people to come downtown. Charging people to park discourages them from doing so. Why should we pay to park downtown, when we can park at the Malls or big box stores for free?
133	Yes	More than 8 hours	1	Private vehicle		Privately owned off-street parking lot		N/A - I use off-street parking	N/A - I use off-street parking					3 or more blocks	Yes		\$0	I don't think paid on street parking is a good thing. On street parking is for business customers and employees should not be taking up on street parking.
134	Yes	More than 8 hours	1	Private vehicle		Privately owned off-street parking lot	Off street 2 blocks away	N/A - I use off-street parking	Cost					2 blocks	Yes	To encourage more individuals to visit the downtown core I don't feel the on street parking should be used by employees. There should be reasonably priced off-street parking for employees allowing CONSUMERS to find accessible parking to enjoy the benefits of our downtown.	\$0	
135	Yes	More than 8 hours	4	Private vehicle		Public (City owned) off-street parking lot		N/A - I use off-street parking	Cost					1 block	Yes	Monthly parking passes should cost less!	Less than \$20	
136	Yes	More than 8 hours	1	Private vehicle	Bicycle (summer/fall)	On-street		Yes	Cost					2 blocks	Yes	Bicycle parking inside Esplanade is prohibited - meaning that it is only allowed outdoors where it is subject to vandalism. I recommend indoor bicycle parking for City staff (Esplanade) to encourage daily commute by bicycle.	Less than \$40	
137	Yes	4 to 8 hours	5	Private vehicle		Other	Combination of above	Yes	Multiple reasons		Cost	Availability		2 blocks	No	Limited off-street parking	Less than \$40	People who work downtown are also customers for the core. The downtown core is a revenue generator with the parking costs and/or fines. Customers of the downtown core are driven away by the restrictions and the fines to enforce the same restrictions.

Appendix D – Downtown Employee Questionnaire Analysis & Summary

A Downtown Employee Questionnaire was organized to capture employee perception of parking in the Downtown study area. The questionnaire was available online on the City's website and in an open house that was held on November 23, 2010, from 4:30pm to 6:30pm.

A total of 137 responses were submitted or completed. Table D.1 through Table D.11 summarizes the responses compiled from the Downtown Employee Questionnaire.

Table D.1
Question 1: Do you work in Downtown Medicine Hat

Answer	Number of Response	Percentage of Total
Yes	132	96%
No	4	3%
No Response	1	1%
Total	137	100%

Of the 137 responses returned, 96% of the individuals worked within the Downtown study area. Only the responses from the Downtown workers were processed further.

Table D.2
Question 2: How many hours are there in your work day?

Answer	Number of Response	Percentage of Total
2 hours or less	0	0%
2 to 4 hours	3	2%
4 to 8 hours	67	51%
More than 8 hours	59	45%
No response	3	2%
Total	132	100%

The majority of Downtown workers typically work for four to eight hours.

Table D.3
Question 3: Which number corresponds to the area of the City where you reside?

Answer	Number of Response	Percentage of Total
1	53	40%
2	15	11%
3	13	10%
4	17	13%

Answer	Number of Response	Percentage of Total
5	1	1%
No response	33	25%
Total	132	100%

The majority of Downtown workers reside in Zone 1. Zone 1 encompasses the north part of Medicine Hat, north of the South Saskatchewan River.

Table D.4
Question 4: How do you get to work?

Answer	Number of Response	Percentage of Total
Private vehicle	120	91%
Carpool	2	2%
Transit	0	0%
Walk	8	6%
Other	1	1%
No response	1	1%
Total	132	100%

The majority of Downtown workers get to work using private vehicle. Besides private vehicle, carpool, transit and walking, Downtown workers also cycle.

Table D.5
Question 5: If you drive your private vehicle or carpool, where do you park?

Answer	Number of Response	Percentage of Total
Privately owned off-street parking lot	24	20%
Public (City owned) off-street parking lot	63	52%
On-street	30	25%
Other	2	2%
No response	3	2%
Total	122	100%

The majority of Downtown workers drive their private vehicle or carpool, park in off-street parking lots. 52% park in public (City-owned) off-street parking lots and 20% park in privately owned off-street parking lots.

Table D.6

Question 6: If you park on-street, do you move your vehicle every two hours to avoid getting a ticket?

Answer	Response	Percentage of Total
Yes	15	50%
No	15	50%
N/A - I use off-street parking	0	0%
No response	0	0%
Total	30	100%

Half of the Downtown workers who park on-street move their vehicle every two hours to avoid getting a ticket in the 2-hour parking zones.

Table D.7

Question 7: What are the factors that prevent you from using off-street parking? Please check all that apply.

Answer	Response	Percentage of Total
Location	17	10%
Cost	41	25%
Availability	25	15%
Other	4	2%
N/A - I use off-street parking	68	41%
No response	12	7%
Total	167	127%

The primary reason given by Downtown workers for not using the off-street parking lots is cost.

Table D.8

Question 8: How far are you willing to walk from your parking stall to your place of work?

Answer	Response	Percentage of Total
Less than 1 block	28	21%
1 block	42	32%
2 blocks	31	23%
3 or more blocks	23	17%
No response	8	6%
Total	132	100%

The majority of Downtown workers are only willing to walk 2 blocks from their parking stall to their place of work. 21% are willing to walk less than one block, 32% are willing to walk one block and 23% are willing to walk 2 blocks.

Table D.9

Question 9: In your opinion, is there sufficient parking available in the Downtown?

Answer	Response	Percentage of Total
Yes	48	36%
No	83	63%
No response	1	1%
Total	132	100%

The majority of Downtown workers do not think that there is sufficient parking available Downtown.

Workers were asked to provide an explanation for why they did not think there was sufficient parking Downtown. The workers provided the following reasons for believing there is insufficient parking available within the Downtown:

- General lack of available parking stalls (on-street or off-street, free or paid).
- Lack of convenient, close, or covered parking especially for winter.
- Too many 2-hour parking restrictions in the Downtown.
- Downtown businesses are unable to provide sufficient parking to their staff.
- Downtown employees park on-street and reduce the parking availability for customers or visitors.
- Individuals prefer to use on-street parking rather than off-street parking for convenience and proximity to destination.
- Off-street parking lots are too expensive; therefore Downtown workers cannot afford to buy monthly/yearly passes and will park their vehicles on-street instead.
- Individuals are not motivated to purchase monthly/yearly parking passes for off-street lots since they are not well-maintained.
- Individuals without parking passes park in the Cottonwood or Linden Lot and take away available or preferred parking spots from individuals with parking passes. Monthly/yearly pass holders have indicated that if they move their vehicles at lunch, the desirable spots are taken by individuals who take advantage of the free 4-hour parking.
- Private parking lots are misused by individuals who are not patrons of the business (ie: Library).
- City personnel are given the priority to lease off-street parking stalls and thereby reduce the availability for the general public.

The following presents the actual responses received.

"I believe a lot of downtown workers or people coming downtown for work related time use street parking because there is no convenient easy access parking close by. As a society, we have gotten somewhat lazy about walking. But then again, time is a big factor and it would seem people don't have time to park two or three blocks away ... as in driving around until they can find a space two or three blocks away. It can be frustrating. I have watched people park in handicapped spaces and disappear for 10 minutes or more simply because there is no other convenient parking in the street."

"If you are not downtown to park by 8am, there are no available parking spaces close to the work area. This means you have to walk a very far way to work and worry about parking up or downhill in the wintertime, where it will be very icy and unsafe."

"Weekends are the only time there is plenty of parking. With the banks being downtown, there is limited parking during the weekdays."

"There is a lack of parking available downtown forcing people to either pay to work or park a few streets away."

"People should compare their experiences to real cities where it is hugely more expensive and inconvenient."

"Cannot park. Do not turn this into Calgary where you need to work one day to park!"

"Not enough free parking."

"Not affordable parking."

"On-street parking is mostly taken up by employees downtown, leaving little room for visitors."

"As a customer, I have trouble finding parking downtown to shop there."

"Work at City hall and feel those who work in the building should have priority to the parking."

"First and Third streets are always congested. In addition people constantly misuse the Library's parking lot when they are conducting business at other downtown venues particularly the Courthouse and Esplanade."

"Parking lots are too expensive."

"To the best of my knowledge, most private lots are full."

"Definitely not. I work at the public library and our number one complaint from the public is about lack of parking, either onsite or off. When there is an event at the Esplanade, we must hire a security person at our expense to preserve parking spaces for library users."

"I park two to three blocks away on the hill to avoid having to move my car every two hours. I'm a single mom and can't afford to pay the extra to park my car in a lot."

"If you take away the parking lot kitty corner to City Hall which is fully used there will be even less parking but maybe it won't be so sad as it is the most expensive parking lot and not worth it at ALL!"

"Look at the streets. For the most part the streets are empty only 8 viable businesses in the 600 block of 2nd St. If you would have a full complement of businesses on this block we might have a problem, at the moment we do not have a problem."

"The private parking lots are bought out by businesses in clumps and 1/2 the time they are not being used by the business staff. Therefore some of us who start working at noon have no choice to park "miles away"."

"The nearest location I am to park is at the downtown terminal, which is 4 blocks from City Hall."

"Behind the Bank of Montreal Cottonwood, not enough parking. The people who don't pay the city move on the street and then in the lot."

"People park in library lot who have business elsewhere. I imagine it is that way everywhere downtown."

"People who work elsewhere in the downtown area park in our private lot."

"Certainly not when there are events at the Esplanade, there is no parking to be had for people using or working at the library."

"There is a serious problem with workers having to scramble to find parking. Also for those of us who do purchase parking passes, there are people parking in the lot Linden without passes tying up the spaces running to the Post Office, etc. Need more tickets handed out there to enforce."

"Appears City personnel are given priority for surface/underground lots while others are encouraged to take transit or walk!"

"Not enough parking available for extended hours of working employees downtown longer than 2 hours."

"There is not enough parking for everyone who works downtown, not to mention the people we are trying to draw downtown. What there is, it is overcrowded, expensive or not available to people who work downtown."

"The street parking by the Tim Horton's is consistently full. In particular, I find it difficult to access the library, especially during evenings and weekends. The parking lot is always full, though there is often street parking available there. During special events at the Esplanade or other downtown events, parking is nearly impossible to find. It would be nice to have a free one or two hour parking lot available in the area, especially if it were monitored for people abusing the time limit."

"The parking lots provided by the city are NOT maintained to any standard Chokecherry, Linden, Cottonwood they need to be paved and snow cleared. What is the monthly fee paying for?"

"I almost didn't get an annual parking pass as they had sold out even though I had already been parking there. 2 It's awful for clients as many staff workers move their vehicle every 2 hours to avoid tickets and to avoid having to pay for parking. At least 5 that I work with actually."

"There is not enough places where people can pay by the day for the parking, if work down town a few days a week, there is only place you pay for the day, and stops are often gone."

"Too many '2 hour' parking restrictions on Main Street."

"There is never street parking downtown ever."

"What is there to explain? I am lucky and have a private spot provided for me but the majority of people that I work with walk several blocks to and from their vehicles. Not that big of a deal in the summer but cold and dangerous on the hilly downtown streets in the winter."

"No....the city should issue a sticker for workers to be exempt from tickets."

"Explain....really. No explanation needed if you have ever been in down town Medicine Hat."

"A majority of Medicine Hat work downtown and there is not enough space for the staff to park downtown. I do not feeling building apartment buildings or a shopping mall would help downtown in anyway. The issue is the parking and that needs to be dealt with before any "shopping" changes. If Medicine Hat is trying to restructure downtown they should start with the parking. They know this has been an issue and its keep arising and it's not going to go away until its dealt with."

"Absolutely not! Many of us work part time and there is very little day parking available since the parkade was taken away."

"Because there are so many employees downtown in my work place alone there are 12 employees that need parking. We all park on 5th AVE and 5th ST if there is availability, not to mention all the other employees elsewhere that park there as well and home owners along those streets. Winter parking is ludicrous, dangerous for walking as many of us have fallen due to icy conditions that business do not get out early enough to shovel and deice or sand. Along the side streets along the sidewalks become VERY icy and we have had vehicles towed due to cars sliding away and into the middle of the street during the day when it warms up, or bumping into vehicle ahead as our vehicles slide, or being stuck not able to get out of parking spot due to ice or someone parking too close behind due to limited parking and "squeezing" in to fit another car/truck. Our main concern the dangerous conditions during winter and walking down that steep hill."

"Our office parks on the hill and there is not enough space for everyone."

"Most areas are fine, but the Public Library needs more parking for patrons!"

"It appears that employees of Downtown business including government agencies monopolize on-street parking. If this was rectified, there may be enough (minimal)."

"Many complain about the lack of convenient, close or covered parking, especially in winter/bad weather."

"I have to walk up and down the hill every day for about 4 blocks it is cold in the winter and i feel unsafe parking my car on the hill in the winter."

"Don't know."

"City parking lots are too expensive and are not looked after properly for the price of the parking pass. If the City charged less, more people could afford the City parking lots and it would free up spots on the street."

"I work downtown medicine hat and we are required to park on 5th street and 5th Ave. In the winter, we have experienced extremely icy conditions, resulting in falling down, vehicles sliding and being towed away, inability to even get up the hill to park. The parking is ridiculous, our building doesn't even supply parking to its employees, and if we ever do park in our lot our vehicle is towed."

"Other than street parking, limited public and/or private lots."

"Not enough parking by city hall, library and by the esplanade during the day!"

"Put in 8 bike racks per block & all the business owners & employees will consider biking to work."

"The bus terminal parkade should have the top level open for the public to park. This would assist public parking on the street."

"Private parking stalls are hard to come by & often far from your place of work."

"Downtown businesses are not able to provide their staff with sufficient parking."

"There are too many working people wanting to park where there is no 2 hr limit because they refuse to pay the high fee of the parking terminal downtown where the buses go so the terminal sits half empty."

"Employees should not be forced to pay a month's salary to pay for a year's parking. There isn't enough free or cheap parking available within a reasonable walking distance to downtown businesses."

"Too hard to get to various merchants downtown."

"While I have no problems parking at work, trying to find a free spot elsewhere downtown is almost impossible. You should only have to pay to park in a closed parkade, or the transit parkade."

"Limited off-street parking."

Table D.10

Question 10: If paid on-street parking is introduced in the Downtown, what would you be willing to pay per month if it meant sufficient parking was available?

Answer	Response	Percentage of Total
\$0	33	25%
Less than \$20	25	19%
Less than \$40	51	39%
Less than \$60	15	11%
No response	8	6%
Total	132	100%

The majority of Downtown workers are willing to pay less than \$40/month for parking.

Workers were asked to provide comments or feedback about Downtown parking. The following summarizes the comments/feedback received:

- On-street parking should not be used by Downtown employees. It should be reserved for customers or short-term visitors.
- Downtown employees should have designated free or cheaper parking available in off-street parking lots. This would free up on-street parking for customers or short-term visitors.
- Downtown businesses should allocate designated parking spots in off-street lots for employees to free up on-street parking for customers and short-term visitors.
- Downtown employers should be responsible for providing off-street parking for their employees.
- Downtown employees should be allowed to park on-street and be provided with window stickers to prevent being ticketed.
- Downtown employees/customers should not have to pay for parking if employees/customers in other areas of the City do not pay for parking.
- Too many off-street parking stalls in the Downtown are designated to City employees and are currently very underutilized. Also, it appears that City personnel are given priority to lease off-street parking stalls and thereby reduce the off-street parking availability for the general public.
- The off-street parking lots are too expensive, especially since a parking pass does not guarantee a designated parking spot and the off-street parking lots are not well maintained (not paved, no marked stalls, no plug ins)
- Increase the number of monthly/yearly parking passes available and make them transferable between all off-street lots in the Downtown and throughout the City.
- Increase the availability for longer-term (greater than 2 hour) or day parking in the Downtown.
- Metered parking should be considered with caution as it could limit customer or short-term visitor parking and discourage customers from coming downtown.
- Re-introduce metered parking on-street to discourage employees from parking on-street and force them to park at alternate locations.
- Provide free, longer period parking in the Downtown on Saturdays.
- The Downtown should be redeveloped to remove vacant buildings and replaced them with new buildings with more parking. A revitalized Downtown will provide individuals with an incentive to visit the Downtown and pay for parking.
- The Transit Parkade does not feel safe after dark.
- The top level of the Transit Parkade should be designated as free parking and adequately signed.

- Improve enforcement methods for individuals who park in two-hour on-street parking zones.
- Citizens of Medicine Hat expect to have free parking available right in front of every business. Unless citizens' perceptions are changed or expectations are curbed, the situation won't improve in the Downtown.
- Provide bike racks and indoor parking for cyclists to encourage an alternative mode.

The following presents the actual responses received.

"Live in Redcliff."

"I would only think this is a good idea if it is metered so that it wasn't abused."

"If I could park on-street right by my office building I would pay as much as I have to pay to park in the off-street lot."

"Question 10 is a little confusing. I don't believe that downtown businesses really want employees parking on-street. That should be for shoppers and business people visiting the area. If by paid on-street parking you mean parking meters of some kind, for short term parking, I'm not sure if simply doing taking that step that it will clear the parking situation downtown. If the City creates paid on-street parking, someone who has paid could simply keep their car there all day and that will compound the parking issue. Perhaps downtown employees could get a break for parking free in some of the available parking areas. The parkade is not fully utilized. The Chokecherry is not fully utilized. The parking area behind the Esplanade is underutilized. Are people really charged to park there after business hours and on weekends? Is the provincial building fully utilized? It would seem a lot of people would rather plug up street parking than pay \$60 a month to park in a city lot. Personally I cannot afford \$60 a month to park in the Chokecherry lot. Many downtown workers are not paid enough to afford to pay that much for parking."

"Live in Redcliff."

"There is adequate parking in the downtown core. Medicine Hat residents are spoiled and expect to park right outside of where they are going. The parkade is highly unused, again because people are either too lazy to walk to their destination, or as above are simply spoiled!"

"There is no reason for employees to pay for parking due to location of the employer's office location. If the office was not located downtown, there would be an abundance of available parking spaces and no reason to come downtown."

"There are a lot of vacant buildings and or vacant lots where a building once stood. The Downtown building core is like having rotten teeth; the appearance is ugly with lots of spaces. Best thing to do is demolish some of these buildings and build newer with parking. Downtown is in such a beautiful area so we need to upgrade 2nd St. 3rd St. and 4th street. Instead of buying poorly developed, depleted gas fields and by the way there is no such thing as advanced technology in shallow gas; if there was then the big oil companies would be doing it. Instead, spend some of the gas reserve money and revitalize the downtown core with ample parking."

"I wouldn't pay to park downtown because if my office wasn't located in the area I would rarely venture this way unless I was attending a show at the esplanade or going to one of the few good restaurants. The atmosphere during the day is fairly busy; however there are also a lot of loiters in front of Tim Horton's for example creating an unsafe and unpleasant atmosphere. In the night there is no reason to stay or return, as the downtown shuts down. In order for me to want to pay or validate it, downtown would have to be revitalized, cleaned up and the culture that we claim exists should be more apparent here. I don't necessarily feel safe leaving my vehicle unattended in certain spots and the only parking lot close to me doesn't provide security, plug-ins for winter, or even well-constructed/defined parking stalls/blocks."

"City Hall and Courthouse parking should be made more available e.g. longer hours and obvious e.g. when Esplanade events are on, park here."

"Stop subsidizing downtown businesses. The downtown should compete for business on their own dime, and be allowed to fail if not competitive."

"This is not Calgary!"

"We shop downtown as well as work. Give us a break to the little money we make."

"I think the price of parking in an off-street city owned parking lot is too expensive. I pay approximately \$60 a month while others park on the street & move their vehicle during the day. In the afternoon they moved to the parking lot where they get free 4 hour parking which covers the rest of the day. The tire marking is not effective as they just rub it off. It really ticks me off when I come back after lunch hour to find I have to park at the far end of the lot or there is not a spot available at all. I have problems with my leg & back so walking is a problem for me, that is why I pay the fee to park. I have checked the vehicles for parking passes in the afternoon and there is only about 710 who actually have passes. The rest are taking advantage of the 4 hour free parking. I think if you are going to leave the free parking it should be a designated area at the far end of Cottonwood lot so that the few of us that do pay for parking still have a better choice of parking spots. Maybe if the city lowered the price of parking in the lots, there would be more who would buy parking passes."

"I believe the cost of parking in a City owned parking lot is way too high for Medicine Hat and the condition of the lots. I have purchased a parking pass for many years however no longer do so regularly as for the price you pay you do not get a designated spot and if you leave for lunch etc. at times you are lucky to get a spot to park even if you have paid. Should lower the monthly cost as the City would have more people paying for a pass if it was more affordable. Rather than charge high and have less people purchase, charge less and increase usage."

"Perhaps off-street parking lots for store employees, every business being allocated 1 to 5 spots. This would free up street parking for customers, making downtown a more desirable destination."

"I currently park each day outside of the two hour parking zone, and that works for me."

"I suggest making one level in the parkade free all the time i.e. top level and put lots of signs up to get people there."

"I already pay for parking and have absolutely no problem with that. I am tired of having coworkers running out to "move their cars" constantly on work time and very frustrated with the misuse of the Library's parking lot it is very hard to get a spot when I am attending a story time or film. My Mother-in-law actually gave up her library membership because she can never find a place to park."

"I walk to work because parking is not affordable near city hall. If we are paying for parking shouldn't the parking lots have plug-ins so we don't have to start our cars every two hours when it's -30?"

"I live on the southeast hill but can't figure out where that is on the map provided. Perhaps the map could be made clearer or areas could be divided into zones, rather than a map. It's too bad that people aren't willing to walk a few blocks could the city work on some kind of health initiative which includes walking?"

"The parkade during the dark hours does not feel safe."

"If I go out at lunch I may have to park further away because I have lost my spot."

"I work 'in' city hall and parking should be offered to those who work in the building and 'outside' workers HR should park in their own parking lot."

"Please, please do not reintroduce metered parking. We fought a very hard battle to get them removed, we don't have enough customers as it is, this would just discourage more and any consumers from coming downtown. Please, please, please. If you want to introduce paid parking on the empty lots that is the only method of paid parking that would be."

"Last December in the Esplanade parkade, most of the parking spots were designated for city staff only. Yesterday when the first storm of the season hit, people with yearly passes, paying hourly customers were all huddled into the middle sections of the parkade. At 11:15 in the morning no less than 12 city employee spots were empty. This is lost revenue for the city. Why are so many spots in the downtown core designated to city employees and if they be so designated why do they sit empty when others could use the spot and the city would have an opportunity to generate revenue?"

"Railway parking is \$42 per month. Compared to Calgary at \$200 to \$400 per month, that's pretty reasonable."

"I currently pay \$20.00 per month for parking and would not like to see this increased."

"Let people working in downtown areas park in the parking lots free and leave the street parking for visitors."

"The parking situation downtown is ridiculous. I see it every day, I hear about it every day. I don't see the point in ever driving to work when it would only get me a few blocks closer without having to move the car every couple of hours. I am sure many downtown businesses are losing so much business due to the lack of parking available."

"Question #3 did not indicate any area from outside of the above 5 zones, if any of the surveyors lived outside of the city. This question was incomplete. Also an option should be made for those who work evenings, and split shifts as to buying those monthly passes. They at the moment are too expensive for those who work part or full time split shifts."

"The city stalls in the Esplanade are never fully utilized year round. I have a yearly parking pass and have noticed also that even on bad weather days they aren't full. The yearly parking area and the daily paid public parking area were full just recently so I had to park in a city stall. Just maybe the city doesn't need so many stalls!"

"There is a difference between promoting walkable residential developments vs walkable downtown business development. This is Medicine Hat, and you shouldn't have to pay to go to work. It's a ridiculous concept which only works in major centres because they can get away with it based on supply and demand of major companies and corporations. Last I checked, I live in Medicine Hat with the intent to get away from the hustle and bustle of a major city. We don't have major business or big corporations in our downtown core. We have small family owned shops and commercial business. Medicine Hat will never be Calgary or Edmonton. It's time for the City planners and engineers to realize that Medicine Hat doesn't want to have to pay for parking in a downtown area that is old, obsolete and obviously dying. You will just push more and more businesses away from the downtown core until none remain, and then you will definitely not have to worry about parking."

"I work down town near the Monarch. A real disgrace for parking, plus the old buildings and transient people. The sooner we move out of the down town core the better."

"A window sticker for people who pay to park on the street as parking rather than moving car every two hours."

"The library lot is used by everyone "but" library patrons. There is not enough parking for programs, library users etc. I park several blocks away, outside the two hour zone."

"Not a problem for me as I can get a ride from partner when I can't park, walk or park on-street for my three hour evening shift."

"The City employees seem to be given preferential treatment to access the off-street parking lots first. Also, the fees are far too high, causing many to play the game of not buying passes, but regularly moving throughout the day to avoid the cost. As employees in all other areas of the city have unlimited access to free parking, it is really penalizing any downtown employee to have to purchase parking."

"I pay for off-street parking. None the less I am frustrated by a couple of issues. 1 Appears City Personnel are given a priority for underground parking at the Esplanade as they are the only individuals provided, at present, the opportunity to obtain / hold monthly / annual passes. Further, when I last checked they could pay for these passes through a payroll deduction, a method unavailable to non-city personnel. Could the city no use a monthly EFT debit process to provide a similar option to non-city individuals? It is also my understanding that City personnel are not charged the same as non-staff for the same parking spot. If this is the case there appears little incentive for the City staff to make use of other transportation and placing further pressure on the already limited space for the rest of the community. Does this same approach, lower prices to city staff, extend to surface lots? 2 There appear to be little in the way of enforcement taking place to really discourage on-street parking. There are many who "play a game" by either moving their vehicles ahead one spot or simply "rub off" the chalk marks left by enforcement personnel. I believe there needs to be more rigorous enforcement of the on-street parking time limits including a better method of tracking the time a vehicle is actually in a spot on the street. Is two hours too long recognizing a need for a trade-off between the length of time "free parking" is available and the needs of the DT business community as they are seeking increased traffic flows. Making this time shorter may deter some as it would require them to get out of their offices more often to the point that it will become a nuisance. Those that work DT all day do shop at the stores / restaurants etc. that are located there."

"Parking in the off-street parking I s too expensive. A year subscription I s like my 2 233k pay gone in parking. Who can afford that? We are in a recession! I would gladly park there if it was under \$10 month."

"If you have a city parking pass for a city owned lot you should be able to use that pass in any city owned lot and not just a specific lot. The Esplanade does not have enough permit parking stalls for the parking passes that are given pass for a city owned lot you should be able to use that pass in any city owned lot and not just a specific out. More monthly passes should be made available."

"Downtown parking sucks! If you are truly trying to revitalize downtown first thing you need to deal with is the parking. A lot of my clients mention to me that they go elsewhere if there isn't a close by parking spot. Even though my place of work provides a small parking lot for our clients, it is always full of cars and there is no one in the building, this should tell you something."

"Parking in downtown Medicine Hat is EXTREMELY EXPENSIVE. Because of that many downtown employees park on the street, so that customers cannot. If you want to revitalize downtown parking needs to be addressed."

"Previous parking location was 3 blocks away from my workplace, and I found it was too far with all the materials I was carrying back and forth. Also, I would have to arrive earlier to allow time for walking & crossing a lit intersection."

"The downtown is struggling to attract customers, patrons, general foot traffic and the City is considering introducing yet another cost to the potential consumer?? Does the City realize or even consider the total number of people that WORK in the downtown area and that these "workers" are also CONSUMERS that have the disposable income to shop and spend money??"

But in the infinite wisdom, the parking passes that are paid for monthly and annually expire at 6pm...So the City wants to collect monthly fees and then nickel and dime these potential consumers for after hour parking? Why not offer an incentive to shop downtown rather than try to profit from the few that are committed to improving and supporting the downtown businesses and area?"

"Should use caution with the metres for Staff members, wouldn't want it to limit client parking any more than it does already. Metres might help prevent staff from parking on-street. The BMO lot might be a good one to put in metres for say \$40 per month for staff."

"We also need free parking on Saturdays, you want people to come down town, two hours is not enough, even if they have dentist, doctor's etc. appointments."

"Esplanade parkade is now \$5.00; can a 'bill' feeder be put in the ticket machine? Do not think it is fair that general public now needs to pay a yearly fee for parkade parking, while city employees are still privy to monthly parking fees."

"It is a problem trying to do your job and have to worry about when it is 2 hours to move your vehicle. And it makes it worse when you are pregnant. Downtown workers should be able to park on the street without getting tickets or have a large parking area for those who need it."

"I don't spend any time down town with the exception of working."

"City needs to improve system to prevent people who work downtown from parking on the street all day. Chalking tires doesn't work. Or a suggestion is have the employers responsible to provide parking for their employees. Or go back to parking meters. Or double the cost of parking tickets for people who work downtown and park on the street. Lack of parking is the #1 reason why people don't shop downtown."

"Time to sort this issue out Medicine Hat. Enough trying to make us pay when we have no choice but to come downtown as our jobs are here. It's too much money that is being taken away from our families and we aren't all a bunch of rich Medicine Hatters!!! Deal with this issue!!!! WAKE UP!!!! It's just going to keep arising until our City decides to solve the problem."

"We NEED more day parking available. Many of us downtown are part-time park wherever we can, which is mostly icy hills dangerous for parking and walking to work. PLEASE help us!!!"

"I know employee's take parking downtown and move their vehicles to avoid tickets thus creating problems for customers, I work in the Royal Bank Bldg and MANY of our customers complain of no parking, BUT for 1 in winter, employees do that because of the dangers; icy conditions and it is dark when we leave work creating a security issue 2maybe if we had parking for employees we could avoid this problem, after all without employees how can downtown business run. In my experience of the past 3yrs I would avoid getting a job downtown for this very reason. It would be nice if downtown employees were treated with more appreciation, yes we need the customers but it takes the employees to run the business!! I cannot stress enough the more concern of WINTER and the danger/falls/vehicle issues we have all experienced in the past and to date already."

Something needs to be done. We have called Bylaw in the past for businesses along 5th AVE NOT de-icing and employees falling in front of their businesses and injuring themselves because we have to park up that steep hill and walk down it."

"I park about 2 blocks away in a zone that is not limited to 2 hours. This street 2nd street by Ewart Park is becoming more crowded and I sometimes park up to 3 blocks away not that I mind imagine what Calgary parking is like?!"

"My office has a view of the parkade. It is always empty every day. I used to work in downtown Calgary and walked 3 blocks from where I paid \$250 per month to park. That was 13 years ago...its likely close to double that now. Parking in our downtown is fantastic; however citizens expect free and available parking right in front of every business. Unless changes deliver that, or curb expectations, the situation won't improve for downtown."

"If need be paid parking - buying a number of hours from a meter, however other areas of the city would have to be designated paid (ticket) parking to allow the purchased hourly ticket portability. If only Downtown was targeted, it would have a negative effect. Target employee parking first to encourage them to park at alternative location rather than on-street spots."

"I'm not sure if it is OK to park on City owned lots on weekends or evenings. These lots are not well developed and are not attractive or inviting. Loading from the street should be prohibited these vehicles should use the lane."

"It is also inconvenient to purchase a parking pass, I want to get one for the coldest winter months but have had to either call City Hall or visit more than twice each month in the past because the passes aren't available at the payment desk."

"We should not have to pay, maybe they should of thought about this before fixing downtown."

"Bike racks will alleviate most of the perceived lack of parking downtown, and is the cheapest solution."

"I currently pay \$40.00 per month. I don't make enough money to pay more."

"I have to pay to park to work downtown as a city employee....so it should be fairI feel that all city employees using a parking stall at any city location should have to pay a fee ... it is not fair that you be penalized due to work location...everyone should pay a little and the employees downtown don't get charge so much. I know this applies to the arena, leisure centre, gas, electric, municipal works, parks, fleet services, corporate asset management, environmental utilities, etc.....Not really fair is it?"

"Downtown Parking should not be treated any differently than any other shopping/business center such as Carry Drive, 13th Avenue, Medicine Hat Mall and so forth. These centres provide free parking."

"I believe it's a question of utilization versus a shortage of parking. I have never not been able to find parking downtown at any time of the day as a worker or shopper but then again i am willing to both walk and pay for parking if i choose to not walk or use alternative modes."

"Put a meter back in the parkade for those that want to park there when it is very cold & snowy out in the winter. I park on 5th Ave SE coming up from S.Railway in the free parking area & people are stuck there all the time in the winter trying to get up the hill after work because it isn't ploughed & sanded right to the edge where we all park. Isn't it better to have the parkade downtown full & fewer on the street by charging less than to have the parkade sitting empty? Times are tuff & people can't spend money needed for groceries to feed our kids on fees for parking to get to work."

"I work downtown, and I park at the city transit parkade for convenience mostly. I do feel the price is high for the parkade. I park very early in the AM and have encountered different situations, that can leave a person on edge even calls to 911 have been made when faced with people sleeping on the stairs of the parkade. I will continue to park there as I work very close and need it for convenience and easy access to my vehicle."

"No other retail area in the city charges you to park. Every election, there is talk of 'Downtown Revitalization'. The first step to accomplish that is to encourage people to come downtown. Charging people to park discourages them from doing so. Why should we pay to park downtown, when we can park at the Malls or big box stores for free?"

"I don't think paid on-street parking is a good thing. On-street parking is for business customers and employees should not be taking up on-street parking."

"To encourage more individuals to visit the downtown core I don't feel the on-street parking should be used by employees. There should be reasonably priced off-street parking for employees allowing CONSUMERS to find accessible parking to enjoy the benefits of our downtown."

"Monthly parking passes should cost less!"

"Bicycle parking inside Esplanade is prohibited - meaning that it is only allowed outdoors where it is subject to vandalism. I recommend indoor bicycle parking for City staff (Esplanade) to encourage daily commute by bicycle."

"People who work downtown are also customers for the core. The downtown core is a revenue generator with the parking costs and/or fines. Customers of the downtown core are driven away by the restrictions and the fines to enforce the same restrictions."

E

Appendix E - Parking Utilization Analysis and Graphs

Appendix E –Parking Utilization Analysis & Graphs

1.0 Introduction

The existing on-street parking condition was analyzed for the Downtown study area as a whole and as separate study areas, corridors and blocks. The Downtown study area was broken down and analyzed in the following manner:

By Area:

- Central Business District – Bounded by River Road to the north, South Railway Street to the east, 5 Street to the south and 3 Avenue to the west.
- Railway District – Located east of the railway tracks and bounded by 1 Street to the north, Maple Avenue to the east, Prince Street to south and North Railway Street to the west.
- South Railway Street, South of 5 Street – Bounded by 5 Street to the north, South Railway Street to the east, Hill Road to the south and the coulees to the west.

By Corridor:

- River Road, from 4 Avenue to South Railway Street
- 1 Street SE, from 3 Avenue SE to South Railway Street
- 4 Street SE, from 3 Avenue SE to South Railway Street
- 5 Street SE, from 3 Avenue SE to South Railway Street.

By Block:

- 2 Street SE, from 3 Avenue to South Railway Street
- 3 Street SE, from 3 avenue to South Railway Street
- 4 Avenue, from 1 Street to 5 Street
- Macleod Trail, from 3 Street to 5 Street
- 5 Avenue, from 1 Street to 5 Street
- 6 Avenue, from 1 Street to 5 Street
- South Railway Street, from 1 Street to Hill Road.

The off-street parking conditions were analyzed for each parking lot separately.

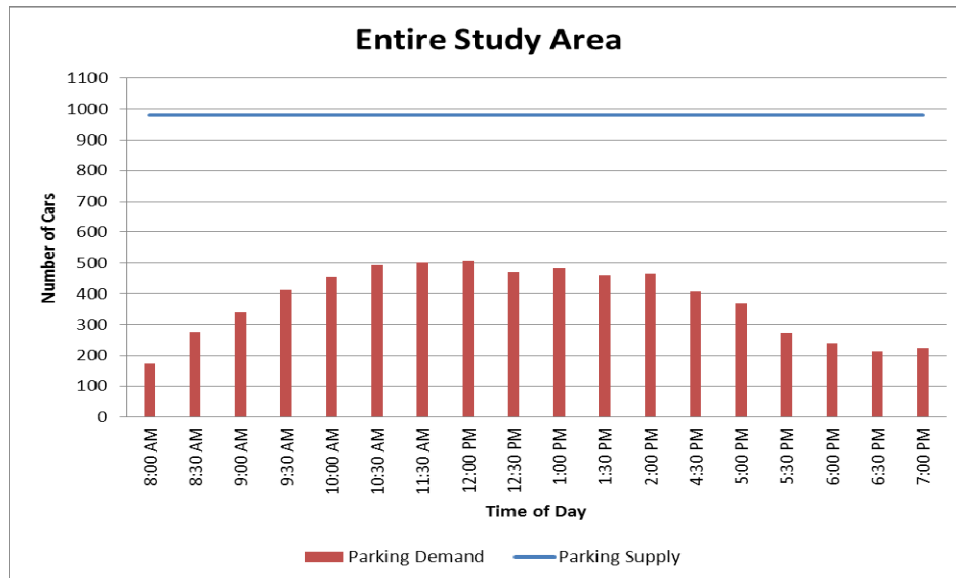
The following sections present the analyses completed for the on-street parking and the off-street parking in the three parking lots surveyed. Supply and demand graphs were generated to illustrate the available parking supply and the daily fluctuation in parking demand, as captured by the parking survey.

2.0 Weekday On-Street Parking Utilization

2.1 Entire Study Area

Looking at the study area as a whole, the overall parking supply is able to accommodate the overall weekday parking demand in all periods. **Figure E.1** presents the parking supply and demand for the entire Downtown study area, over the course of the study period.

Figure E.1
Weekday Parking Supply and Demand for Downtown Study Area

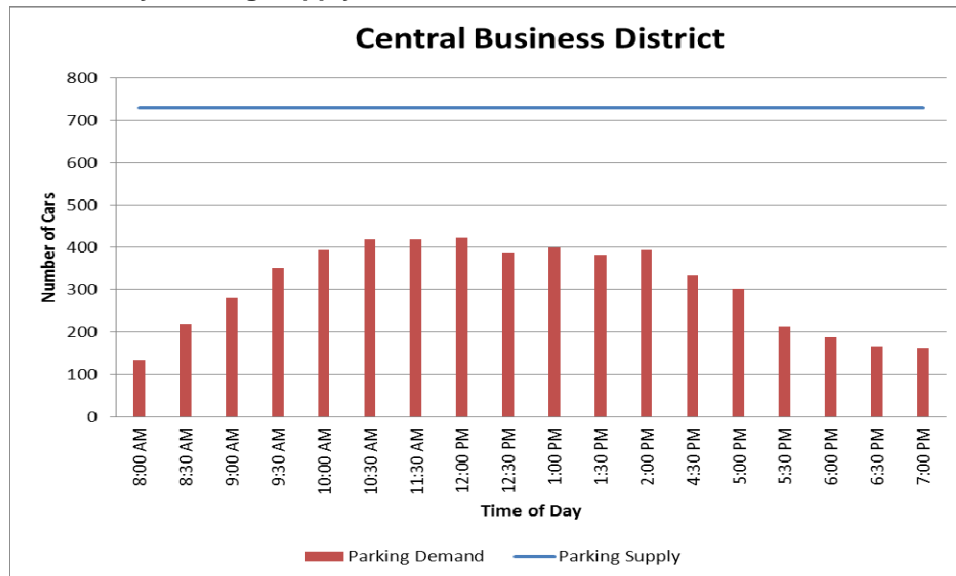


There are a total of 979 parking spots available in the study area. The maximum parking demand occurs at 12:00 p.m. when a total number of 506 vehicles were parked within the study area. This corresponds to a utilization rate of 52%.

2.2 By Area

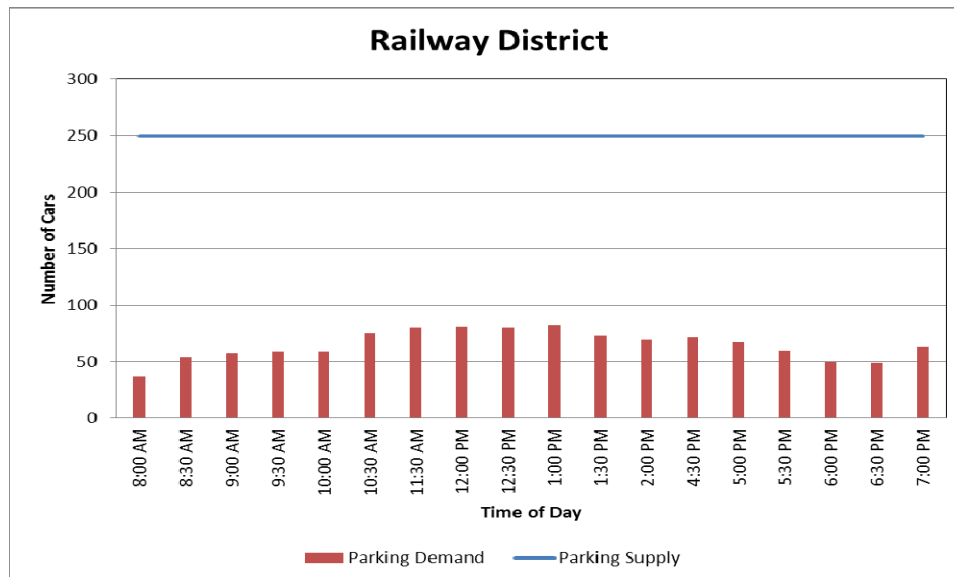
Figures E.2 through Figure E.3 present the weekday parking supply and demand for each of the study areas identified previously, over the course of the study period.

Figure E.2
Weekday Parking Supply and Demand for the Central Business District



There are a total of 730 parking spots available in the Central Business District. The maximum parking demand occurs at 12:00 p.m. when a total number of 423 vehicles were parked in the Central Business District. This corresponds to a utilization rate of 58% and indicates that the current parking supply within the Central Business District is able to accommodate the overall weekday parking demand observed in the area.

Figure E.3
Weekday Parking Supply and Demand for the Railway District



There are a total of 249 parking spots available in the Railway District. The maximum parking demand occurs at 1:00 p.m. when a total number of 82 vehicles were parked in the Railway District. This corresponds to a utilization rate of 33% and indicates that the current parking supply within the Railway District is able to accommodate the overall weekday parking demand observed in the area.

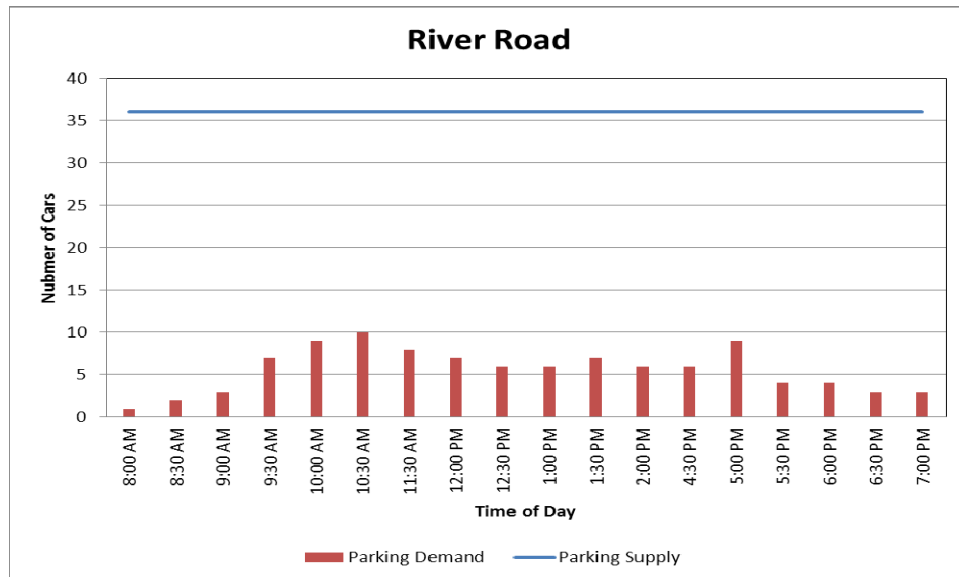
The area along South Railway Street, South of 5 Street, was not analyzed since on-street parking is prohibited in this area.

The three study areas above are able to accommodate the overall weekday parking demand observed in the study period. The peak parking utilization is significantly higher in the Central Business District than in the Railway District and the area along South Railway Street, South of 5 Avenue.

2.3 By Corridors

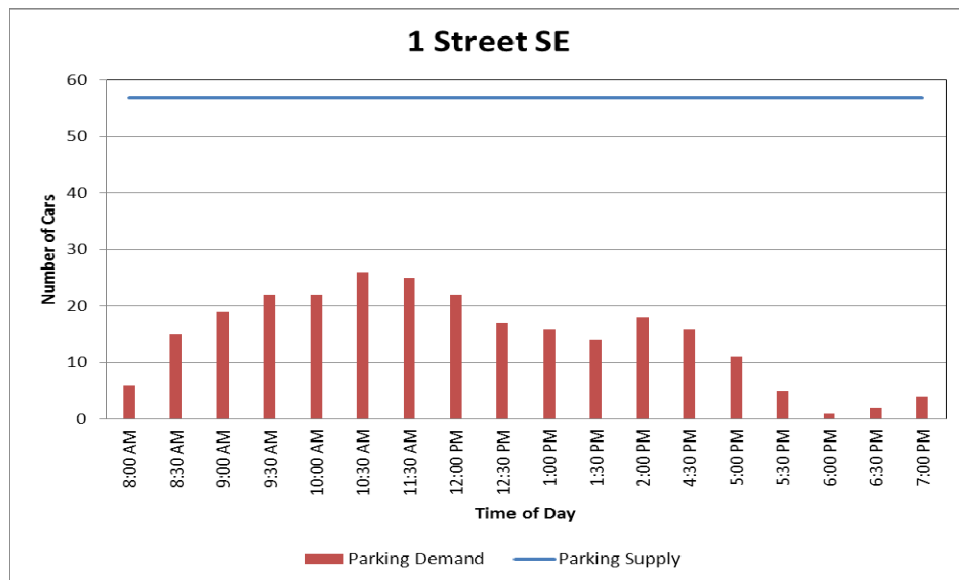
Figures E.4 through Figure E.7 present the weekday parking supply and demand for each of the study corridors identified previously, over the course of the study period.

Figure E.4
Weekday Parking Supply and Demand for River Road



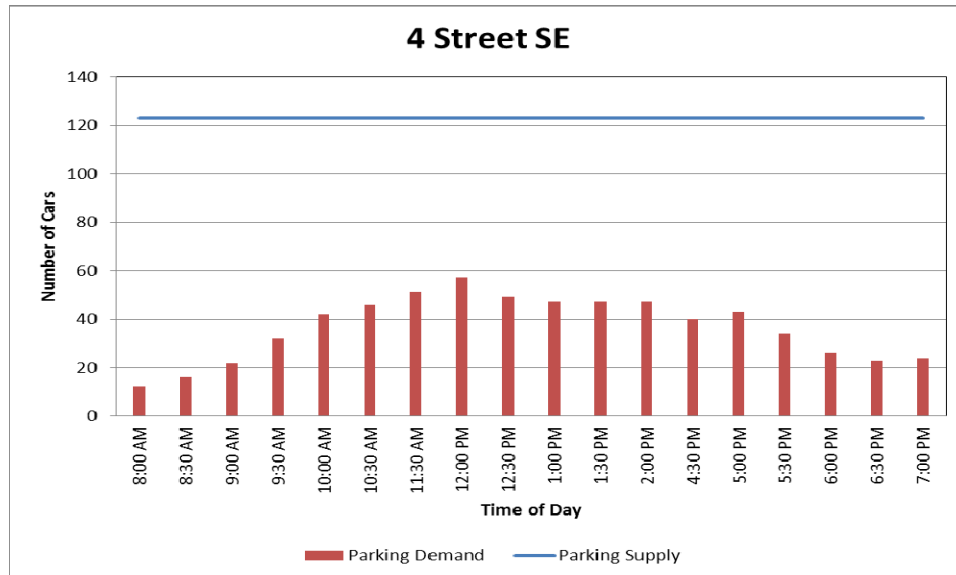
There are a total of 36 parking spots available along River Road, from 4 Avenue to South Railway Street. The maximum parking demand occurs at 10:30 a.m. when a total number of 10 vehicles were parked along River Road. This corresponds to a utilization rate of 28%.

Figure E.5
Weekday Parking Supply and Demand for 1 Street SE



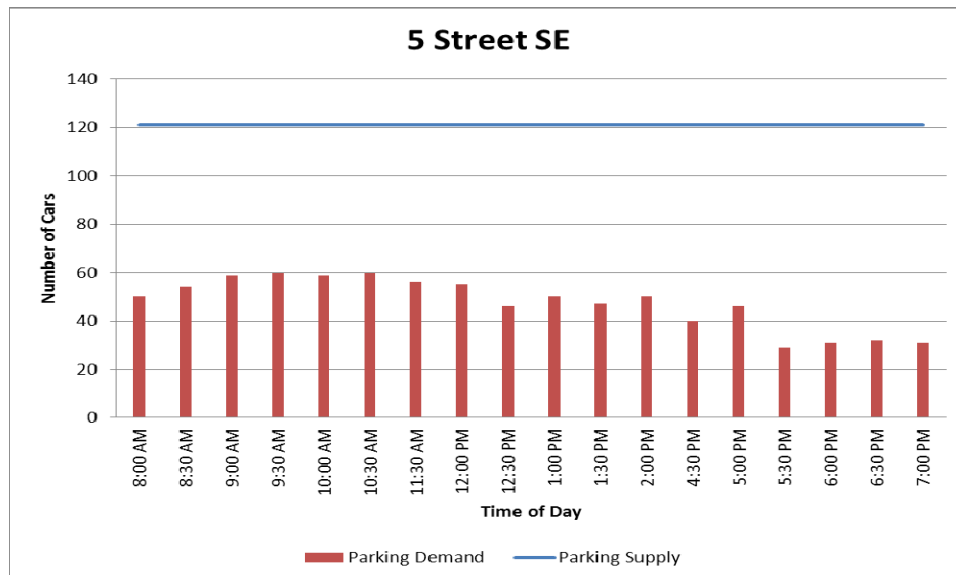
There are a total of 57 parking spots available along 1 Street, from 3 Avenue to South Railway Street. The maximum parking demand occurs at 10:30 a.m. when a total number of 26 vehicles were parked along 1 Street. This corresponds to a utilization rate of 46%.

Figure E.6
Weekday Parking Supply and Demand for 4 Street SE



There are a total of 123 parking spots available along 4 Street, from 3 Avenue to South Railway Street. The maximum parking demand occurs at 12:00 p.m. when a total number of 57 vehicles were parked along 4 Street. This corresponds to a utilization rate of 46%.

Figure E.7
Weekday Parking Supply and Demand for 5 Street SE



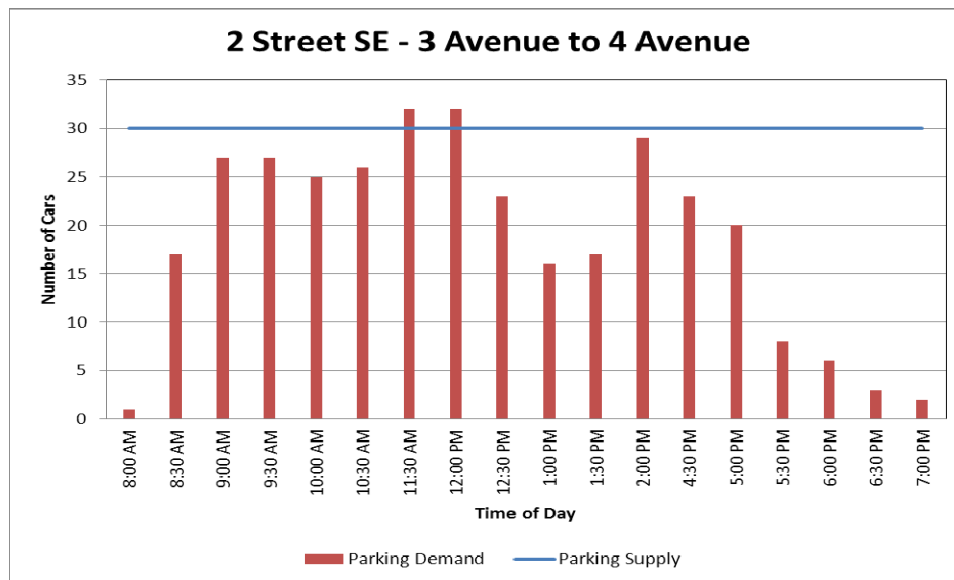
There are a total of 121 parking spots available along 5 Street, from 3 Avenue to South Railway Street. The maximum parking demand occurs at 9:30 a.m. and 10:30 a.m. when a total number of 60 vehicles were parked along 5 Street. This corresponds to a utilization rate of 50%.

The four study corridors above are able to accommodate the overall weekday parking demand observed in the study period. It should be noted that the parking utilization peaks at or below 50% for all four corridors.

2.4 By Blocks

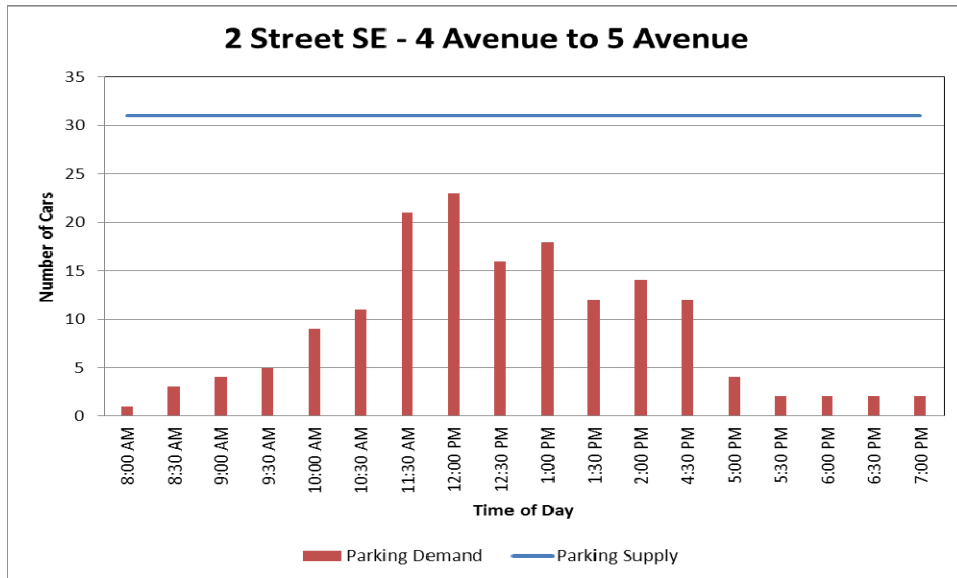
Figure E.8 through Figure E.29 presents the weekday parking supply and demand for each of the study blocks identified previously, over the course of the study period. It should be noted that the parking supply and demand presented in the following charts represent the total parking supply and demand on both sides of the street.

Figure E.8
Weekday Parking Supply and Demand for 2 Street SE, 3 Avenue to 4 Avenue



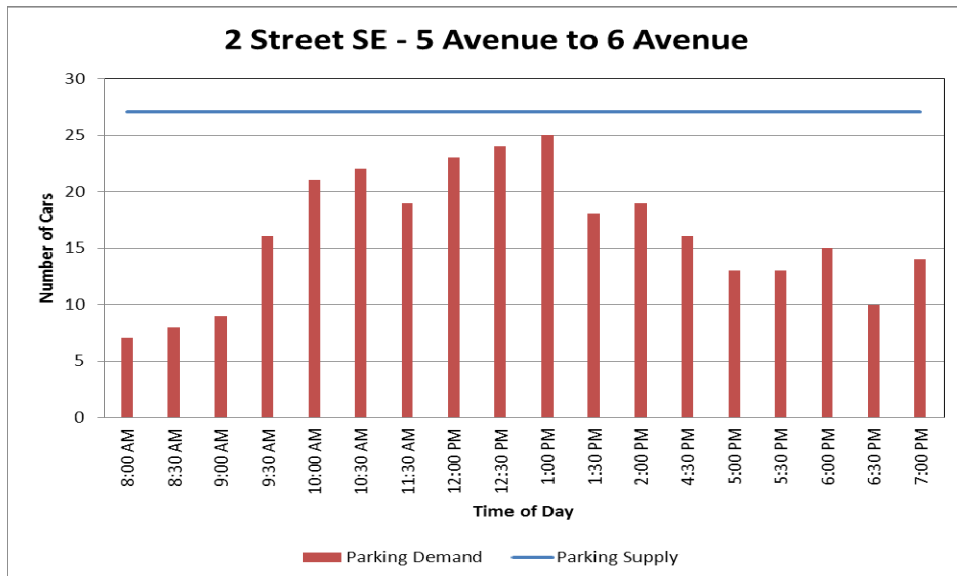
There are a total of 30 parking spots available along 2 Street, from 3 Avenue to 4 Avenue. The maximum parking demand occurs at 11:30 a.m. and 12:00 p.m. when a total number of 32 vehicles were parked along 2 Street. This corresponds to a utilization rate of 107%.

Figure E.9
Weekday Parking Supply and Demand for 2 Street SE, 4 Avenue to 5 Avenue



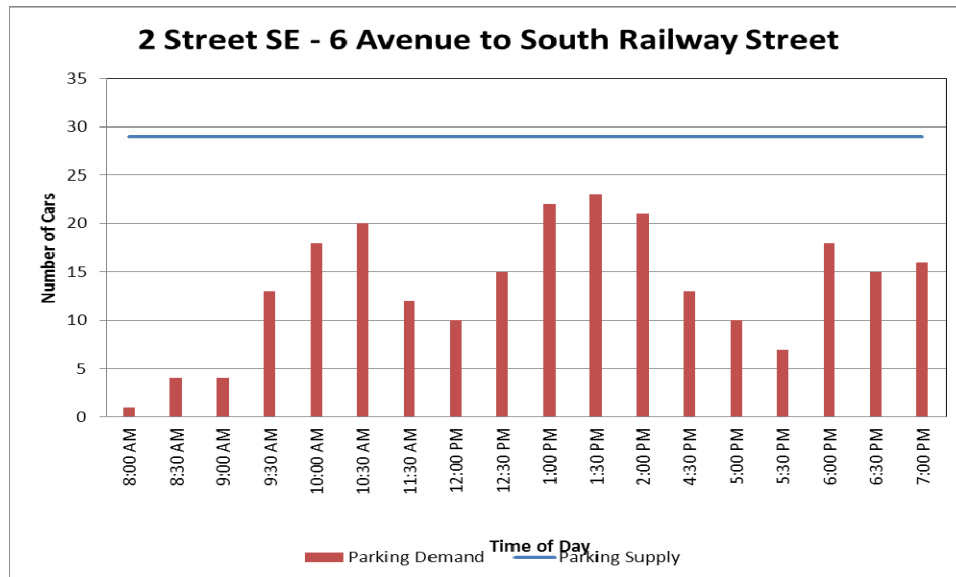
There are a total of 31 parking spots available along 2 Street, from 4 Avenue to 5 Avenue. The maximum parking demand occurs at 12:00 p.m. when a total number of 23 vehicles were parked along 2 Street. This corresponds to a utilization rate of 74%.

Figure E.10
Weekday Parking Supply and Demand for 2 Street SE, 5 Avenue to 6 Avenue



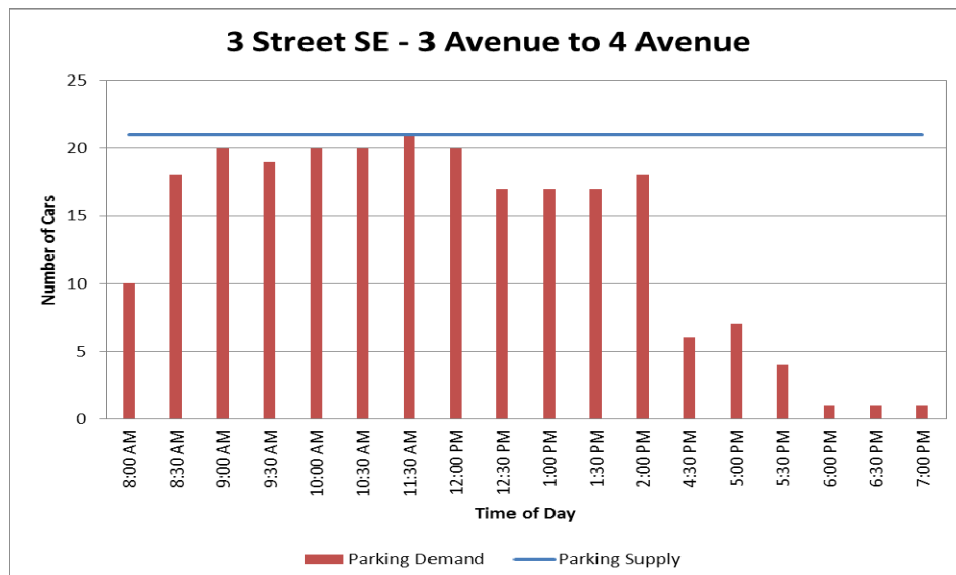
There are a total of 27 parking spots available along 2 Street, from 5 Avenue to 6 Avenue. The maximum parking demand occurs at 1:00 p.m. when a total number of 25 vehicles were parked along 2 Street. This corresponds to a utilization rate of 93%.

Figure E.11
Weekday Parking Supply and Demand for 2 Street SE, 6 Avenue to South Railway Street



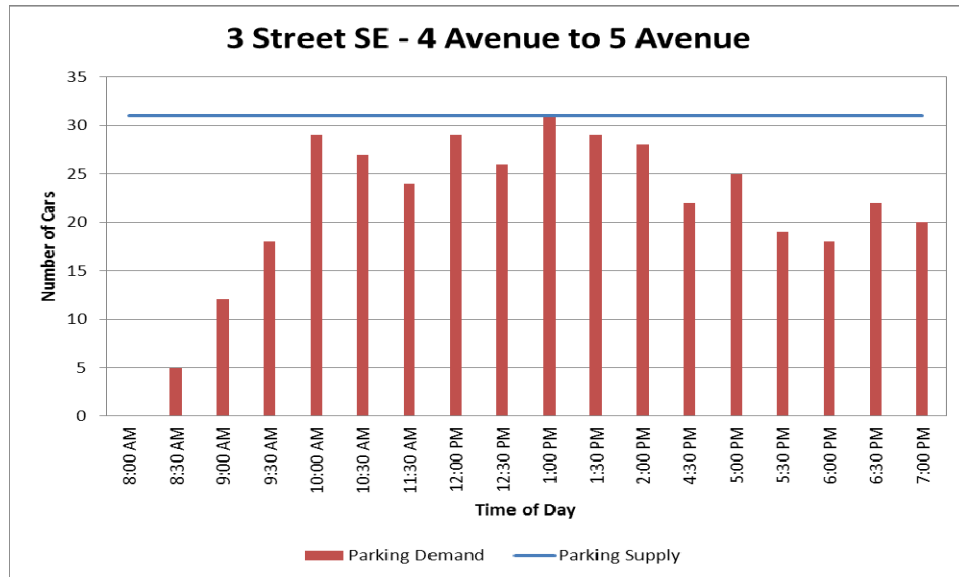
There are a total of 29 parking spots available along 2 Street, from 6 Avenue to South Railway Street. The maximum parking demand occurs at 1:30 p.m. when a total number of 23 vehicles were parked along 2 Street. This corresponds to a utilization rate of 79%.

Figure E.12
Weekday Parking Supply and Demand for 3 Street SE, 3 Avenue to 4 Avenue



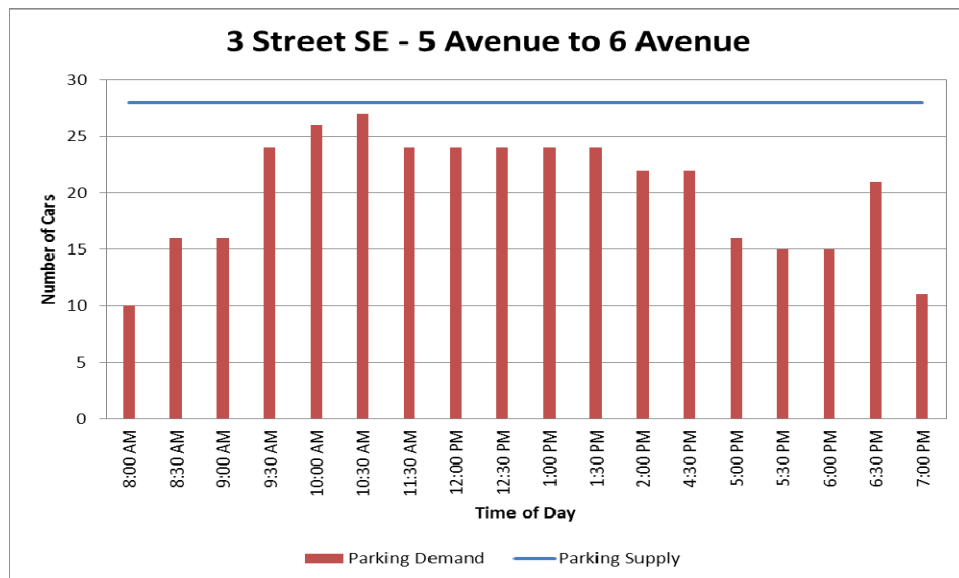
There are a total of 21 parking spots available along 3 Street, from 3 Avenue to 4 Avenue. The maximum parking demand occurs at 11:30 a.m. when a total number of 21 vehicles were parked along 3 Street. This corresponds to a utilization rate of 100%.

Figure E.13
Weekday Parking Supply and Demand for 3 Street SE, 4 Avenue to 5 Avenue



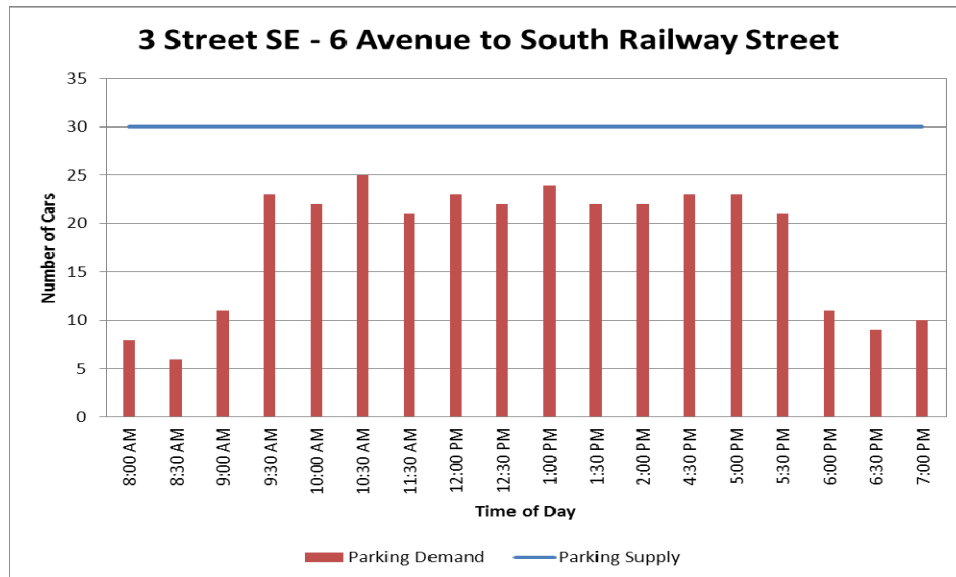
There are a total of 31 parking spots available along 3 Street, from 4 Avenue to 5 Avenue. The maximum parking demand occurs at 1:00 p.m. when a total number of 31 vehicles were parked along 3 Street. This corresponds to a utilization rate of 100%.

Figure E.14
Weekday Parking Supply and Demand for 3 Street SE, 5 Avenue to 6 Avenue



There are a total of 28 parking spots available along 3 Street, from 5 Avenue to 6 Avenue. The maximum parking demand occurs at 10:30 a.m. when a total number of 27 vehicles were parked along 3 Street. This corresponds to a utilization rate of 96%.

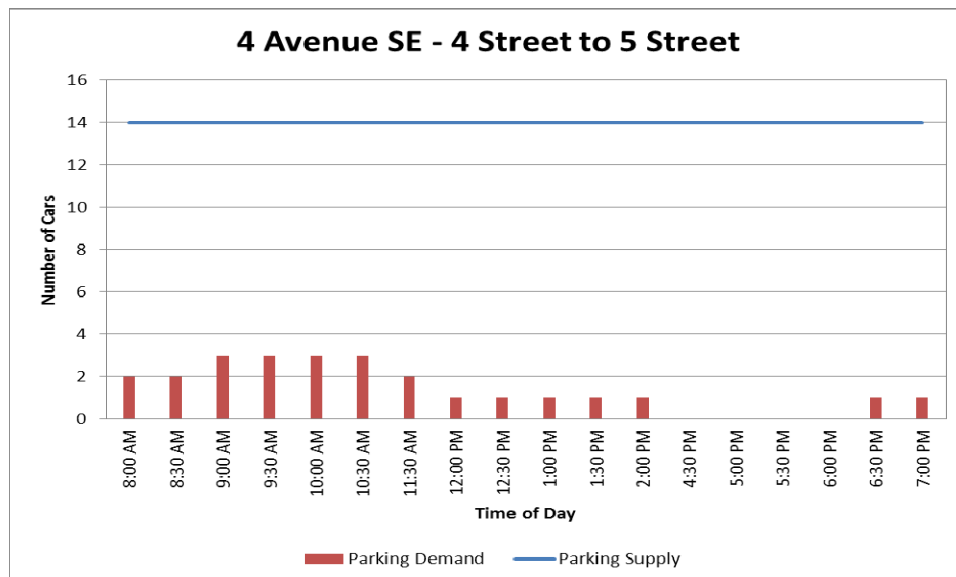
Figure E.15
Weekday Parking Supply and Demand for 3 Street SE, 6 Avenue to South Railway Street



There are a total of 30 parking spots available along 3 Street, from 6 Avenue to South Railway Street. The maximum parking demand occurs at 10:30 a.m. when a total number of 25 vehicles were parked along 3 Street. This corresponds to a utilization rate of 83%.

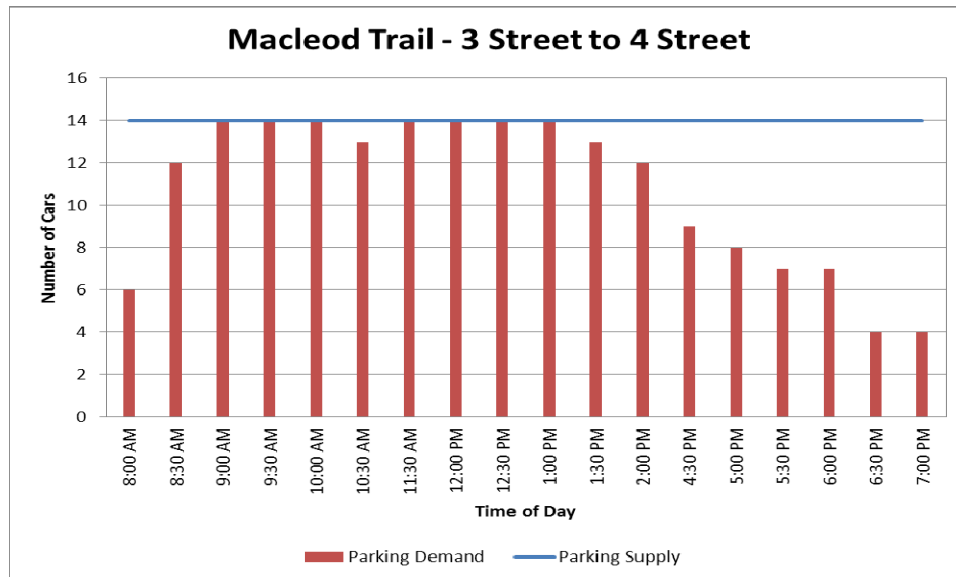
4 Avenue SE, from River Road to 3 Street, was not analyzed since on-street parking is prohibited along these blocks.

Figure E.16
Weekday Parking Supply and Demand for 4 Avenue SE, 4 Street to 5 Street



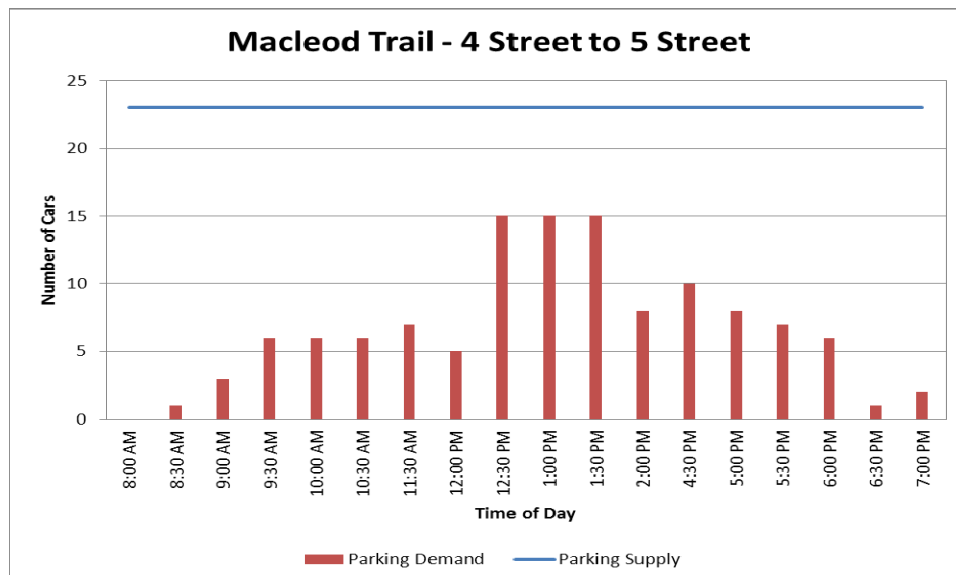
There are a total of 14 parking spots available along 4 Avenue, from 4 Street to 5 Street. The maximum parking demand occurs between 9:00 a.m. - 10:30 a.m. when a total number of 3 vehicles were parked along 4 Avenue. This corresponds to a utilization rate of 21%.

Figure E.17
Weekday Parking Supply and Demand for Macleod Trail, 3 Street to 4 Street



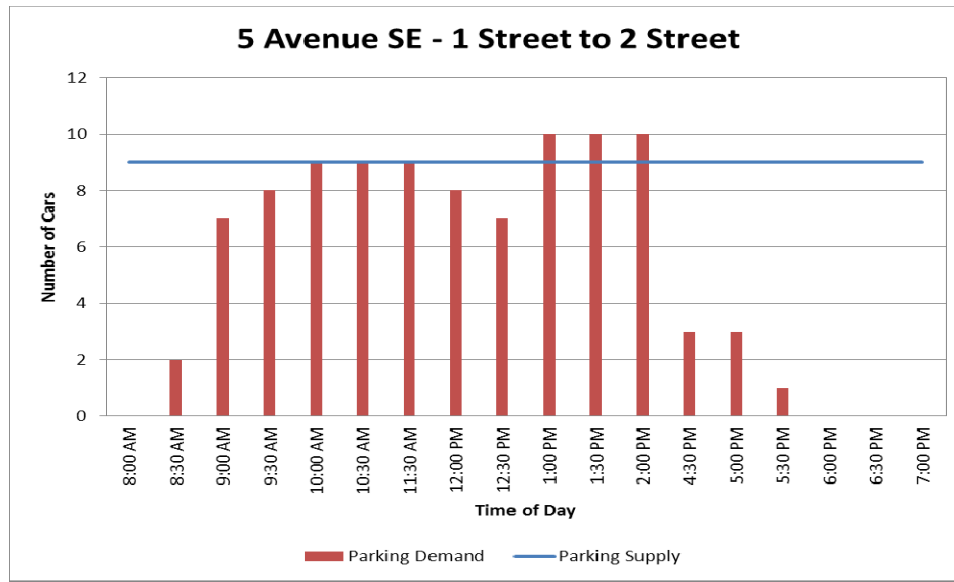
There are a total of 14 parking spots available along Macleod Trail, from 3 Street to 4 Street. The maximum parking demand occurs between 9:00 a.m. - 10:00 a.m. and 11:30 a.m. - 1:00 p.m. when a total number of 14 vehicles were parked along Macleod Trail. This corresponds to a utilization rate of 100%.

Figure E.18
Weekday Parking Supply and Demand for Macleod Trail, 4 Street to 5 Street



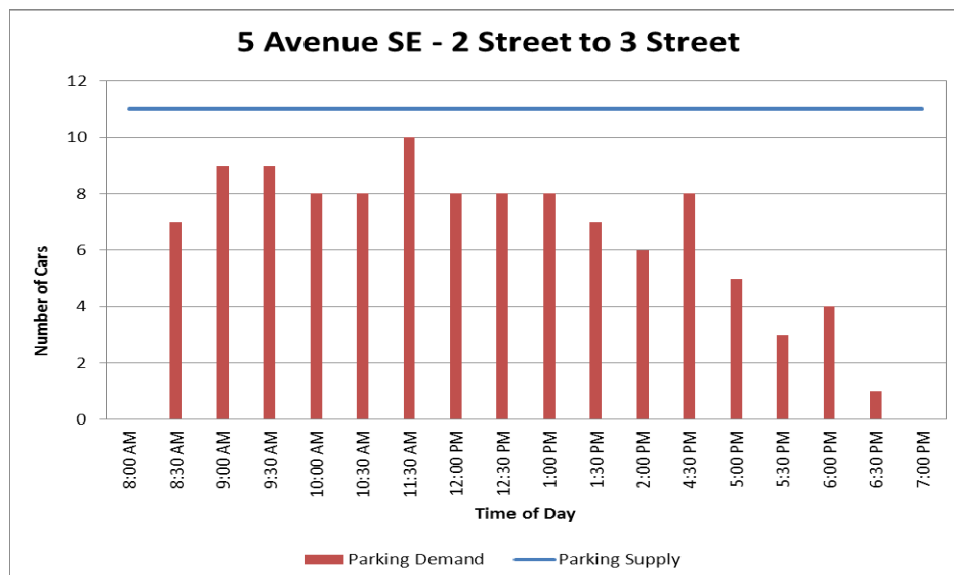
There are a total of 23 parking spots available along Macleod Trail, from 4 Street to 5 Street. The maximum parking demand occurs between 12:30 p.m. - 1:30 p.m. when a total number of 15 vehicles were parked along Macleod Trail. This corresponds to a utilization rate of 65%.

Figure E.19
Weekday Parking Supply and Demand for 5 Avenue, 1 Street to 2 Street



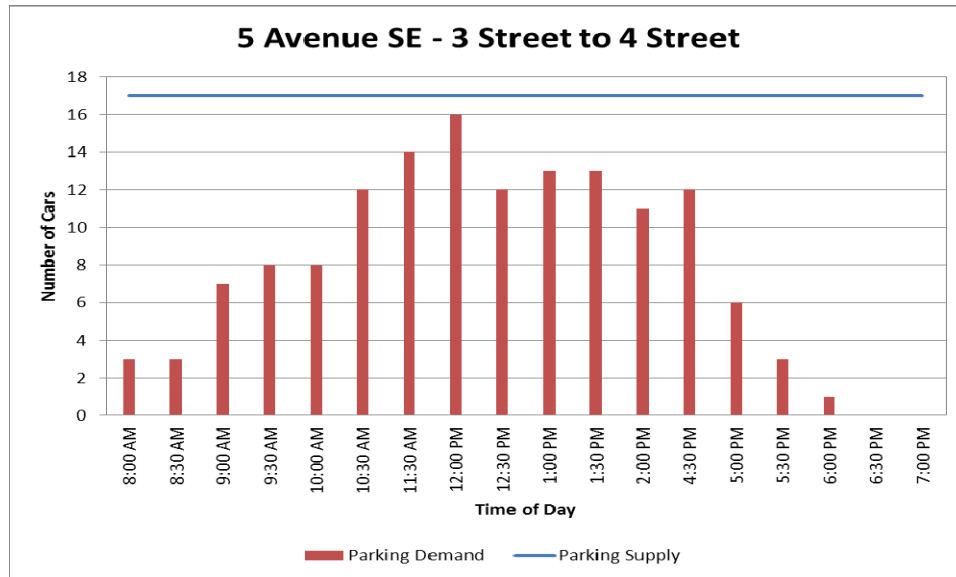
There are a total of 9 parking spots available along 5 Avenue, from 1 Street to 2 Street. The maximum parking demand occurs between 1:00 p.m. - 2:00 p.m. when a total number of 10 vehicles were parked along 5 Avenue. This corresponds to a utilization rate of 111%.

Figure E.20
Weekday Parking Supply and Demand for 5 Avenue, 2 Street to 3 Street



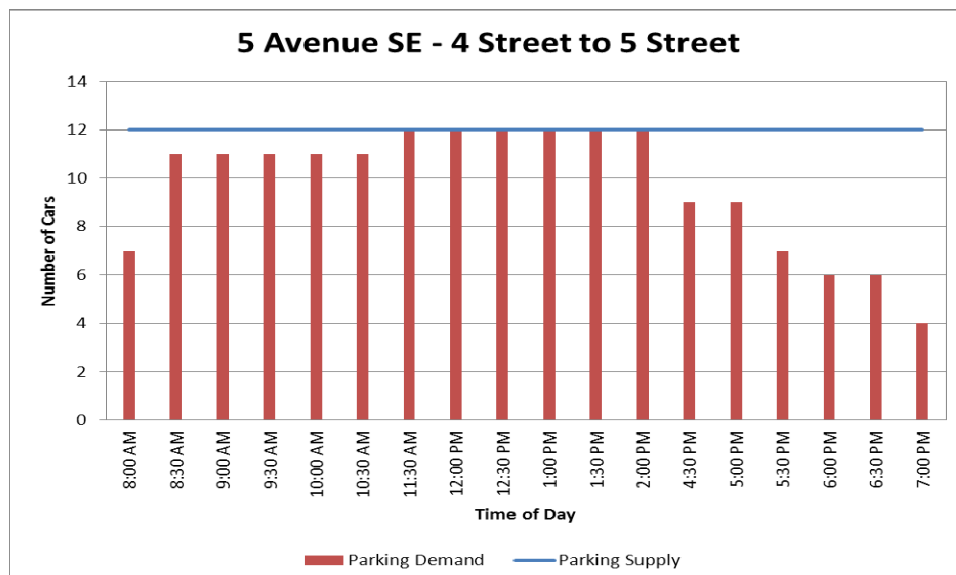
There are a total of 11 parking spots available along 5 Avenue, from 2 Street to 3 Street. The maximum parking demand occurs between at 11:30 a.m. when a total number of 10 vehicles were parked along 5 Avenue. This corresponds to a utilization rate of 91%.

Figure E.21
Weekday Parking Supply and Demand for 5 Avenue, 3 Street to 4 Street



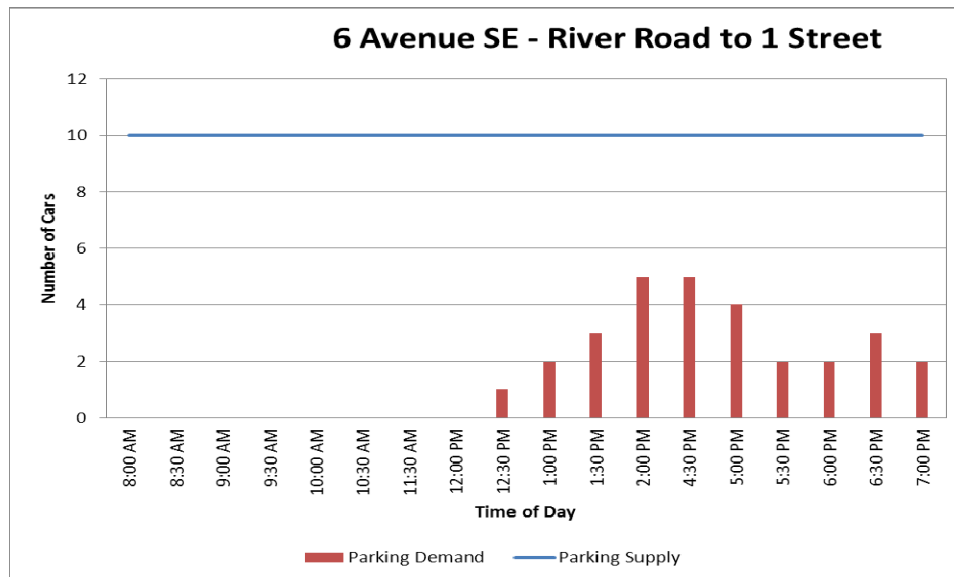
There are a total of 17 parking spots available along 5 Avenue, from 3 Street to 4 Street. The maximum parking demand occurs at 12:00 p.m. when a total number of 16 vehicles were parked along 5 Avenue. This corresponds to a utilization rate of 94%.

Figure E.22
Weekday Parking Supply and Demand for 5 Avenue, 4 Street to 5 Street



There are a total of 12 parking spots available along 5 Avenue, from 4 Street to 5 Street. The maximum parking demand occurs between 11:30 a.m. - 2:00 p.m. when a total number of 12 vehicles were parked along 5 Avenue. This corresponds to a utilization rate of 100%.

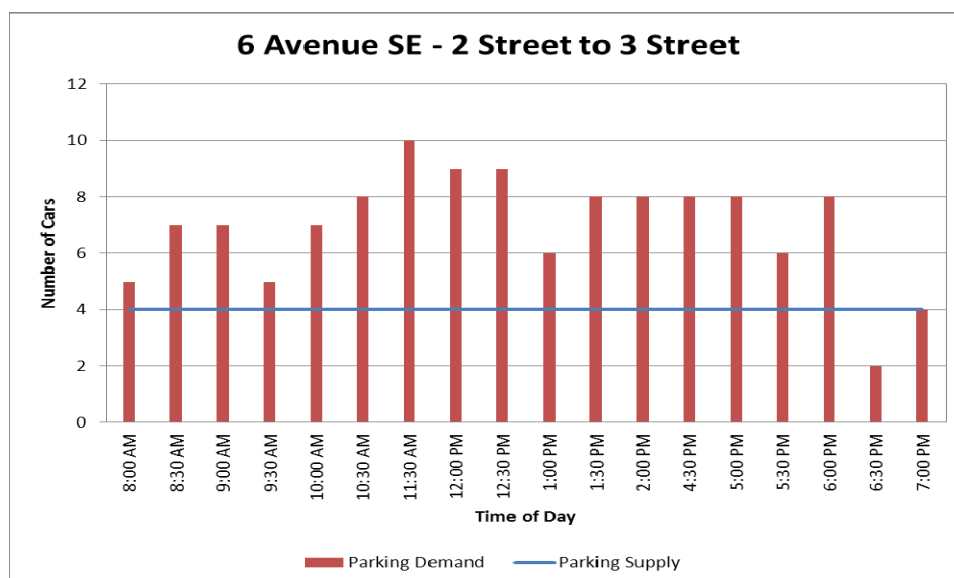
Figure E.23
Weekday Parking Supply and Demand for 6 Avenue, River Road to 1 Street



There are a total of 10 parking spots available along 6 Avenue, from River Road to 1 Street. The maximum parking demand occurs at 2:00 p.m. and 4:30 p.m. when a total number of 5 vehicles were parked along 6 Avenue. This corresponds to a utilization rate of 50%.

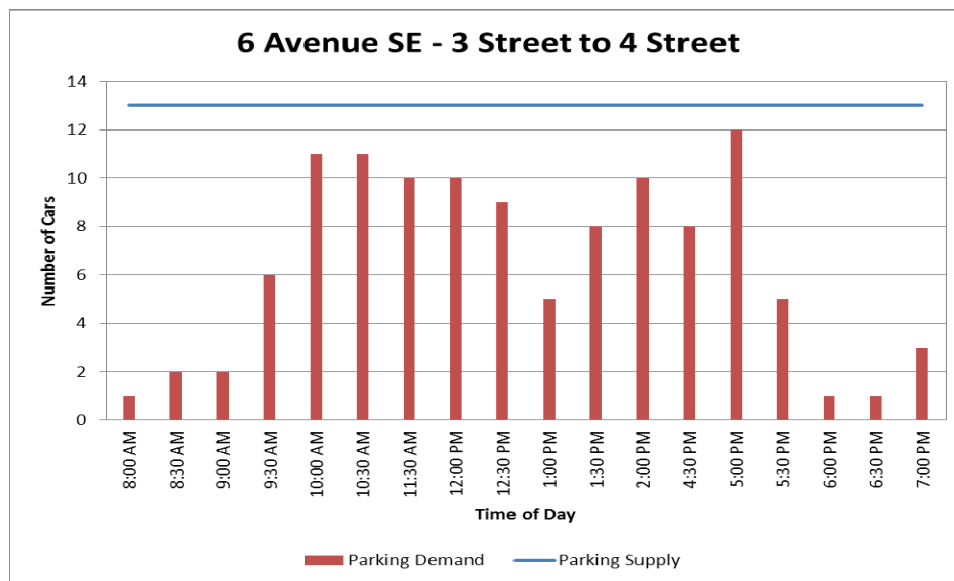
6 Avenue SE, from 1 Street to 2 Street, was not analyzed since on-street parking is prohibited along this block.

Figure E.24
Weekday Parking Supply and Demand for 6 Avenue, 2 Street to 3 Street



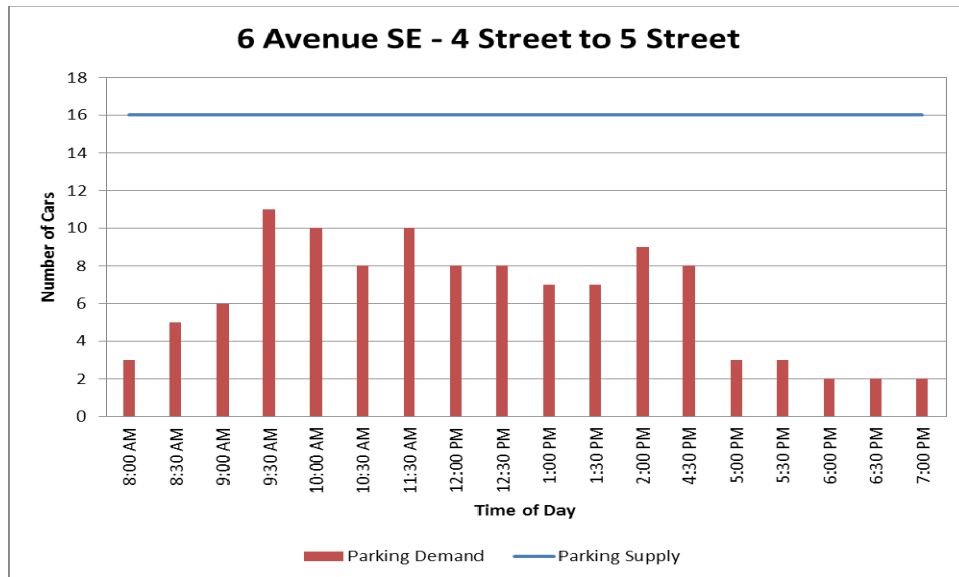
There are a total of 4 parking spots available along 6 Avenue, from 2 Street to 3 Street. The maximum parking demand occurs at 11:30 a.m. when a total number of 10 vehicles were parked along 6 Avenue. This corresponds to a utilization rate of 250%. It should be noted that the total number of parked vehicles observed include vehicles parked on the west side of the block, where on-street parking is prohibited.

Figure E.25
Weekday Parking Supply and Demand for 6 Avenue, 3 Street to 4 Street



There are a total of 13 parking spots available along 6 Avenue, from 3 Street to 4 Street. The maximum parking demand occurs at 5:00 p.m. when a total number of 12 vehicles were parked along 6 Avenue. This corresponds to a utilization rate of 92%.

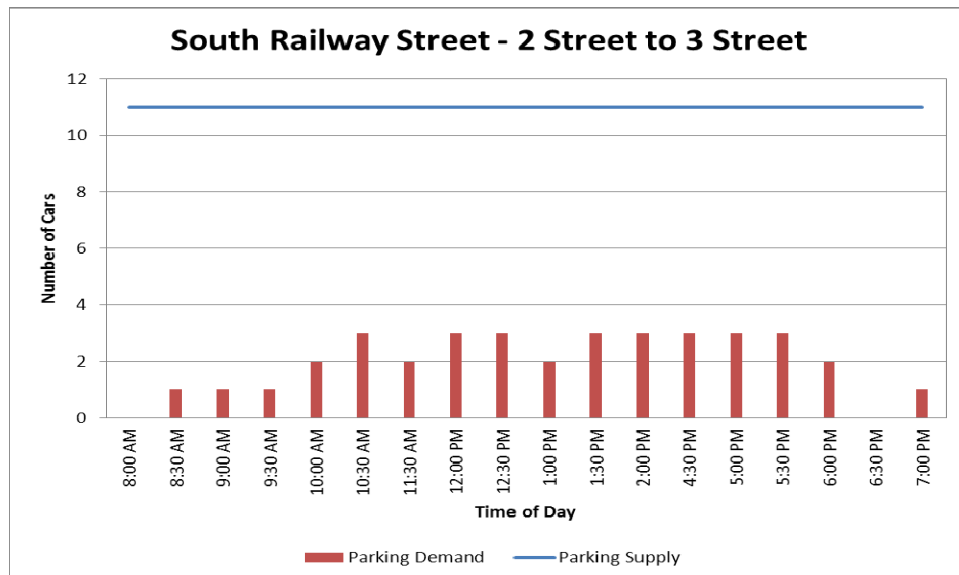
Figure E.26
Weekday Parking Supply and Demand for 6 Avenue, 4 Street to 5 Street



There are a total of 16 parking spots available along 6 Avenue, from 4 Street to 5 Street. The maximum parking demand occurs at 9:30 a.m. when a total number of 11 vehicles were parked along 6 Avenue. This corresponds to a utilization rate of 69%.

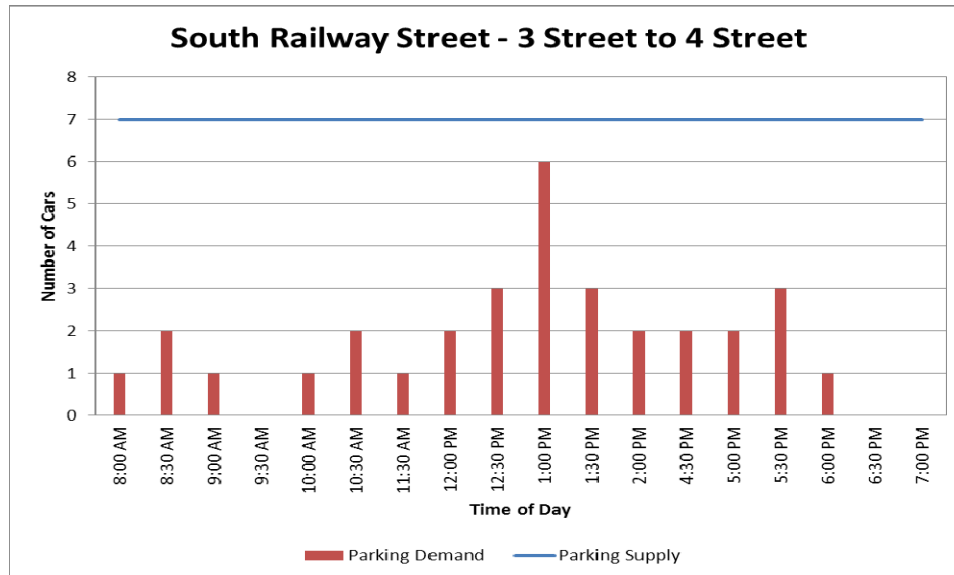
South Railway Street, from 1 Street to 2 Street, was not analyzed since parking is prohibited along this block.

Figure E.27
Weekday Parking Supply and Demand for South Railway Street, 2 Street to 3 Street



There are a total of 11 parking spots available along South Railway Street, from 2 Street to 3 Street. The maximum parking demand occurs at 10:30 a.m. and between 12:00 p.m. - 12:30 p.m., 1:30 p.m. - 2:00 p.m. and 4:30 p.m. - 5:30 p.m. when a total number of 3 vehicles were parked along South Railway Street. This corresponds to a utilization rate of 27%.

Figure E.28
Weekday Parking Supply and Demand for South Railway Street, 3 Street to 4 Street



There are a total of 7 parking spots available along South Railway Street, from 3 Street to 4 Street. The maximum parking demand occurs at 1:00 p.m. when a total number of 6 vehicles were parked along South Railway Street. This corresponds to a utilization rate of 86%.

Figure E.29
Weekday Parking Supply and Demand for South Railway Street, 4 Street to 5 Street



There are a total of 5 parking spots available along South Railway Street, from 4 Street to 5 Street. The maximum parking demand occurs at 9:00 a.m. and between 10:30 - 11:30 a.m. and 4:30 p.m. - 5:00 p.m. when a total number of 4 vehicles were parked along South Railway Street. This corresponds to a utilization rate of 80%

South Railway Street, from 5 Street to Hill Road, was not analyzed since on-street parking is prohibited along this block.

3.0 Saturday On-Street Parking Utilization

Overall, the existing parking supply is able to accommodate the Saturday parking demands at the locations surveyed. The maximum average utilization observed on Saturday was 61% which occurred over the noon period along 2 Street, between 4 Avenue and 5 Avenue.

Table E.1 presents a comparison of the weekday versus Saturday on-street parking utilization at locations where both sets of data were available. The data was extracted for the following time period for the comparison:

- Morning period: 9:30 a.m. to 11:00 a.m.
- Noon period: 12:00 p.m. to 2:30 p.m.
- Afternoon period: 4:30 p.m. to 5:30 p.m.

Table E.1
Comparison of Weekday and Saturday On-Street Parking Utilization

Street / Avenue	From	To	Side of Street	Parking Stalls	Weekday			Saturday		
					A.M.	Noon	P.M.	A.M.	Noon	P.M.
1 Street	3 Avenue	4 Avenue	South	16	35%	34%	41%	0%	51%	3%
2 Street	4 Avenue	5 Avenue	North	15	31%	51%	27%	11%	59%	0%
			South	16	23%	56%	25%	4%	56%	13%
	5 Avenue	6 Avenue	North	15	78%	85%	53%	44%	36%	27%
			South	14	57%	64%	46%	29%	31%	11%
	6 Avenue	South Railway Street	North	13	72%	68%	50%	5%	35%	46%
			South	16	48%	59%	31%	2%	40%	25%
3 Street	4 Avenue	5 Avenue	North	16	79%	93%	69%	42%	50%	53%
	5 Avenue	6 Avenue	North	11	85%	80%	50%	55%	53%	36%
			South	17	96%	87%	79%	41%	49%	47%
	6 Avenue	S. Railway Street	North	16	75%	65%	81%	40%	50%	25%
			South	15	76%	81%	67%	47%	51%	50%

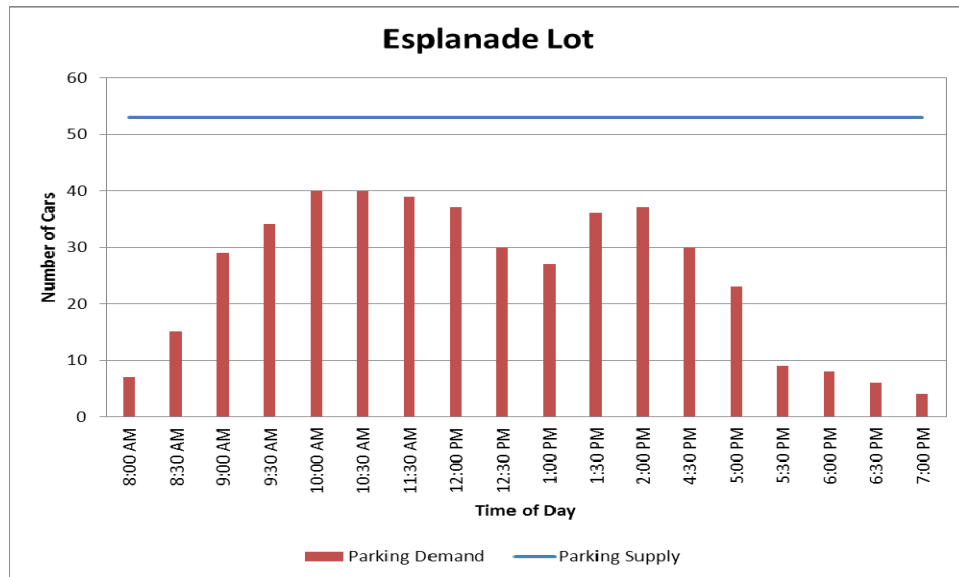
Street / Avenue	From	To	Side of Street	Parking Stalls	Weekday			Saturday		
					A.M.	Noon	P.M.	A.M.	Noon	P.M.
4 Street	5 Avenue	6 Avenue	North	15	42%	29%	23%	20%	36%	3%
	6 Avenue	South Railway Street	North	12	44%	47%	58%	11%	8%	58%
5 Avenue	1 Street	2 Street	West	3	89%	100%	0%	0%	80%	0%
			East	6	100%	100%	0%	39%	3%	0%
	2 Street	3 Street	West	9	70%	67%	67%	22%	56%	6%
			East	2	100%	70%	25%	0%	0%	0%
	3 Street	4 Street	East	7	57%	83%	64%	10%	14%	14%
6 Avenue	2 Street	3 Street	East	4	50%	70%	75%	17%	35%	0%
	3 Street	4 Street	West	8	83%	63%	69%	4%	33%	13%
			East	5	53%	68%	90%	13%	32%	10%
South Railway Street	2 Street	3 Street	West	11	18%	26%	27%	18%	20%	0%
	3 Street	4 Street	West	7	14%	46%	29%	14%	14%	14%

Overall, the Saturday parking demand is expectantly lower than the weekday parking demand. Only two locations experienced a higher parking demand on Saturday, the south side of 1 Street between 3 Avenue and 4 Avenue, and the north side of 2 Street between 4 Avenue and 5 Avenue.

4.0 Weekday Off-Street Parking Utilization

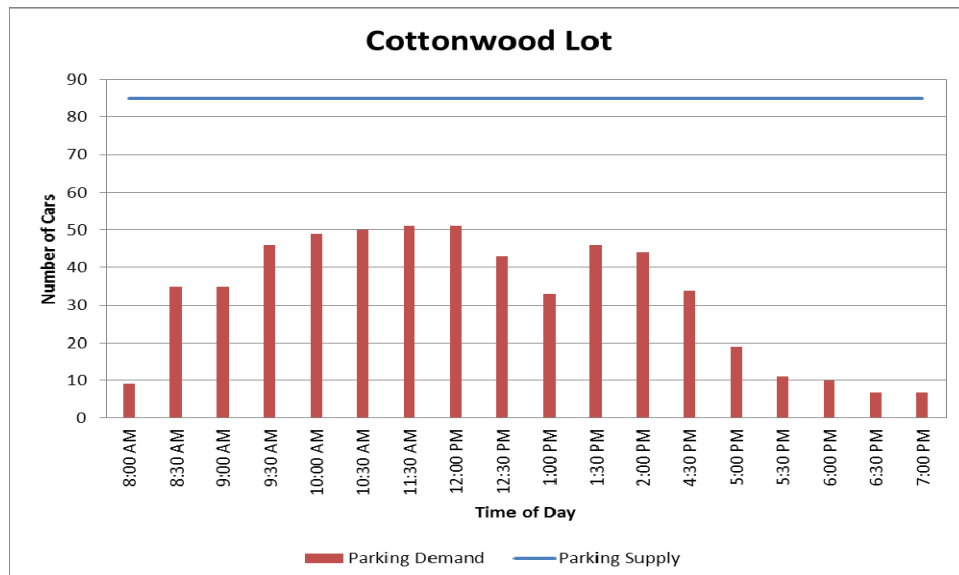
Figure E.30 through Figure E.32 present the weekday parking supply and demand for the three off-street parking lots surveyed.

Figure E.30
Weekday Parking Supply and Demand for Esplanade Surface Lot



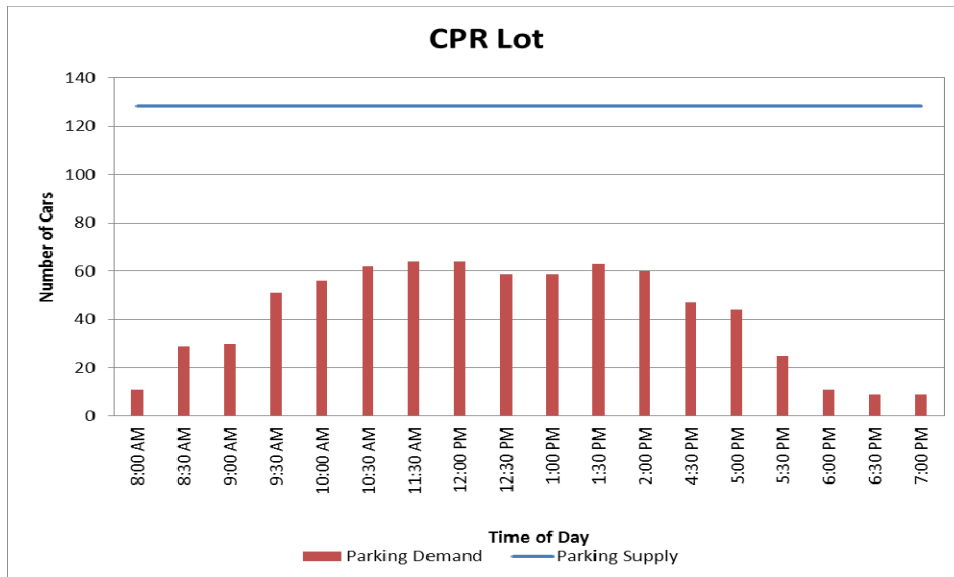
There are a total of 53 parking spots available in the Esplanade Surface Lot. The maximum parking demand occurs between 10:00 a.m. - 10:30 a.m. when a total number of 40 vehicles were parked in the lot. This corresponds to a utilization rate of 76%.

Figure E.31
Weekday Parking Supply and Demand for Cottonwood Lot



There are a total of 85 parking spots available in the Cottonwood Lot. The maximum parking demand occurs between 11:30 a.m. - 12:00 p.m. when a total number of 51 vehicles were parked in the lot. This corresponds to a utilization rate of 60%.

Figure E.32
Weekday Parking Supply and Demand for CPR Lot



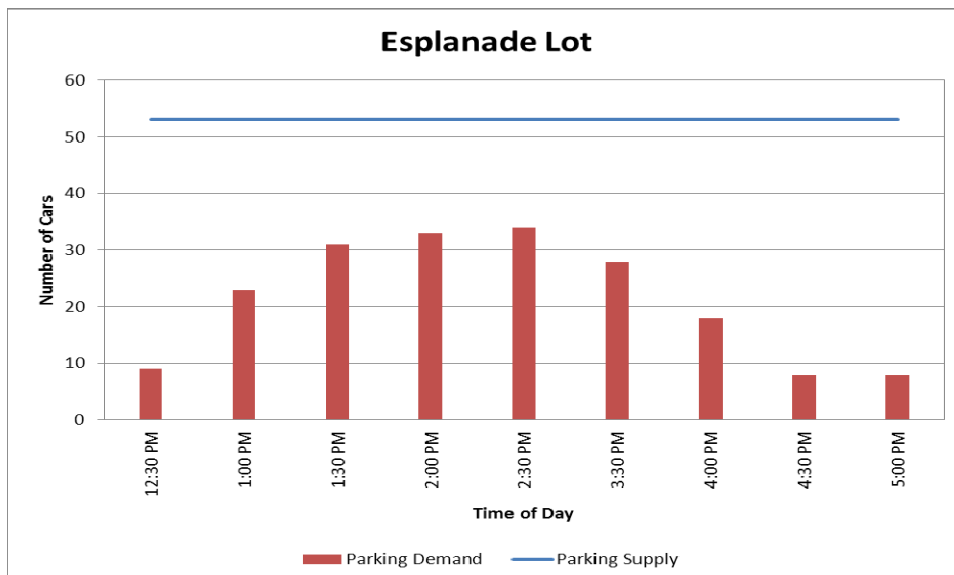
There are a total of 128 parking spots available in the CPR Lot. The maximum parking demand occurs between 11:30 a.m. - 12:00 p.m. when a total number of 64 vehicles were parked in the lot. This corresponds to a utilization rate of 50%.

The results above indicate that the parking stalls supplied in these three parking lots are sufficient to meet the weekday parking demands in the study period.

5.0 Saturday Off-Street Parking Utilization

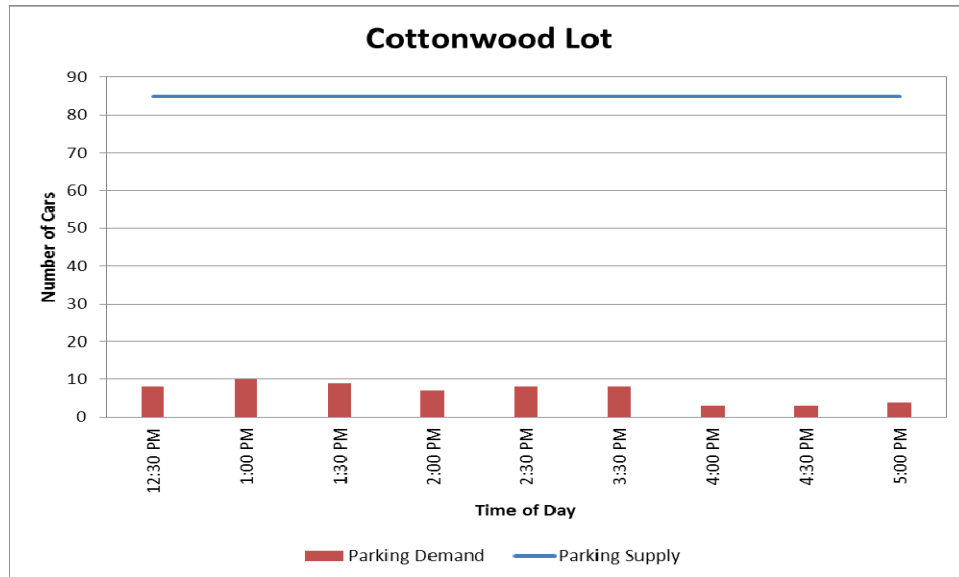
Figure E.33 through Figure E.34 present the Saturday parking supply and demand for the two off-street parking lots surveyed.

Figure E.33
Saturday Parking Supply and Demand for Esplanade Surface Lot



The maximum Saturday parking demand occurs at 2:30 p.m. when a total number of 34 vehicles were parked in the Esplanade Surface Lot. This corresponds to a utilization rate of 64%.

Figure E.34
Saturday Parking Supply and Demand for Cottonwood Lot



The maximum Saturday parking demand occurs at 1:00 p.m. when a total number of 10 vehicles were parked in the Cottonwood Lot. This corresponds to a utilization rate of 12%.

The results above indicate that the parking supplies provided in these two lots are sufficient to meet the Saturday parking demand in the study period. It should be noted that the parking utilization in both the Esplanade Surface Lot and the Cottonwood Lot are expectantly lower on the Saturday.

F Appendix F - Parking Demand Forecasting



Date: October 6, 2010 **File:** 20103999.04.ENG.03.02
To: Shane Hemenway
From: Rohit Vij
Project: Medicine Hat RSMP
Subject: Parking Forecasting Working Paper

MEMO

1 INTRODUCTION

The existing parking conditions analysis determined that the existing on-street parking supply is sufficient to accommodate both the weekday and Saturday on-street parking demand in all periods. However, there are some potentially problematic locations with utilization rates greater than 80% (please see 2010 Parking Analysis Report for further clarification). At the three off-street parking lots surveyed (Esplanade Lot, Cottonwood Lot, Canadian Pacific Railway (CPR) Lot), the existing off-street parking supply is sufficient to accommodate both the weekday and Saturday on-street parking demand in all periods.

The existing population of Medicine Hat is approximately 61,000 and is projected to grow to 95,000 people over the next 30 years. There is a potential to add 3,000 to 4,000 new residents to the Downtown over the next 30 years. The next step in the Downtown Parking Study is to forecast the parking demand for the 75,000 and 95,000 population horizons. The objective of this Parking Forecast Working Paper is to establish the methodology and assumptions that will be used for the parking forecast.

2 TOTAL FUTURE PARKING DEMAND

Total future parking demand will be developed by:

- Growing the existing parking demand for the downtown by applying a growth factor developed by analyzing the historical population of the City (**Future Background Parking Demand**).
- By utilizing the downtown redevelopment districts illustrated in the "The Hat Downtown Redevelopment Plan" to develop the land use specific future parking demand (**Future Land Use Parking Demand**).
- Adding the future background parking demand and future land use parking demand for the downtown.

2.1 FUTURE BACKGROUND PARKING DEMAND

As there is a relationship between population/ridership growth and parking demand, the future parking demand will be forecasted by analyzing the City of Medicine Hat population growth history. **Table 1** presents the growth rate calculations based on the population growth history (1999-2009).



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Table 1
Future Background Parking Demand Growth Factor

Year*	Population*	Growth Per Year (%age)	Average Growth (%age)
1999	50,152	-	1.9
2005	56,048	2.0	
2008	60,426	2.6	
2009	61,097	1.1	

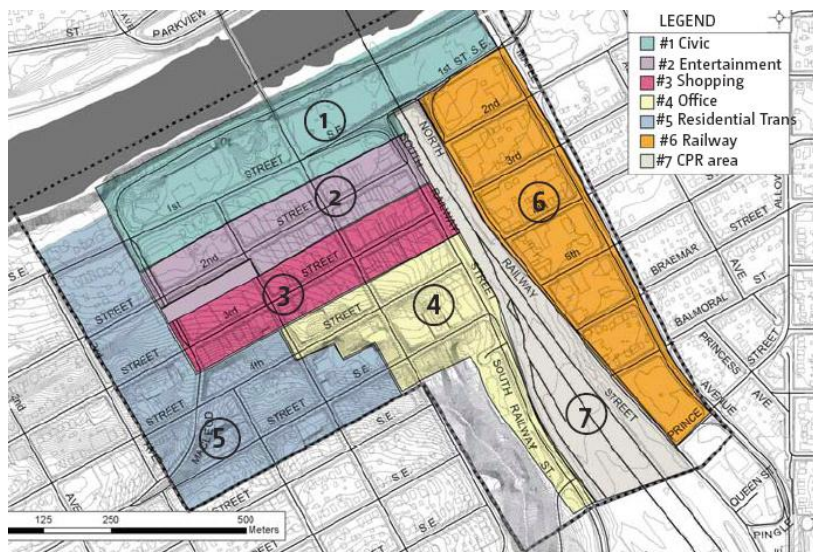
*- Information obtained from "City of Medicine Hat 2009 Census Report"

Existing parking demand for the downtown will be grown by 1.9% per year to develop the future background parking demand for the downtown under 75,000 and 95,000 population horizon.

2.2 FUTURE LAND USE PARKING DEMAND

To forecast the future land use parking demand, the downtown redevelopment districts illustrated in the "The Hat Downtown Redevelopment Plan" (Downtown Redevelopment Plan) will be utilized in conjunction with the City's Land Use Bylaw #3181 (Land Use Bylaw) and parking demand rates from the Institute of Transportation Engineers (ITE) Parking Generation Manual (3rd Edition). Six downtown redevelopment districts and one special area (CPR) were identified in the Downtown Redevelopment Plan and are illustrated in **Figure 1**. These districts will provide the framework for future growth and intensification within the Downtown.

FIGURE 1
DOWNTOWN REDEVELOPMENT DISTRICTS





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2.2.1 Civic District (District #1)

The parking demand for the Civic District will be forecasted as per the proposed land uses illustrated in the Downtown Redevelopment Plan. The following changes in the land use will be assumed to generate parking demand for 75,000 and 95,000 population horizons:

75,000 population horizon

- No change

95,000 population horizon

- A 100 room hotel
- International cultural meeting place
- Docking facility for river boat
- Armoury park enhancements

The following public/private on-street/off-street parking distribution will be assumed for the land uses illustrated above:

- **100 Room Hotel** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.
- **International Cultural Meeting Place** – 50% of parking demand will be accommodated on site in the form of public off-street parking stall and another 50% will be accommodated off-site in the form of on-street parking
- **Docking Facility** – 50% of parking demand will be accommodated on site in the form of off-street public parking stall and another 50% will be accommodated off-site in the form of on-street parking
- **Armoury Park Enhancements** – 50% of parking demand will be accommodated on site in the form of off-street public parking stall and another 50% will be accommodated off-site in the form of on-street parking

The parking demand for the above mentioned land uses will be generated using the City's Land Use Bylaw as well as the ITE Parking Generation Manual. The following information is required from the City of Medicine Hat in order to generate the parking demand accurately:

Land Use

Assumed/Required Information

100 Room Hotel

- None



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- | | |
|--------------------------------------|--|
| International Cultural Meeting Place | <ul style="list-style-type: none">• Land use assumed: Parking Generation Manual land use code 495 - "Recreational Community Center"• Information required: Gross Floor Area |
| Docking Facility | <ul style="list-style-type: none">• Parking generation rate will be developed by using representative existing docking facilities within Canada• Information required: Number of Docks |
| Armoury Park Extension | <ul style="list-style-type: none">• Land use assumed: Parking Generation Manual land use code 411 - "City Park"• Information required: Park Extension in Acres |

2.2.1 Entertainment District (District #2)

The parking demand for the Entertainment District will be forecasted as per the proposed land uses illustrated in the Downtown Redevelopment Plan. The following changes in the land use will be assumed to generate the parking demand for 75,000 and 95,000 population horizons:

75,000 population horizon

- Revitalization of the Monarch Theatre
- 3 storey mixed use redevelopment along 2nd Street between South Railway Street and 6th Avenue SE with retail and personal service shops including restaurants, small entertainment venues, art galleries etc. on the ground floor and residential uses (multiple family units) on 2nd and 3rd floor. 12,000 ft² of retail development as well as 240 multiple family residential units will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of "The Hat Downtown Redevelopment Plan"**).

95,000 population horizon

- 3 storey mixed use redevelopment along 2nd Street between 6th Avenue SE and 4th Avenue SE with retail and personal service shops including restaurants, small entertainment venues, art galleries etc. on the ground floor and residential uses (multiple family units) on 2nd and 3rd floor. 12,000 ft² of retail development as well as 240 multiple family residential units will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of "The Hat Downtown Redevelopment Plan"**).

The following public/private on-street/off-street parking distribution will be assumed for the land uses illustrated above:



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- **Movie Theatre** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.
- **Retail and personal service shops including restaurants, small entertainment venues, art galleries** – 50% of parking demand will be accommodated on site in the form of off-street public parking stall and another 50% will be accommodated off-site in the form of on-street parking
- **Residential Use (multiple family units)** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.

The parking demand for the above mentioned land uses will be generated using the City's Land Use Bylaw as well as the ITE Parking Generation Manual. The following information is required from the City of Medicine Hat in order to generate the parking demand accurately:

Land Use	Assumed/Required Information
Monarch Theatre	<ul style="list-style-type: none"> • Land use assumed: Parking By-Law 3181 Land Use – “Entertainment Establishments” • Information required: Gross Floor Area or Seating Spaces
Mixed Use Redevelopments - Retail and personal service shops including restaurants, small entertainment venues, art galleries	<ul style="list-style-type: none"> • Land use assumed: Parking By-Law 3181 Land Use – “Retail and personal service shops with a gross leasable area of 1,000 m² or less” • Gross Floor Area = 12,000 ft² (75,000 population horizon) • Gross Floor Area = 12,000 ft² (95,000 population horizon)
Residential Use	<ul style="list-style-type: none"> • Land use assumed: Parking By-Law 3181 Land Use – “Multiple Family Dwellings” • Land use assumed: Parking Generation Manual land use code 221 - “Low/Mid Rise Apartment” • Multiple Family Dwelling Units = 240 (75,000 population horizon) • Multiple Family Dwelling Units = 240 (95,000 population horizon)

2.2.2 Shopping District (District #3)

The parking demand for the Shopping District will be forecasted as per the proposed land uses illustrated in the Downtown Redevelopment. The following changes in the land use will be assumed to generate the parking demand for 75,000 and 95,000 population horizons:



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75,000 population horizon

- 3 storey shopping area along 3rd Street between South Railway Street and 6th Avenue SE with shopping centre buildings on the ground floor and office use on 2nd and 3rd floor. 12,000 ft² of retail development as well as 24,000 ft² of office space will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of “The Hat Downtown Redevelopment Plan”**).

95,000 population horizon

- 3 storey shopping area along 3rd Street between 6th Avenue SE and 4th Avenue SE with shopping centre buildings on the ground floor and office use on 2nd and 3rd floor. 12,000 ft² of retail development as well as 24,000 ft² of office space will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of “The Hat Downtown Redevelopment Plan”**).

The following public/private on-street/off-street parking distribution will be assumed for the land uses illustrated above:

- **Shopping Area** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.
- **Office Use** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.

The parking demand for the above mentioned land uses will be generated using the City's Land Use Bylaw as well as the ITE Parking Generation Manual. The following information is required from the City of Medicine Hat in order to generate the parking demand accurately:

Land Use

Assumed/Required Information

Shopping Area

- Land use assumed: Parking By-Law 3181 Land Use – “Shopping centre buildings with a gross leasable area of more than 4,000 m² on one site”
- Gross Floor Area = 12,000 ft² (75,000 population horizon)
- Gross Floor Area = 12,000 ft² (95,000 population horizon)

Office Use

- Land use assumed: Parking Generation Manual land use code 701 - “Office Building”
- Gross Floor Area = 24,000 ft² (75,000 population horizon)
- Gross Floor Area = 24,000 ft² (95,000 population horizon)



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2.2.3 Office District (District #4)

The parking demand for the Office District will be forecasted as per the proposed land uses illustrated in the Downtown Redevelopment Plan. The Office District will be bordered by 5th and 6th Avenues on the west, 4th Street on the north, and South Railway Street on the east, extending to the southern boundary of the Downtown Redevelopment Area. The following changes in the land use will be assumed to generate the parking demand for 75,000 and 95,000 population horizons:

75,000 population horizon

- An average 4 story office space along 4th Street between South Railway Street and 5th and 6th Avenue on the west. 50,000 ft² of office space will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of “The Hat Downtown Redevelopment Plan”**).

95,000 population horizon

- An average 4 story office space along 5th Street between South Railway Street and 5th and 6th Avenue on the west, extending to the southern boundary of the Downtown Redevelopment Area. 50,000 ft² of office space will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of “The Hat Downtown Redevelopment Plan”**).

The following public/private on-street/off-street parking distribution will be assumed for the land uses illustrated above:

- **Office Space** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.

The parking demand for the above mentioned land uses will be generated using the City's Land Use Bylaw as well as the ITE Parking Generation Manual. The following information is required from the City of Medicine Hat in order to generate the parking demand accurately:

Land Use	Assumed/Required Information
Office Space	<ul style="list-style-type: none">• Land use assumed: Parking Generation Manual land use code 701 - “Office Building”• Gross Floor Area = 50,000 ft² (75,000 population horizon)• Gross Floor Area = 50,000 ft² (95,000 population horizon)



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2.2.4 Residential District (District #5)

The parking demand for the Residential Transition District will be forecasted as per the proposed land uses illustrated in the Downtown Redevelopment Plan. The Residential Transition District will form the western border of the Downtown between 3rd Avenue on the west, 4th Avenue on the east, 1st Street on the north and 6th Street on the south. The following changes in the land use will be assumed to generate the parking demand for 75,000 and 95,000 population horizons:

75,000 population horizon

- An average 4 story low to medium density residential use along 3rd and 4th Avenues between 1st Street and 3rd Street. 240 multiple family residential units as well as 400 other residential units (townhouse, suites, coach houses, etc) will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of "The Hat Downtown Redevelopment Plan"**).

95,000 population horizon

- An average 4 story low to medium density residential use along 3rd and 4th Avenues between 4th Street and 6th Street. 240 multiple family residential units as well as 400 other residential units (townhouse, suites, coach houses, etc) will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of "The Hat Downtown Redevelopment Plan"**).

The following public/private on-street/off-street parking distribution will be assumed for the land uses illustrated above:

- **Residential Use (Multiple Family Units)** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.
- **Residential Use (Townhouse, Suites, Coach Houses, etc)** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.

The parking demand for the above mentioned land uses will be generated using the City's Land Use Bylaw as well as the ITE Parking Generation Manual. The following information is required from the City of Medicine Hat in order to generate the parking demand accurately:

Land Use

Assumed/Required Information

Residential Use (Multiple Family Units)

- Land use assumed: Parking By-Law 3181 Land Use – "Multiple Family Dwellings"
- Land use assumed: Parking Generation Manual land use code



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- 221 - "Low/Mid Rise Apartment"
- Multiple Family Dwelling Units = 240 (75,000 population horizon)
- Multiple Family Dwelling Units = 240 (95,000 population horizon)
- Residential Use (Townhouse, Suites, Coach Houses, etc)
- Land use assumed: Parking By-Law 3181 Land Use – "Single Family Detached Dwellings, Duplexes, and Townhouses Fronting a Street"
- Dwelling Units = 400 (75,000 population horizon)
- Dwelling Units = 400 (95,000 population horizon)

2.2.5 Railway District (District #6)

The parking demand for the Railway District will be forecasted as per the proposed land uses illustrated in the Downtown Redevelopment Plan. The Railway District extends from the Railway Yards on the west to Maple Avenue on the east, from 1st Street on the north to Rotary Park on the south. The following changes in the land use will be assumed to generate the parking demand for 75,000 and 95,000 population horizons:

75,000 population horizon

- Retail and personal service shops including restaurants, small entertainment venues, and art galleries along North Railway Street between 1st Street and 4th Street. 12,000 ft² of retail development will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of "The Hat Downtown Redevelopment Plan"**).
- An average 4 story low to medium density residential use along 2nd, 3rd and 4th Street between North Railway Street and Maple Avenue. 240 multiple family residential units as well as 320 apartment units will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of "The Hat Downtown Redevelopment Plan"**).

95,000 population horizon

- Retail and personal service shops including restaurants, small entertainment venues, and art galleries along North Railway Street between 4th Street and Prince Street. 12,000 ft² of retail development will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of "The Hat Downtown Redevelopment Plan"**).
- An average 4 story low to medium density residential use along 5th Street, Braemer Street, and Prince Street between North Railway Street and Maple Avenue. 240 multiple family residential units as well as 320 apartment units will be added to the existing land use (**information is obtained from the Table 2: Development Estimates of "The Hat Downtown Redevelopment Plan"**).



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The following public/private on-street/off-street parking distribution will be assumed for the land uses illustrated above:

- **Retail and personal service shops including restaurants, small entertainment venues, art galleries** – 50% of parking demand will be accommodated on site in the form of off-street public parking stall and another 50% will be accommodated off-site in the form of on-street parking
- **Residential Use (Multiple Family Units)** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.
- **Residential Use (Apartments)** – 100% of parking demand will be accommodated on site in the form of private off-street parking stall.

The parking demand for the above mentioned land uses will be generated using the City's Land Use Bylaw as well as the ITE Parking Generation Manual. The following information is required from the City of Medicine Hat in order to generate the parking demand accurately:

Land Use	Assumed/Required Information
Retail and personal service shops including restaurants, small entertainment venues, art galleries	<ul style="list-style-type: none"> • Land use assumed: Parking By-Law 3181 Land Use – “Retail and personal service shops with a gross leasable area of 1,000 m² or less” • Information required: Gross Floor Area
Residential Use (Multiple Family Units)	<ul style="list-style-type: none"> • Land use assumed: Parking By-Law 3181 Land Use – “Multiple Family Dwellings” • Land use assumed: Parking Generation Manual land use code 221 - “Low/Mid Rise Apartment” • Multiple Family Dwelling Units = 240 (75,000 population horizon) • Multiple Family Dwelling Units = 240 (95,000 population horizon)
Residential Use (Apartments)	<ul style="list-style-type: none"> • Land use assumed: Parking By-Law 3181 Land Use – “Multiple Family Dwellings (Triplexes, Fourplexes and Apartments)” • Dwelling Units = 320 (75,000 population horizon) • Dwelling Units = 320 (95,000 population horizon)

Based on the required information as well as the assumptions illustrated above, parking demand for the Downtown will be forecasted for the 75,000 and 95,000 population horizon. **Table 2** (attached) illustrates the development estimates, land use assumptions and other relevant information required to generate the future parking demand.

TBALE 2

Land Use	Total City Forecast (20 Years)	Downtown Share (High Estimate)	Districts												Comments
			1 - Civic		2 - Entertainment		3 - Shopping		4 - Office		5 - Residential		6 - Railway		
			75K Population Horizon	95K Population Horizon	75K Population Horizon	95K Population Horizon	75K Population Horizon	95K Population Horizon	75K Population Horizon	95K Population Horizon	75K Population Horizon	95K Population Horizon	75K Population Horizon	95K Population Horizon	
100 Room Hotel	-	-	-	100 Room Hotel	-	-	-	-	-	-	-	-	-	-	
International Cultural Meeting Place	-	-	-	Recreational Community Centre	-	-	-	-	-	-	-	-	-	-	Land use assumed: Parking Generation Manual land use code 495 - "Recreational Community Center". Information required: Gross Floor Area
Docking Facility	-	-	-	Docking Yard	-	-	-	-	-	-	-	-	-	-	Parking generation rate will be developed by using representative existing docking facilities within Canada. Information required: Number of Docks
Armoury Park Extension	-	-	-	Park	-	-	-	-	-	-	-	-	-	-	Land use assumed: Parking Generation Manual land use code 411 - "City Park". Information required: Park Extension in Acres
Monarch Theater	-	-	-	-	Revitalization of Monarch Theater	-	-	-	-	-	-	-	-	-	Land use assumed: Parking By-Law 3181 Land Use – "Entertainment Establishments". Information required: Gross Floor Area or Seating Spaces. 100% of parking demand will be accommodated on site in the form of private off-street parking stall.
Apartments	4,500 to 6,400 units	10% (450 to 640 units)	-	-	-	-	-	-	-	-	-	-	320 units	320 units	Land use assumed: Parking By-Law 3181 Land Use – "Multiple Family Dwellings (Triplexes, Fourplexes and Apartments)". 100% of parking demand will be accommodated on site in the form of private off-street parking stall
Other Residential (Townhouses, Suites, Coach Houses etc.)	2,200 to 3,200 units	25% (500 to 800 units)	-	-	-	-	-	-	-	-	400 units	400 units	-	-	Land use assumed: Parking By-Law 3181 Land Use – "Single Family Detached Dwellings, Duplexes, and Townhouses Fronting a Street". 100% of parking demand will be accommodated on site in the form of private off-street parking stall
Multifamily Residential	6,700 to 9,600 units	950 to 1,440 units	-	-	240 units	240 units	-	-	-	-	240 units	240 units	240 units	240 units	Land use assumed: Parking By-Law 3181 Land Use – "Multiple Family Dwellings". 100% of parking demand will be accommodated on site in the form of private off-street parking stall.
Office	200,000 to 300,000 ft²	50% (100,000 to 150,000 ft²)	-	-	-	-	24,000 ft²	24,000 ft²	50,000 ft²	50,000 ft²	-	-	-	-	Land use assumed: Parking Generation Manual land use code 701 - "Office Building". 100% of parking demand will be accommodated on site in the form of private off-street parking stall.
Retail	1,500,000 to 2,100,000 ft²	3.5% (50,000 to 70,000 ft²)	-	-	12,000 ft²	12,000 ft²	12,000 ft²	12,000 ft²	-	-	-	-	12,000 ft²	12,000 ft²	ENTERTAINMENT AND RAILWAY DISTRICT: Land use assumed: Parking By-Law 3181 Land Use – "Retail and personal service shops with a gross leasable area of 1,000 m² or less". 50% of parking demand will be accommodated on site in the form of off-street public parking stall and another 50% will be accommodated off-site in the form of on-street parking. SHOPPING DISTRICT: Land use assumed: Parking By-Law 3181 Land Use – "Shopping centre buildings with a gross leasable area of more than 4,000 m2 on one site". 100% of parking demand will be accommodated on site in the form of private off-street parking stall.



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3 FUTURE PARKING SUPPLY

The proposed land use plan illustrated in the Downtown Redevelopment Plan will be compared with the existing land uses to establish the future parking supply. The parking supply will be adjusted to reflect land use changes which either add or take away from the existing parking supply. For example, the additional 300 parking spaces proposed for the existing Transit Terminal would add to the existing parking supply, whereas a 3-storey redevelopment on an existing public off-street parking lot would take away from the existing parking supply. These changes will be reflected in the future parking supply.

4 FUTURE PARKING STRATEGY

The adjusted parking supply will be compared to the future parking demand to see if sufficient on-street as well as public off-street parking supply is available. Parking strategies will be developed if the future parking demand exceeds supply.

75K PARKING DEMAND FORECAST - CENTRAL BUSINESS DISTRICT

					ITE Rate					Demand Type		
District	Development	Number	Units	ITE Land Use	Descriptor	Independent Variable, X	X	Rate for Parking Demand, P	Parking Demand, P	Peak Demand	Off-Peak Demand	No Additional Demand
1- Civic District	Nothing	-	-	-	-	-	-	-	0	0	0	0
	Total Parking Demand - Civil District								0	0	0	
2 - Entertainment District	Revitalization of Monarch Theatre	664	Seats	444 - Movie Theater with Matinee	Average Peak Period Parking Demand vs Seats Friday	Seats	664	0.26	173		173	
	Multi-family residential	240	Dwelling Units	221 - Low / Mid-Rise Apartment	Average Peak Period Parking Demand vs Dwelling Units Weekday	Dwelling Units	240	P = 1.43x - 46	297			297
	Retail	12,000	sq. ft. GFA	931 - Quality Restaurant	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Weekday	1,000 sq.ft GFA	6	15.4	92	92		
				870 - Apparel Store ¹	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Saturday	1,000 sq.ft GFA	6	7.5	45	45		
	Total Parking Demand - Entertainment District								607	137	173	297
3 - Shopping District	Office	24,000	sq. ft. GFA	701 - Office Building	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Weekday, Urban	1,000 sq.ft GFA	24	2.4	58			58
	Retail	12,000	sq. ft. GFA	820 - Shopping Center	Average Peak Period Parking Demand vs 1,000 sq.ft GFA Saturday, December	1,000 sq.ft GFA	12	P = 4.59x + 140	195	195		
	Total Parking Demand - Shopping District								253	195	0	58
4 - Office District	Office	50,000	sq. ft. GFA	701 - Office Building	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Weekday, Urban	1,000 sq.ft GFA	50	2.4	120			120
	Total Parking Demand - Office District								120	0	0	120
5 - Residential District	Other residential	400	Dwelling Units	230 - Residential Condominium / Townhouses	Average Peak Period Parking Demand vs Dwelling Units Weekday, Suburban	Dwelling Units	400	P = 96.8Ln(x) - 272	308			308
	Multi-family residential	240	Dwelling Units	221 - Low / Mid-Rise Apartment	Average Peak Period Parking Demand vs Dwelling Units Weekday	Dwelling Units	240	P = 1.43x - 46	297			297
	Total Parking Demand - Residential District								605	0	0	605
TOTAL - CENTRAL BUSINESS DISTRICT									1,585	332	173	1,080

75K PARKING DEMAND FORECAST - RAILWAY DISTRICT

					ITE Rate					Demand Type		
District	Development	Number	Units	ITE Land Use	Descriptor	Independent Variable, X	X	Rate for Parking Demand, P	P	Peak Demand	Off-Peak Demand	No Additional Demand
6 - Railway District	Apartments	320	Dwelling Units	221 - Low / Mid-Rise Apartment	Average Peak Period Parking Demand vs Dwelling Units Weekday	Dwelling Units	320	P = 1.43x - 46	412			412
	Multi-family residential	240	Dwelling Units	221 - Low / Mid-Rise Apartment	Average Peak Period Parking Demand vs Dwelling Units Weekday	Dwelling Units	240	P = 1.43x - 46	297			297
	Retail	12,000	sq. ft. GFA	931 - Quality Restaurant	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Weekday	1,000 sq.ft GFA	6	15.4	92	92		
				870 - Apparel Store ¹	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Saturday	1,000 sq.ft GFA	6	7.5	45	45		
	Total Parking Demand - Railway District									846	137	0
TOTAL - RAILWAY DISTRICT									846	137	0	709
TOTAL - 75K DEMAND									2,431	470	173	1,789

1. Rate for parking demand revised as per discussions with the City to 7.5.

95K PARKING DEMAND FORECAST - CENTRAL BUSINESS DISTRICT

					ITE Rate					Demand Type		
District	Development	Number	Units	ITE Land Use	Descriptor	Independent Variable, X	X	Rate for Parking Demand, P	Parking Demand, P	Peak Demand	Off-Peak Demand	No Additional Demand
1 - Civic District	Hotel	100	Rooms	310 - Hotel	Average Peak Period Parking Demand vs. Rooms Weekday	Rooms	100	P = 1.13x - 60	53	0	0	53
	International cultural meeting place ¹	10,764	sq. ft. GFA	495 - Recreational Community Center	Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA Weekday	1,000 sq.ft GFA	11	3.83	41	0	41	0
	Armoury Park enhancements ²	2	Acres	411 - City Park	Peak Period Parking Demand Ratio per Acre Saturday	Acre	2	5.1	13	13	0	0
	Total Parking Demand - Civil District								107	13	41	53
2 - Entertainment District	Multi-family residential	240	Dwelling Units	221 - Low / Mid-Rise Apartment	Average Peak Period Parking Demand vs Dwelling Units Weekday	Dwelling Units	240	P = 1.43x - 46	297	0	0	297
	Retail	12,000	sq. ft. GFA	931 - Quality Restaurant	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Weekday	1,000 sq.ft GFA	6	15.4	92	92	0	0
				870 - Apparel Store ³	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Saturday	1,000 sq.ft GFA	6	7.5	45	45	0	0
	Total Parking Demand - Entertainment District								435	137	0	297
3 - Shopping District	Office	24,000	sq. ft. GFA	701 - Office Building	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Weekday, Urban	1,000 sq.ft GFA	24	2.4	58	0	0	58
	Retail	12,000	sq. ft. GFA	802 - Shopping Center	Average Peak Period Parking Demand vs 1,000 sq.ft GFA Saturday, December	1,000 sq.ft GFA	12	P = 4.59x + 140	195	195	0	0
	Total Parking Demand - Shopping District								253	195	0	58
4 - Office District	Office	50,000	sq. ft. GFA	701 - Office Building	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Weekday, Urban	1,000 sq.ft GFA	50	2.4	120	0	0	120
	Total Parking Demand - Office District								120	0	0	120
5 - Residential District	Other residential	400	Dwelling Units	230 - Residential Condominium / Townhouses	Average Peak Period Parking Demand vs Dwelling Units Weekday, Suburban	Dwelling Units	400	P = 96.8Ln(x) - 272	308	0	0	308
	Multi-family residential	240	Dwelling Units	221 - Low / Mid-Rise Apartment	Average Peak Period Parking Demand vs Dwelling Units Weekday	Dwelling Units	240	P = 1.43x - 46	297	0	0	297
	Total Parking Demand - Residential District								605	0	0	605
TOTAL - CENTRAL BUSINESS DISTRICT									1,519	345	41	1,133

95K PARKING DEMAND FORECAST - RAILWAY DISTRICT

					ITE Rate					Demand Type			
District	Development	Number	Units	ITE Land Use	Descriptor	Independent Variable, X	X	Rate for Parking Demand, P	Parking Demand, P	Peak Demand	Off-Peak Demand	No Additional Demand	
6 - Railway District	Apartments	320	Dwelling Units	221 - Low / Mid-Rise Apartment	Average Peak Period Parking Demand vs Dwelling Units Weekday	Dwelling Units	320	P = 1.43x - 46	412			412	
	Multi-family residential	240	Dwelling Units	221 - Low / Mid-Rise Apartment	Average Peak Period Parking Demand vs Dwelling Units Weekday	Dwelling Units	240	P = 1.43x - 46	297			297	
	Retail	12,000	sq. ft. GFA	931 - Quality Restaurant	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Weekday	1,000 sq.ft GFA	6	15.4	92	92			
				870 - Apparel Store ³	Average Peak Period Parking Demand vs 1,000 sq.ft. GFA Saturday	1,000 sq.ft GFA	6	7.5	45	45			
	Total Parking Demand - Residential District									846	137	0	709
	TOTAL - RAILWAY DISTRICT									846	137	0	709
TOTAL - 75K DEMAND									2,365	482	41	1,842	

1. Size of International cultural meeting place obtained from Page 27 of The Hat Downtown Redevelopment Plan
2. Size of Armoury Park obtained from City
3. Rate for parking demand revised as per discussions with the City to 7.5.

CHM Downtown Parking Study
Project No: 2010-3999
Date: November 29, 2010

BACKGROUND PARKING DEMAND

Study Area	2010 Peak Parking Demand	75K Peak Parking Demand ¹	95K Peak Parking Demand ¹
Central Business District	2,355	2,847	3,608
Railway District	290	351	444
Area along South Railway, South of 5 Street	80	97	123
Entire Downtown Study Area	2,725	3,295	4,175

1) 1.9% non-compounded annual growth

ADDITIONAL PARKING DEMAND

Study Area	2010 Peak Parking Demand	75K Peak Parking Demand	95K Peak Parking Demand
Central Business District	0	332	678
Railway District	0	137	275
Area along South Railway, South of 5 Street	0	0	0
Entire Downtown Study Area	0	470	952

TOTAL PARKING DEMAND

Study Area	2010 Peak Parking Demand	75K Peak Parking Demand	95K Peak Parking Demand
Central Business District	2,355	3,180	4,285
Railway District	290	488	719
Area along South Railway, South of 5 Street	80	97	123
Entire Downtown Study Area	2,725	3,764	5,127