

PARKING SNAPSHOT MEDIANS FOR 2017



MUNICIPALITIES PROVIDE

1,361 paid parking spots

per 100,000 people

PRKG205 (SERVICE LEVEL)

REVENUE GENERATED

\$1,959 per paid parking spot

PRKG305 (EFFICIENCY)

Cost to maintain one paid parking spot

\$1,045

PRKG320T (EFFICIENCY)

KEEP IN MIND:

Influencing Factors

Influencing factors can create variances in comparison data from year-to-year and from municipality-to-municipality.



Location

Parking availability in proximity to commercial, retail and entertainment establishments



Operating Standards & Policies

Cost recovery policies, operating service hours and maintenance standards



Processes & Systems

Type and quality of technology used to manage operations and enforcement



Service Delivery Model

Level of automation at parking lots; staff vs. contracted attendants; parking space mix; parking ticket processing model



Structural Issues

Parking structures and garages vs. surface lots, and the age of the facility/equipment



Utilization Levels

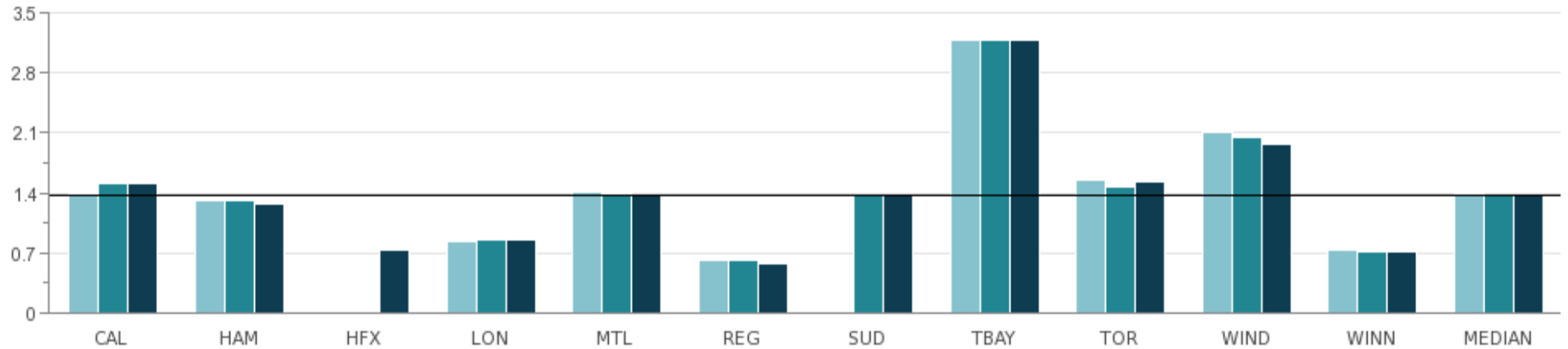
Pricing structures, public transit and parking alternatives impact levels

For a full description of influencing factors, please go to: www.mbncanada.ca

Fig. 21.1 Number of Paid Parking Spaces Managed per 100,000 Population

The count of paid parking spaces includes on-street metered parking spaces, off-street surface parking space and off-street structure spaces. The total number of available parking spaces can be impacted by road construction, weather and the opening or closing of parking structures in any given year.

(In Thousands)



2015	1,399	1,314	N/A	826	1,408	619	N/A	3,178	1,548	2,105	734	1,399
2016	1,514	1,302	N/A	855	1,381	617	1,361	3,193	1,468	2,044	716	1,371
2017	1,504	1,275	731	847	1,367	571	1,361	3,193	1,535	1,963	719	1,361

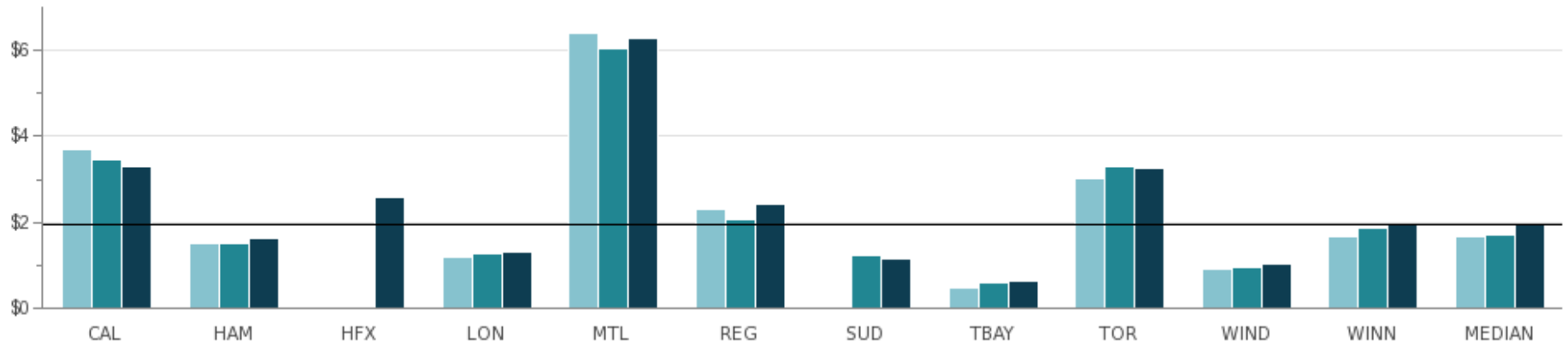
Source: PRKG205 (Service Level)

London, Regina and Sudbury: Do not manage off-street structure spaces.

Fig. 21.2 Gross Parking Revenue Collected per Paid Parking Space

This measure reflects gross parking revenue collected per paid parking space.

(In Thousands)



2015	\$3,685	\$1,513	N/A	\$1,188	\$6,402	\$2,287	N/A	\$476	\$3,026	\$891	\$1,674	\$1,674
2016	\$3,440	\$1,514	N/A	\$1,245	\$6,048	\$2,079	\$1,228	\$587	\$3,287	\$935	\$1,882	\$1,698
2017	\$3,290	\$1,611	\$2,573	\$1,320	\$6,304	\$2,437	\$1,154	\$620	\$3,258	\$1,010	\$1,959	\$1,959

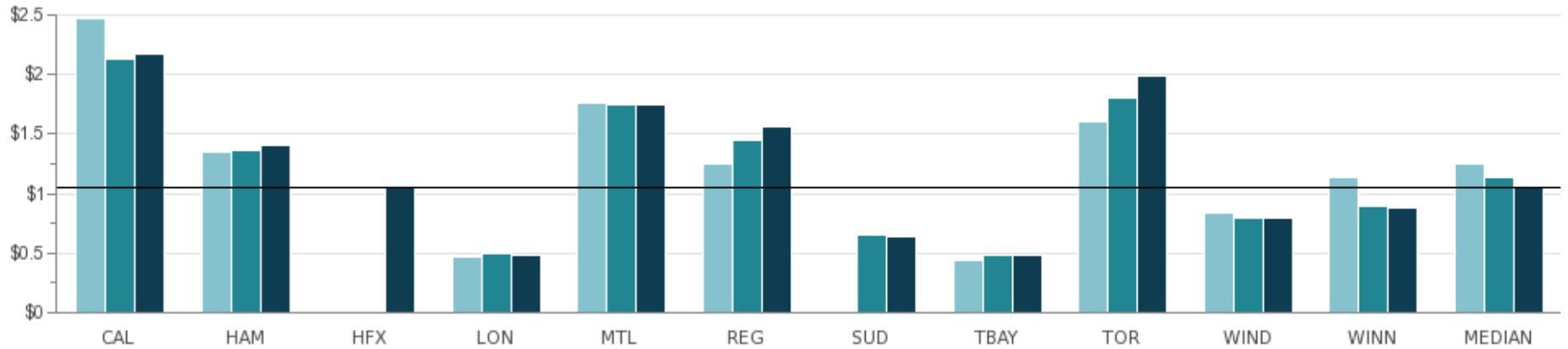
Source: PRKG305 (Efficiency)

Montreal: The revenues collected reflect pricing policies combined with a higher number of spaces and a higher occupancy rate than other MBNCanada participants. The utilization of a web application “P\$” has also helped to increase revenues and collection rate.

Fig. 21.3 Total Cost per Paid Parking Space Managed

This measure reflects the total cost to operate paid parking spaces including on-street, off-street surface and off-street structure spaces.

(In Thousands)



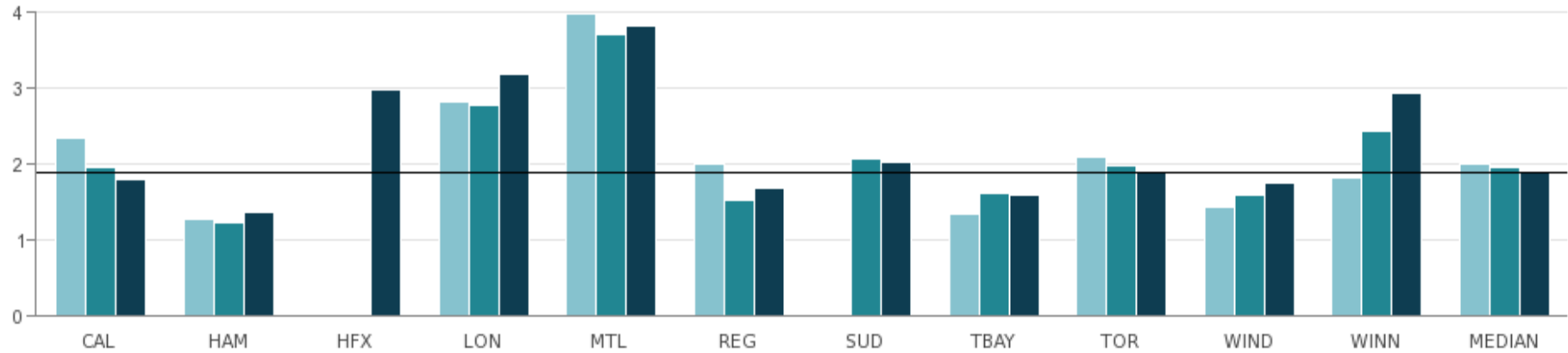
2015	\$2,480	\$1,347	N/A	\$461	\$1,760	\$1,243	N/A	\$440	\$1,613	\$840	\$1,132	\$1,243
2016	\$2,139	\$1,370	N/A	\$498	\$1,753	\$1,445	\$656	\$475	\$1,812	\$796	\$900	\$1,135
2017	\$2,173	\$1,407	\$1,045	\$486	\$1,746	\$1,565	\$636	\$478	\$1,992	\$790	\$872	\$1,045

Source: PRKG320T (Efficiency)

London, Regina and Sudbury: Do not manage off-street structure spaces.

Fig. 21.4 Revenue to Cost Ratio (RC Ratio): On-street and Off-street Parking Spaces

This measure reflects the ratio of parking fees and fines over the cost to operating these spaces.



2015	2.34	1.27	N/A	2.81	3.98	2.01	N/A	1.34	2.09	1.44	1.81	2.01
2016	1.95	1.23	N/A	2.78	3.71	1.53	2.07	1.62	1.98	1.60	2.43	1.97
2017	1.80	1.36	2.97	3.19	3.83	1.68	2.03	1.58	1.89	1.75	2.94	1.89

Source: PRKG340 (Efficiency)

London, Regina and Sudbury: Do not manage off-street structure spaces.

