

PARKING



VALUE PROPOSITION

I expect parking to be available within a reasonable distance of my destination, at a competitive rate and with a variety of convenient payment options.

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 utilization levels

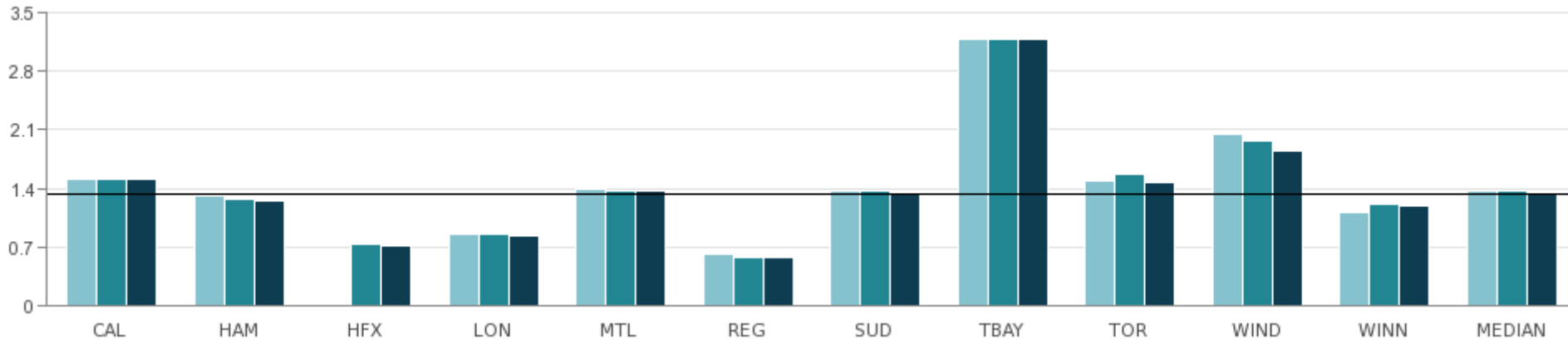
For a full description of influencing factors, please go to: www.mbncanada.ca

Parking

Figure 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 spaces 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)



2016	1,514	1,302	N/A	855	1,381	617	1,361	3,193	1,496	2,044	1,105	1,371
2017	1,504	1,275	731	847	1,367	571	1,361	3,193	1,562	1,963	1,209	1,361
2018	1,508	1,255	721	824	1,371	566	1,325	3,193	1,465	1,855	1,192	1,325

Source: PRKG205 (Service Level)

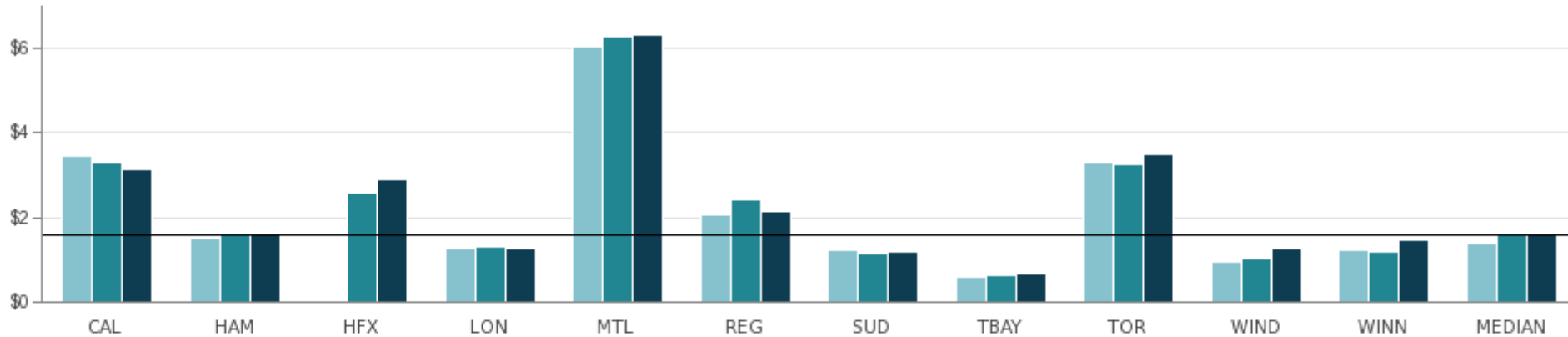
London, Regina and Sudbury: Do not manage off-street structure spaces.

Parking

Figure 21.2 Gross Parking Revenue Collected per Paid Parking Space Managed

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

(In Thousands)



2016	\$3,440	\$1,514	N/A	\$1,245	\$6,048	\$2,079	\$1,228	\$587	\$3,287	\$935	\$1,220	\$1,380
2017	\$3,290	\$1,611	\$2,573	\$1,320	\$6,304	\$2,437	\$1,154	\$620	\$3,258	\$1,010	\$1,165	\$1,611
2018	\$3,121	\$1,595	\$2,890	\$1,281	\$6,316	\$2,123	\$1,172	\$661	\$3,499	\$1,256	\$1,462	\$1,595

Source: PRKG305 (Efficiency)

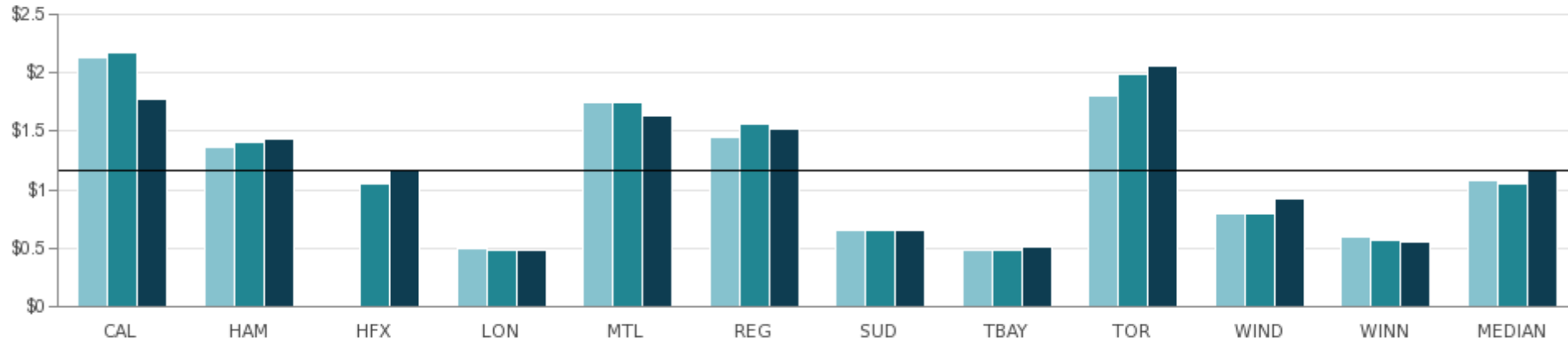
Montreal: The revenues collected reflect pricing policies combined with a higher number of spaces and a higher occupancy rate than other MBNCanada participants. The utilization of a web application "P\$" has also helped to increase revenues and collection rate.

Parking

Figure 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)



2016	\$2,139	\$1,370	N/A	\$498	\$1,753	\$1,445	\$656	\$475	\$1,812	\$796	\$598	\$1,083
2017	\$2,173	\$1,407	\$1,045	\$486	\$1,746	\$1,565	\$657	\$478	\$1,992	\$790	\$567	\$1,045
2018	\$1,784	\$1,433	\$1,171	\$474	\$1,628	\$1,520	\$644	\$514	\$2,061	\$923	\$545	\$1,171

Source: PRKG320T (Efficiency)

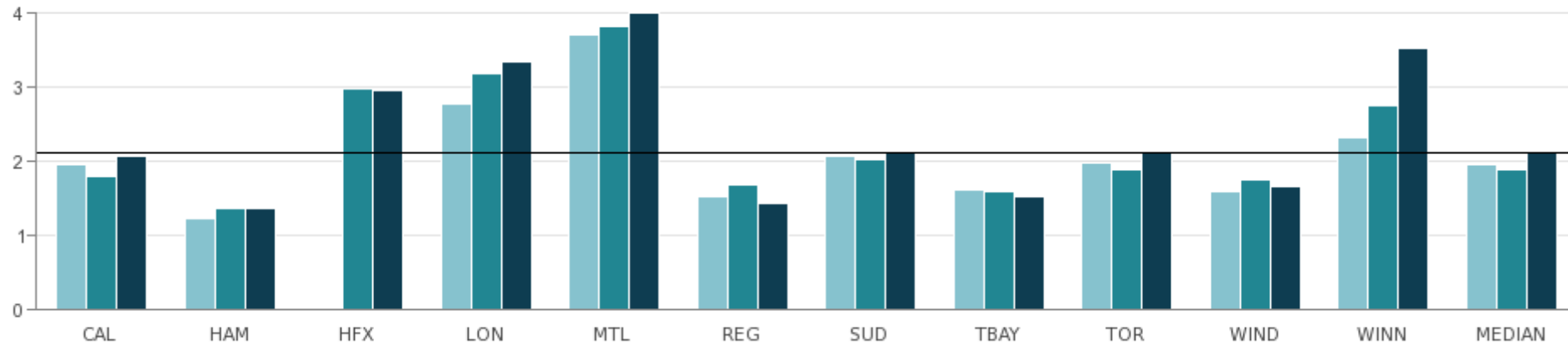
Calgary: Reduced costs in 2018 due to a number of items including lower than expected salaries and wages, lower than expected property taxes and not having to purchase cyclical assets this year.

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

Parking

Figure 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 on-street spaces, off-street spaces and off-street structure spaces.



2016	1.95	1.23	N/A	2.78	3.71	1.53	2.07	1.62	1.98	1.60	2.33	1.97
2017	1.80	1.36	2.97	3.19	3.83	1.68	2.03	1.58	1.89	1.75	2.76	1.89
2018	2.07	1.35	2.95	3.34	4.00	1.44	2.12	1.53	2.12	1.65	3.53	2.12

Source: PRKG340 (Efficiency)

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

