

SOUTH PARK STREET BIKE LANES

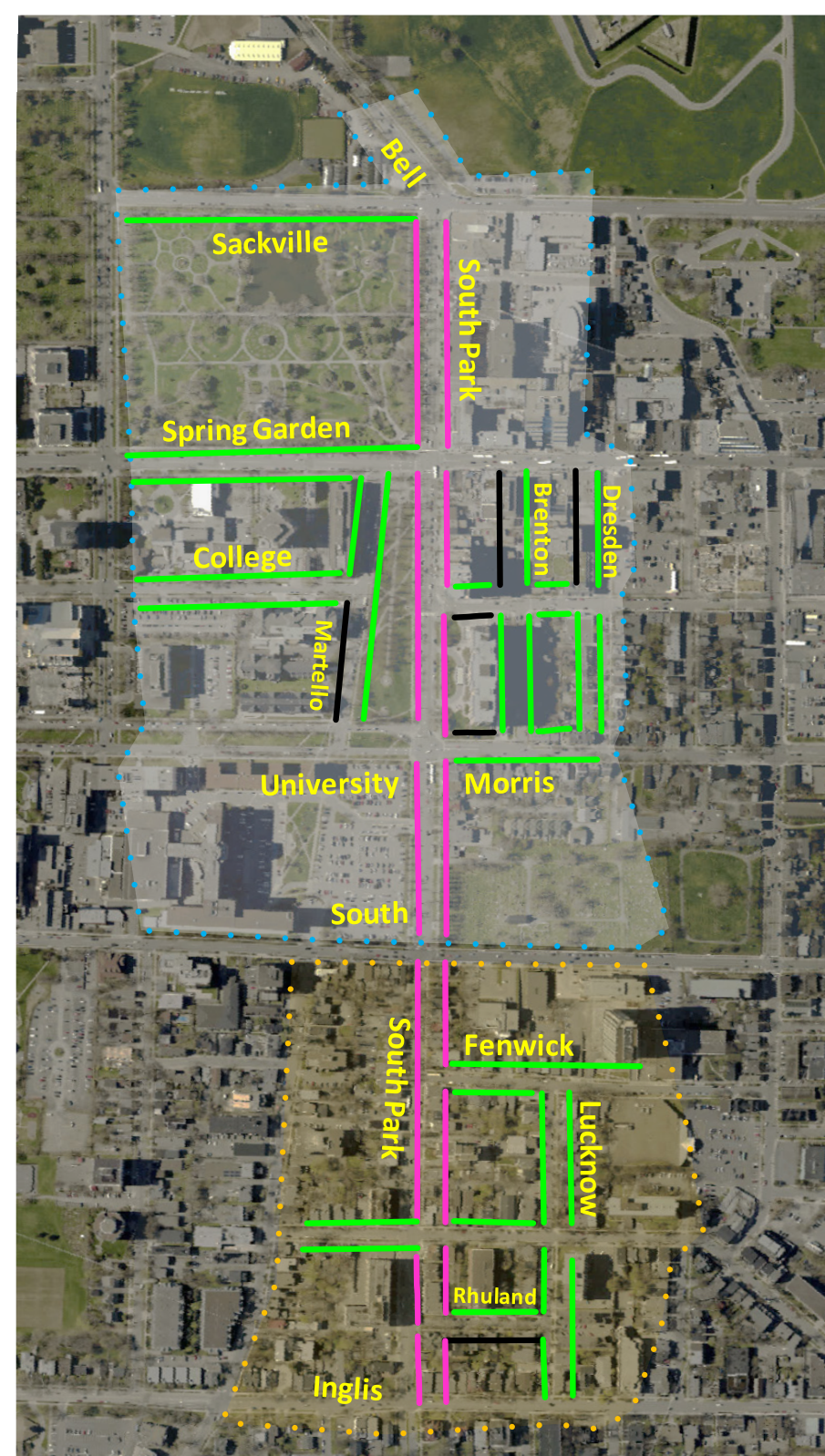
Extension & Improvements

PARKING STUDY

Two parking studies were conducted to understand the supply, utilization and turnover of existing on-street parking spaces in the area centred on South Park Street. Occupancy of parking spaces was recorded every 30 minutes from 9:00 am to 4:00 pm on Thursday, May 7, 2015 and Thursday, October 21, 2016.

Study area parking supply

EXISTING ON-STREET PARKING



Total on-street spaces in the study area: 450

North of South Street

Spaces on South Park Street = 105
Spaces on adjacent streets = 167
TOTAL = 272

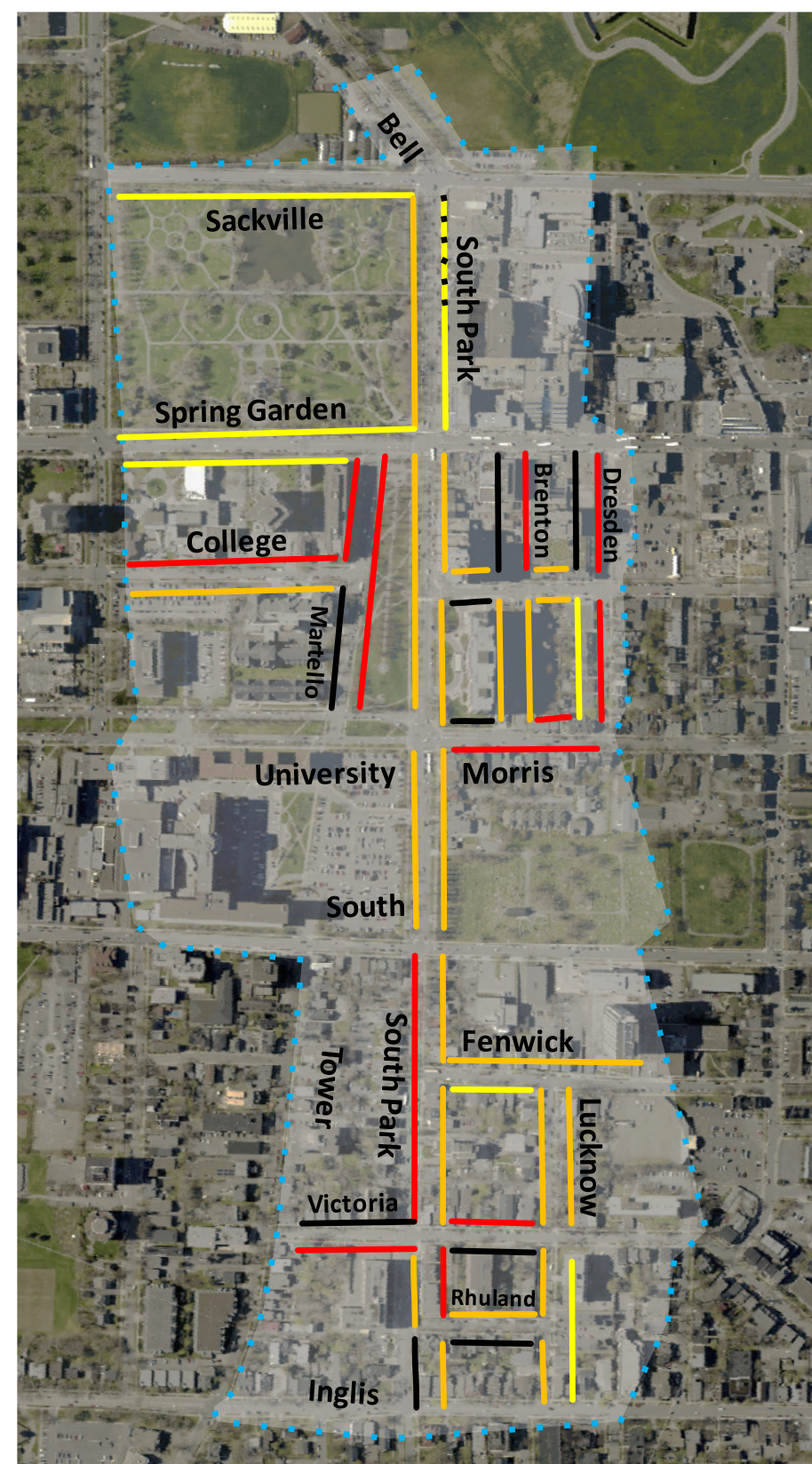
█ On-street parking
█ No parking

South of South Street

Spaces on South Park Street = 56
Spaces on adjacent streets = 122
TOTAL = 178

Utilization

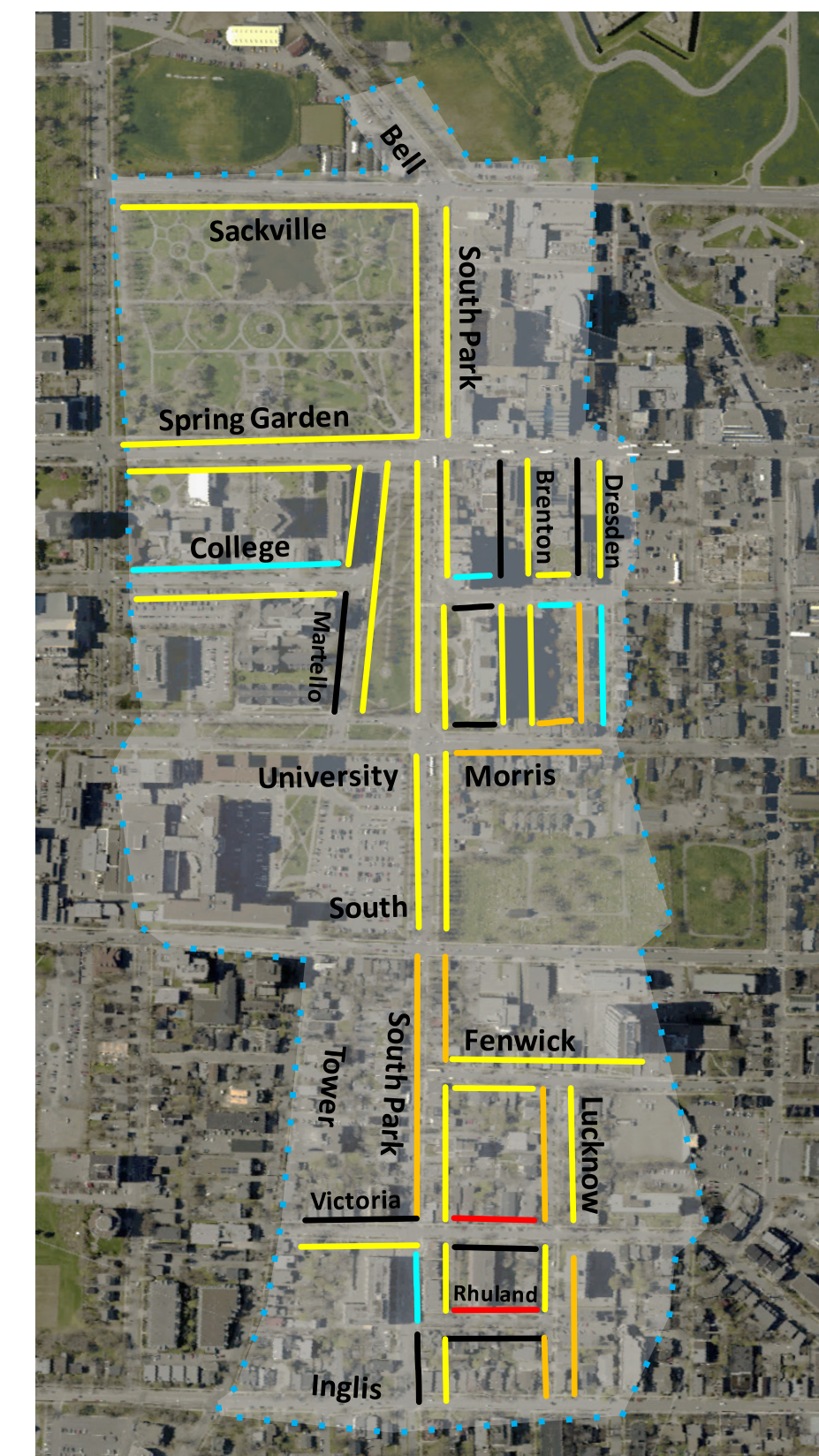
(on-street - average 9:00 am - 4:00 pm)



█ > 80%
█ 60 - 80%
█ 40 - 60%
█ < 40%
█ No parking

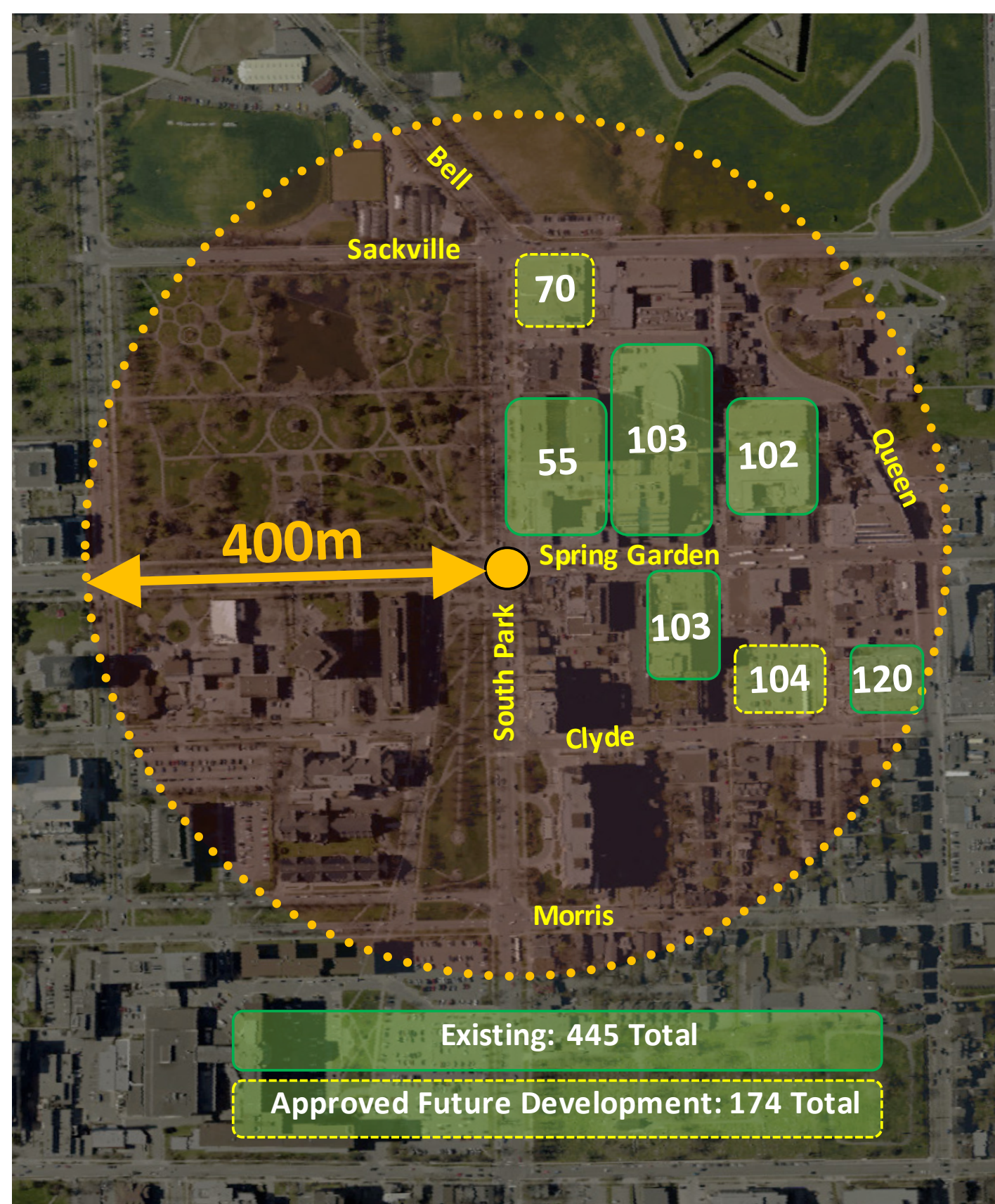
Average duration

(on-street - average 9:00 am - 4:00 pm)



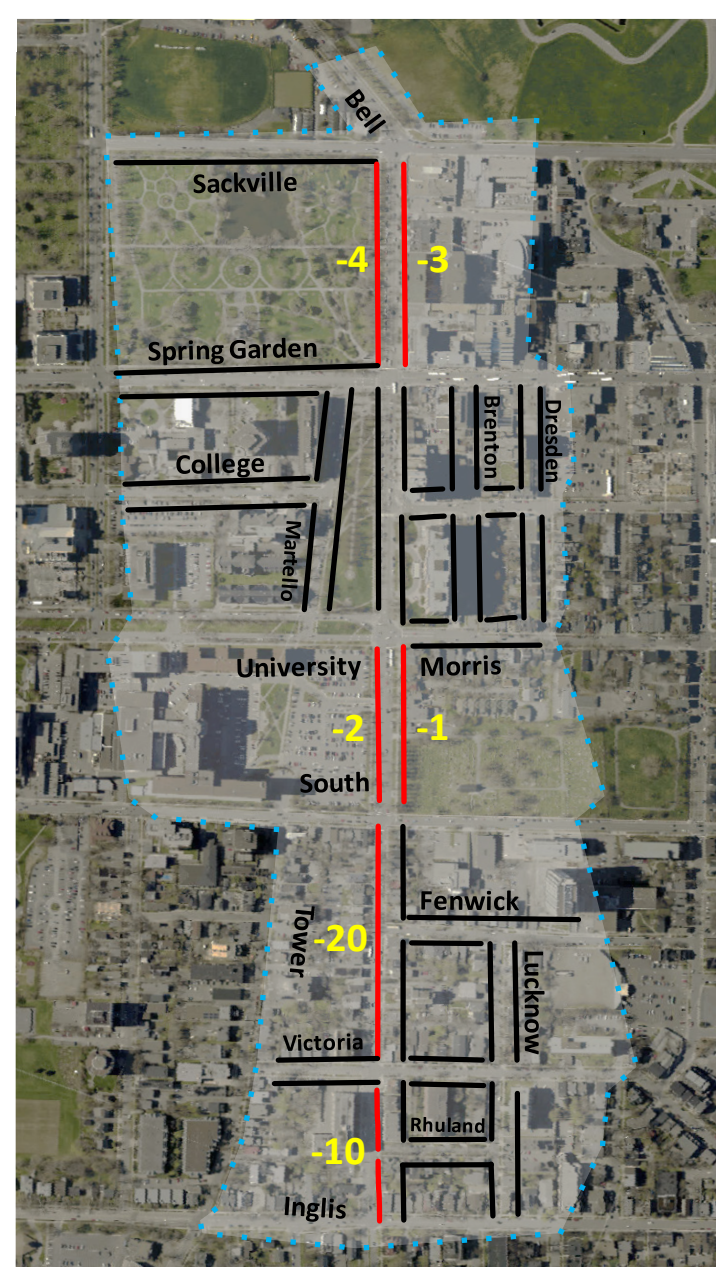
█ < 1 hour
█ 1-2 hours
█ 2-3 hours
█ > 3 hours
█ No parking

EXISTING & APPROVED PUBLIC OFF-STREET PARKING



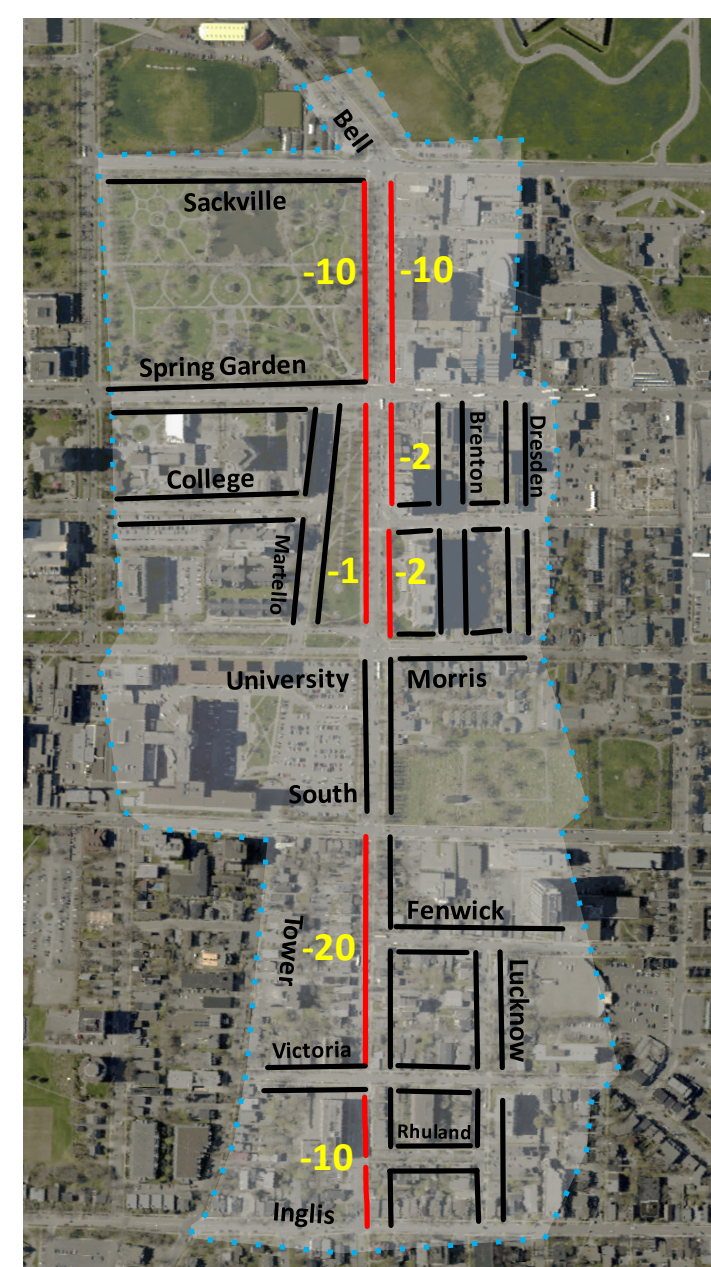
Potential changes to area parking supply

Option 1: buffered bike lanes



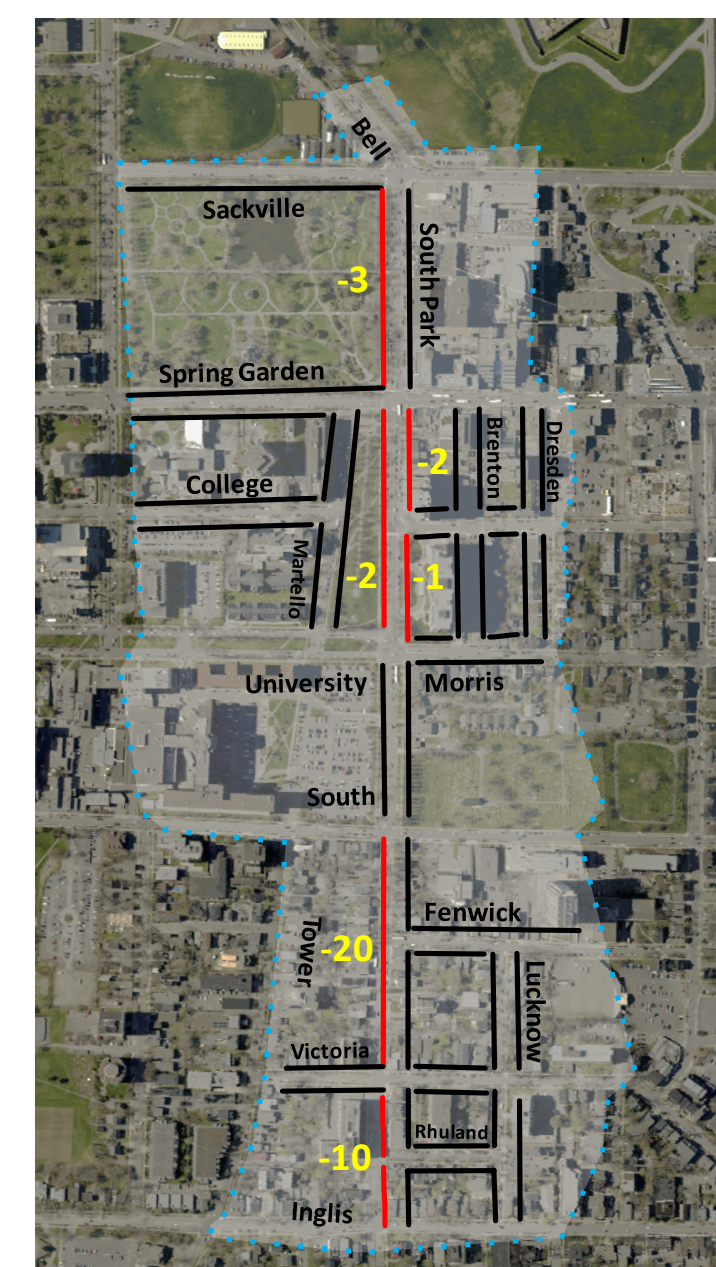
Loss of 40 on-street spaces

Option 2: protected bike lanes



Loss of 55 on-street spaces

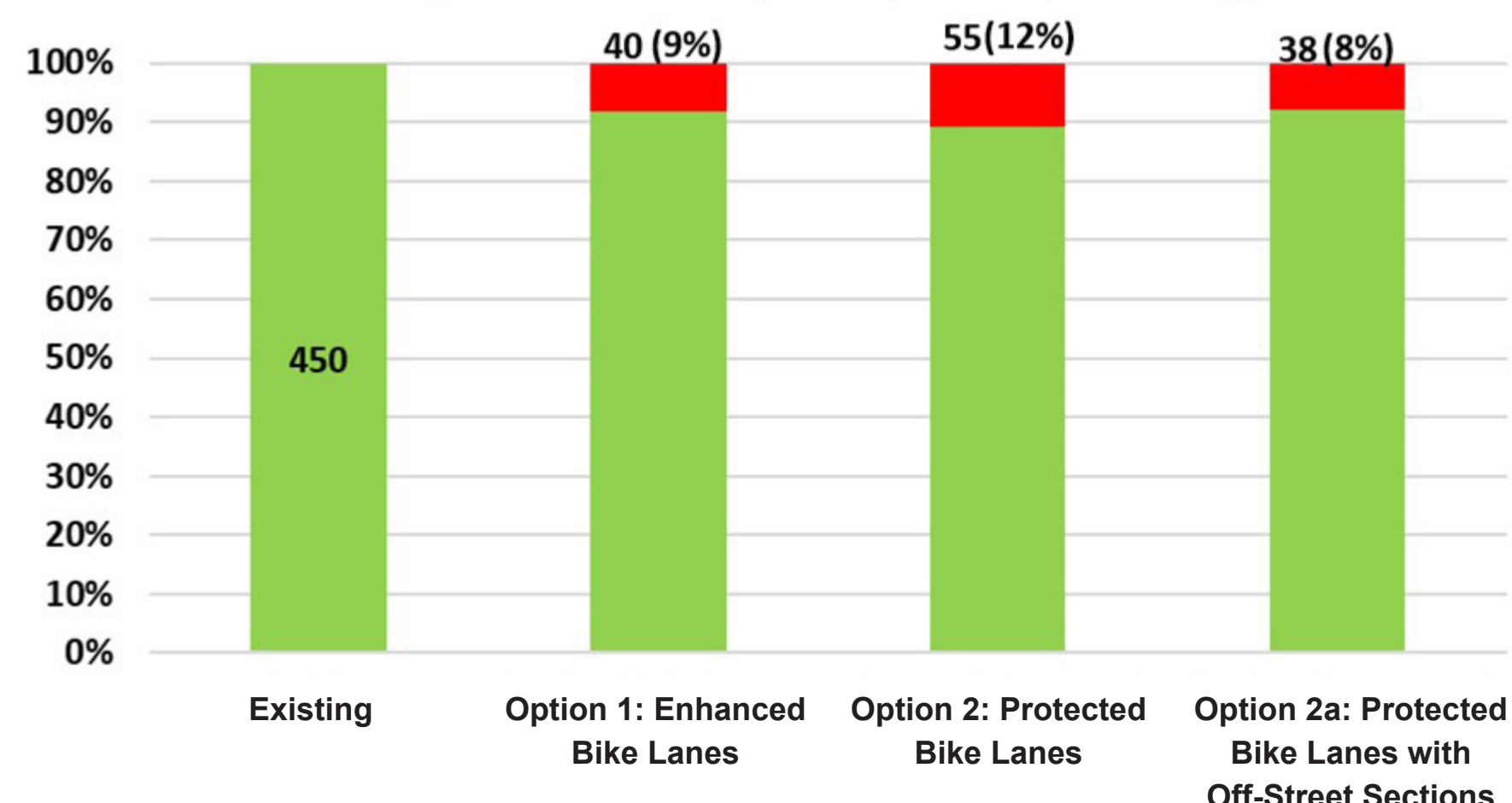
Option 2a: protected bike lanes with off-street sections



Loss of 38 on-street spaces

█ Parking reduction by X spaces

Public Parking Loss in the Study Area (On-Street Parking)



Public Parking Loss in the Study Area (Total of On-Street + Off-Street Parking)

