

Rafael Adam Wugalter

I would like to submit a written-only opinion about the direction of Montreal's parking policy over the near future. It could help to know that I am a user of Communauto service in Saint-Laurent and do not own a car. Nonetheless, I do not consider public transit a viable option for all many of my travels, especially because I am a chronic pain sufferer. I am often forced into expensive solutions to get where I need to go and park at an acceptable distance. This has a big effect on me as a single person of moderate income.

Here are some points to consider:

- **It is important to bear in mind that there are people with reduced mobility who do not have, and might not be entitled to, disabled parking permits.** This includes people with chronic pain conditions, and people who are elderly but not yet considered disabled for the purpose of such permits. It might make sense to create a new class of reduced-mobility parking spaces. I suffer from fibromyalgia, and it can be extremely painful to carry things for a significant distance, and, at times, even to walk. Sometimes I am OK and sometimes not. I never know, but my obligations and needs cannot necessarily wait.

- **It is important to take measures to counteract the effect on moderate-income people if parking fees are increased during peak periods.** Perhaps this can be done with some kind of parking price-reduction voucher system, to which area businesses can make voluntary contributions. Frankly, I think it would be a good idea to price many municipal services (parking, STM passes, etc.) on a scale based on personal income and/or wealth. It might be possible to link this with our provincial income tax returns.

- **Never assume that public transit is always a viable alternative to car use and parking when it can sometimes take 4X longer to get somewhere in this city by transit than it takes by car. Until the metros and trains go to a lot more places than they currently do, and we can take all kinds of shopping bags on them, that is a fantasy.** People have things to do: family responsibilities, work responsibilities, etc. We do not have unlimited time to get around by public transit, and many Montreal buses only come every 20-30 minutes or are too crowded to take shopping bags. And our weather is often very bad.

- **I, and no doubt many like me, am losing a great deal of money and convenience because of the fact that Communauto's Auto mobile service, and Car2Go self-serve options, are not available in my borough. These services should be expanded city-wide, with the understanding that self-service car-sharing might be more limited in certain areas.** The reason I lose money is that I have to travel significant distances to get to a self-service car, and then cannot park that car near where I live when I am done with the car.

- I live next to a smaller shopping mall called Village Montpellier. The mall constantly has several outdoor parking spaces (easily 20 or more) that are free. **Such shopping centres with outdoor spaces should be required to offer at least a few longer-term pay-and-display spaces, unless they can prove that their lots are constantly full. Those spaces can be the ones farthest from the entrances, and should offer parking in two-hour increments up to 24 hours.** This would be especially valuable in places with larger buildings that receive weekend or evening visitors, or where there are parties, religious ceremonies, etc.

- **There should be incentives or obligations for malls to give Communauto and Car2Go parking spaces.** There is no station within walking distance from me. The mall I live near could certainly grant one; it always has spaces free and there are huge buildings nearby, which presumably have potential car-sharing users in it. People often go to malls to get things which they put in their cars. Given that car-sharing makes more efficient use of each car, and the entire city gains from better traffic, all this seems obvious.

- **It is absolutely necessary to have digital parking-related signage throughout the city that directs people to parking spaces, lifts or adds certain restrictions when possible or required by weather or traffic, etc. Naturally, rules should be simplified and be as predictable as possible, but there are sometimes exigent circumstances.**

- **Services like Uber can be a good way to limit the strain on parking spaces.** They can be regulated in a less strict way than taxis, but must be allowed to exist, even if this means reimbursing taxi permit holders a portion of the price they paid for their permit so Uber and their ilk can coexist with taxis, and our city's embarrassingly poor-quality taxi drivers don't throw another one of their hissy fits.

I am submitting this opinion as a private citizen and hereby solemnly affirm that it has in no way been influenced by any other individual or organization.

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