

Montreal Parking Commission 2016

Montreal must ask OCPM Office of Consultation Public of Montreal to hold consultation on Parking.

Strategy 3: No new surface parking at grade. No above-ground parking in buildings. All new parking must be below 2 meters above the ground level. Cars do not need views on our Montreal streets. Montreal land is too valuable to be taken by large parking “sculptures” separating, shading and blocking views. Each personal car takes an enormous amount of space which is serviced dead weight which could be used as terrasses. Public transit is the way of the future. Do not install indicator poles at each parking spot. They will be toppled by snowplows and cars. The availability of the spot will be relayed by satellite image of the street. Unlike Westmount, when you leave your spot, a new time will be started at your new spot.

Strategy 4: It is excellent to vary rates according to demand. It is excellent to increase rates dramatically and logarithmically after the 1st hour.

A trial free 15 minutes parking is a great idea. Free parking after that cannot be given to chosen commercial arteries, because it would be favouritism. Reduced parking fee can be given to any commerce in Montreal which submits a receipt of over \$50 spent. The amount of the reduction would be established by the demand for that parking spot. Receipts would be sent to the website invoicing parking fees for that license plate number paid via credit card. Payments on your license plate number would be by debit card or credit card on the parking website.

Do not provide free parking after 21h. Some spots would increase in value after 21h, and we do not want after-hours clubs causing noise at night to wake residents.

Increase street parking rates to more than is charged by indoor parking. They will pay for the convenience to be close to their destination. Off-street parking in buildings helps our hotels and condo projects thrive. Empty parking spots in Montreal's buildings is an economic loss for the building and for Montreal. There hopefully will be increased numbers of residents who will sell their cars, and walk, bike, use public transit, or rent-a-car.

Strategy 6: Do not nationalize the Parking Commission. Since it is not a basic required service, it should be issued for tender every 5 years, with all our requirements, for submissions. The winning contract would be chosen by the City. Electric charging stations should be set up via Hydro Quebec. Electric car sales showrooms and restaurants should be asked to provide charging stations as a form of advertising.

ActionPlan

4.1 Harmonization does not mean same rates everywhere in Montreal. It means establishing rates based on demand by the same rules with rates in the suburbs to discourage driving to work and rates downtown to encourage density. Downtown Priority Parking should be increased from \$55 to \$75 in 2017, \$100 in 2018, \$120 in 2019, \$150 in 2020. The number of etiquettes must be reduced to 2 per address. Stickers must be inside cars. Decreasing the number of signs is always good.

4.2 The number of parking places available should only be on a sign located as one enters via a bridge. Empty parking spaces would be determined by satellite images, not by sensors attached to light standards. Plate readers would only be for speeding tickets, bridge tolls, and traffic studies. Continue Parking Day and provide Mobility Nodes. Call tenders on the last kilometer electric delivery trucks, so commerce can decide to use this system. Provide bike stands and motorbike parking at Metro stations. Do not provide bike parking buildings, because they take too much space, and bikes will be left there too long. You could charge a high rate to park there, but bike riders like free parking. High price bikes can be parked in lock-ups in indoor underground parking lots. Determine delivery and collection times and zones which do not detract from commerce, nor cause noise for residents. Require greening of parking of more than 25 cars with 15% of the area trees or planting. Reduce the required number of cars for new buildings, and none for buildings with 500m of a Metro station.

We do not need a parking management organization. The OCPM, city planners and borough councilor will decide the 5-year parking plan. The first 5-year contract would be subject to a review after 1 year. The private company manage parking, publish yearly report, and disclose any information the City needs.

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