

About Park and Ride

What?

We are developing a Park and Ride strategy that will help identify where and how we should provide new Park and Ride locations in order to best serve Edmontonians.



Why?

Developing a Park and Ride strategy will help us balance social, environmental and economic priorities. It will also help invest our resources wisely by providing services and infrastructure that maximize the benefit of our investment.

Park and Ride helps increase travel options and increase transit ridership. Increasing transit ridership supports other goals of reducing the city's greenhouse gas emissions, reducing traffic congestion and promoting transit oriented development.

Visit edmonton.ca/parkridestrategy
for more information and to fill out the online survey

Understanding Park and Ride

Park and Ride lots help the City make progress on some important goals, but there are also tradeoffs to consider when thinking about the future of Park and Ride in Edmonton.

Benefits

Gives more people choices for getting around the city

Expands the reach of transit to low density areas

Supports a vibrant downtown by moving parking spaces out of the city centre

Supports the City's goal of increasing transit ridership

Supports other related goals, like reducing congestion and reducing vehicle kilometers travelled

Challenges

It may encourage people to drive their vehicles to a Park and Ride lot rather than take a bus, walk or cycle to a transit centre or LRT station

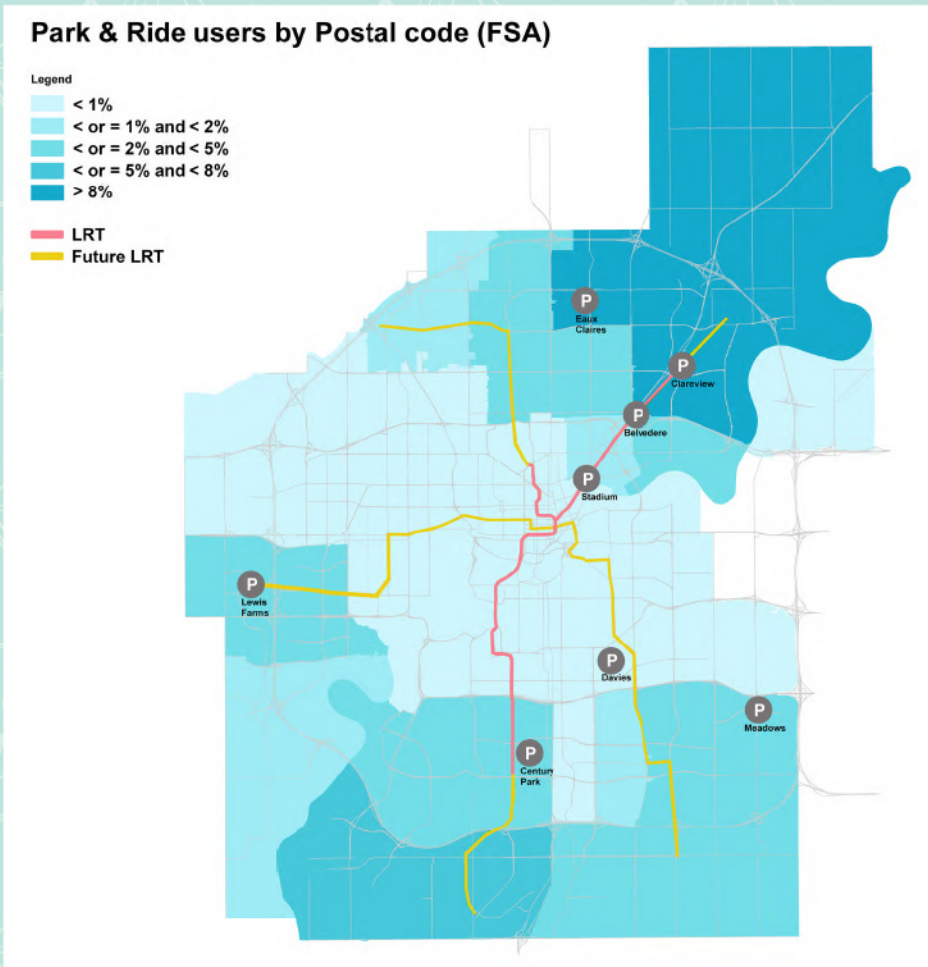
Building and operating Park and Ride lots uses tax dollars that could otherwise be used for better bus service to the transit centres or LRT station

Park and Ride lots mainly support people travelling during rush hour, and are generally underutilized at other times

Park and Ride lots don't generate as much tax revenue as other types of development like a business or a residence

Who uses Park and Ride?

This map shows where the current Park and Ride lots are located and what percentage of people from each area use Park and Ride.



We know that 20% of Park and Ride users are from outside of Edmonton, with most users coming from Fort Saskatchewan and Sturgeon County.

Costs of Park and Ride

Type	Surface Gravel (Century Park)	Surface Paved (Clareview)	Paved with Amenities ie: covered walkways	Structured mixed use Parking
Building and Operating Costs	Lowest cost to build and operate	Costs more to build than a gravel lot and the same amount to operate as a gravel lot.	Costs more to build than a gravel or paved lot and more to operate than a gravel or paved lot.	Costs the most to build and the most to operate.
Construction Cost Per Stall	< \$15,000	\$15,000	>\$15,000 and < \$50,000	> \$50,000
Annual Maintenance Per Stall	\$200	\$200	> \$200 and < \$2,000	\$2,000

Different types of Park and Ride facilities have different costs both to construct and to operate. We want to know what kind of facilities people would support, how we should pay for them and if people would be willing to spend more money for better quality facilities.

Currently, Park and Ride lots are subsidized by the City through property taxes. Users currently pay a portion of the cost of providing Park and Ride lots (\$50/month for some locations) and the City pays the rest through tax dollars.