Parking Cycling and Public Transit

The Charlottetown Blue Book | Daniel Mullen for Mayor | 20 September 2026

We will make everyday travel more convenient by connecting well-maintained public parking, secure bicycle storage and dependable municipal transit. Residents should have practical choices throughout the year, whether they drive, cycle, walk or take the bus.

First Hour Free every day

We will provide the first hour free across municipal parking, including parkades, municipal surface lots and on-street metered spaces. We will replace blanket free Sundays with a consistent seven-day parking system. After the free first hour, curbside parking will be more expensive than parkade parking for comparable longer stays, with posted limits and enforcement supporting turnover every day of the week.

Seniors will ride municipal transit free through their mobility card. The universal first-hour parking offer will apply to their vehicles, with accessible facilities and passenger comfort built into the service.

Affordable winter overnight parking

Discounted resident overnight parking will be seasonal, proposed for November 15 to April 15. Nightly, weekly and monthly products will cover overnight hours only. There will be no discounted annual overnight subscription. Permits will expire at the end of the season, preserving summer capacity for performances, visitors, hotels and downtown businesses.

The working rate proposal is $3 per night, $18 for seven consecutive nights or $60 per month, including applicable HST, for 6 p.m. to 7 a.m. Final rates and permit volumes will be set following occupancy and operating-cost review. Permits will be capped and their availability terms published; they will not reserve a particular stall. Hotels will have separately priced commercial arrangements.

Ordinary daytime charges will begin at 7 a.m. for vehicles that remain, except during a declared relief extension. Each visit receives its free first hour from arrival; midnight or a tariff change does not restart it. A daytime cap will not absorb later nights or days. Registered plates and one vehicle per subscription at a time will keep overnight products separate from full parking contracts.

No more blanket winter parking ban

We will replace the blanket seasonal on-street parking ban with targeted, clearly announced restrictions when weather conditions or clearing operations require them. The Municipal Mobility Authority will establish and publish the thresholds for snow, freezing rain, hurricanes and other severe-weather events. It will determine when and where restrictions apply, coordinating with emergency services and operational crews.

Registered users will receive text messages and optional app notifications identifying affected streets, the deadline to move and the expected duration. Users can acknowledge by text or in the app, with reminders for unacknowledged alerts. Public notices and accessible telephone information will support people without mobile phones and visitors. Restrictions will be announced as far in advance as conditions allow.

Vehicles remaining in a declared restricted area after the announced deadline may be ticketed or towed. Acknowledging a message does not replace moving the vehicle. The Authority will announce when parking can resume or when restrictions must be extended.

Eligible resident permit holders will receive free parkade relief, as available, during declared restrictions at facilities safe to remain open. The standard overnight relief window will be 11 p.m. to 7 a.m.; an earlier declared

start or later all-clear will extend relief to cover the actual restriction. Accounts and parking displays will reflect the announced extension.

Public management and regional cooperation

We will bring management of the municipal parkades back from CADC and bring municipal bus-fleet operations back from the private operator into public operation, in cooperation with Cornwall and Stratford. The transition will address existing agreements, staffing, fleet support and continuity of service.

Through the proposed Municipal Mobility Authority, we will coordinate parking, transit, cycling, pedestrian connections and public reporting. We will consult Cornwall and Stratford about park-and-ride locations, with routes and service frequencies that make those facilities useful.

Every new municipal parkade will have a climate-controlled bus shelter and an off-lane bus stall. Shelters will provide accessible connections, seating, lighting and service information. These improvements will be planned alongside the regional transit service.

P4 as a connected public facility

P4 will be designed around approximately 540 vehicle spaces and 200 bicycle spaces, with dual passenger elevators, protected climate-controlled waiting areas, electric-vehicle charging and a rentable bicycle tune-up shop. The first hour of parking will be free for every vehicle. Transient bicycle parking will be free.

We intend to have both bicycle and short term car sharing available at P4. Residents will be able to catch a bus, rent a bike, book an EV, or take a shuttle to key locations.

Our wider parking objective remains 800 additional publicly accessible spaces while preserving or replacing Queen Street Parkade’s 338 spaces. P4 is one component of that program. New and replacement capacity will be counted separately, with displaced surface spaces deducted. We will pursue the start of new parking-capacity construction in 2027 and bring replacement capacity into service before planned withdrawal of Queen’s parking supply.

Delivery and accountability

The capacities and equipment quantities in this section are design targets. Detailed layouts, capital costs, operating costs, financing and delivery schedules will be established through design and procurement. We will publish the business case and report progress, service performance and maintenance results. No grant award or completed land agreement is assumed in these proposals.

P4 construction and passenger comfort

A durable concrete structure

P4 will use cast-in-place reinforced-concrete construction, with large, coordinated pours designed to minimize the number of joints and provide continuous parking decks. Required joints will be carefully located, sealed and detailed against water and road-salt penetration.

Traffic-bearing protective coatings will cover the decks, with durable, washable finishes on walls and support columns. Deck slopes, drains, column bases and waterproof connections will be integrated into the design. Protective systems will be selected for winter exposure, traction, cleaning and planned renewal.

A permanent roof incorporating solar panels will protect the upper deck from direct snowfall, freezing rain and summer sun. Battery storage will be assessed for evening energy use and management of peak electrical

demand. A dedicated wash bay will provide vehicle cleaning and winter salt removal, with appropriate wastewater handling.

Accessible parking and comfortable connections

Clearly marked accessible spaces will include additional provision at ground level and convenient spaces beside elevator lobbies. The design will accommodate side-loading and rear-loading mobility equipment, appropriate vehicle clearance and generous transfer areas. Accessible charging spaces will have reachable controls and managed cables.

We will explore a clearly visible rear vehicle identifier beside vehicle licence plates, linked to an accessible-parking credential. Recognition must accommodate eligible people travelling as passengers or in different vehicles, and preserve access for visiting permit holders. A vehicle marker alone will not establish that the eligible person is present.

Two temperature-controlled passenger elevators will serve every level. Enclosed, climate-controlled lobbies will have controlled access, automatic lobby doors, seating with backs and armrests, accessible controls, audible announcements and visual floor indicators. Valid temporary tickets will provide access for people without a mobility card.

Other comforts will include practical parking-space widths, solid slip-resistant pedestrian routes, numbered spaces, distinct floor colours, high-contrast signs, accessible washrooms, a family washroom with baby-changing facilities, drinking water and assistance points. The cyclist centre will have available for-fee shower facilities. A private find-my-vehicle service will be accessible through the parking ticket or mobility account.

Charging with room to grow

Provision	Initial design target
Level 2 charging	42 spaces
DC fast charging	12 spaces
Total charging at opening	54 spaces or 10% of vehicle capacity
Additional future charging provision	108 spaces or 20% of vehicle capacity

The final charging mix will reflect demand, parking duration and available electrical capacity. Six shared-power fast-charging units could serve the 12 DC spaces, with simultaneous output specified. Charging customers will receive one bill: electricity from the start, the first hour of parking free, and a modest discount on subsequent parking charges while actively charging. Any idle fee and grace period will be clearly posted. Customers will not be required to install an app in order to charge their vehicle.

Bicycle storage and services

B2 will provide a dry, secure bicycle garage for visitors, commuters and apartment residents who need dependable storage. Individually identified positions and clear aisles will replace informal storage. Floor-level provision will accommodate heavier e-bikes, cargo bikes, adapted cycles and trailers.

Storage service	Planning allowance	Access
Free transient parking	40 bicycles	Unreserved short stays
Dedicated subscriptions	80 bicycles	Assigned positions with 24-hour access
Compact winter storage	80 bicycles	Scheduled handling and collection

Compact seasonal racks will use space efficiently while preserving safe handling and circulation. The layout will be tested alongside the 540 vehicle-space target, with provision for bicycle-storage expansion. Purpose-designed e-bike charging, a repair stand and an air pump will be included in the detailed service design.

Published bicycle and locker prices

Service	Before HST	Including HST
Transient parking	Free	Free
Dedicated space monthly	$17.39	$20.00
Dedicated space annually	$173.91	$200.00
Winter storage November to April	$60.00	$69.00
Intermediate winter retrieval	$10.00	$11.50
Small locker monthly or annually	$6 / $60	$6.90 / $69
Medium locker monthly or annually	$12 / $120	$13.80 / $138
Large locker monthly or annually	$20 / $200	$23 / $230

Annual dedicated storage saves $40 compared with twelve monthly payments. Annual locker subscriptions provide twelve months for the price of ten. Prices shown use 15% HST.

Small lockers will be quarter-height, medium lockers half-height and large lockers full-height, with individually secured, ventilated compartments. Small lockers will be dimensioned to hold four adult bicycle helmets. Some small and medium compartments will be placed at accessible heights.

Winter storage includes one intake and one final collection, including early final collection without penalty. Intermediate retrieval requires at least two business days' notice; its fee includes one return to storage. After two intermediate retrievals, further recurring access requires a dedicated subscription. Annual dedicated subscribers retain winter access without an additional seasonal fee.

A local service opportunity

A separately secured tune-up shop will be offered for rent to an interested operator, with workspace, power, ventilation, a service sink and parts storage. Repairs and seasonal servicing will be optional purchases. Storage and collection will remain available independently of the shop's opening hours or occupancy.

Secure access and bicycle registration

One mobility card

A printed mobility card bearing the holder's photograph will serve as an electronic access credential and municipal bus pass. It will also be available as an electronically loadable card. The account will manage parking subscriptions, bicycle-storage rights and transit entitlements separately. Compatibility with the bus fare system will be required in procurement.

Contract vehicle parkers will have registered licence plates linked to their accounts, with the mobility card for pedestrian access and backup identification. Optional windshield RFID tags can supplement plate recognition. Unregistered transient cyclists will receive a free paper QR or barcode claim ticket. Vehicle-parking tickets will likewise permit pedestrian access to retrieve the vehicle.

Check in and verified collection

An airport-style bicycle check-in station will photograph the bicycle and print an identification label for its frame and a separate claim ticket for the cyclist. Registered users can link the session to their mobility card. The attached label will identify the bicycle; it will not carry the credential that opens the storage doors.

Controlled access will help discourage unauthorized entry and people following others inside. At collection, the system will match the claim or card, bicycle identity and storage session. Image comparison and assistance for discrepancies will address the risk of someone moving a label onto another bicycle. Suppliers will have to demonstrate the proposed verification system before it is accepted. Cyclists will still lock bicycles to individual racks.

Lost tickets and uncertain matches will receive assisted checks against intake records. Assistance must be available whenever collection is permitted. Security controls will preserve emergency escape.

Registration and ownership transfer

We will bring in a bylaw requiring bicycles sold in the city to be registered, permanently identified on the frame and fitted with a matching registration sticker or plate. Registration will carry a one-time fee, with the amount set in the bylaw. Permanent marking methods will be appropriate to the frame and manufacturer's requirements.

Sales will require verified ownership transfer. The seller will initiate the transfer, the buyer will confirm acceptance and the registry will issue a dated receipt to both parties. The permanent bicycle identity will remain unchanged. A stolen-bicycle flag will block routine transfer pending resolution. Dealers and second-hand retailers will verify registered ownership before accepting a bicycle.

The system will accommodate legitimate existing bicycles without original receipts and owners authorizing family members or other riders. Ownership transfers will update the existing record without repeating the initial registration fee. Public scans will not expose the owner's personal details. Visitors and bicycles without compatible registration will retain temporary check-in access.

Monitoring and assistance

Each stairwell will have two cameras per floor. Parking decks and entry points will have comprehensive recorded coverage, with equipment-failure alerts. Licence-plate recognition integrated with stall monitoring will associate vehicles with their parking spaces. Panic-bar stairwell hardware will preserve emergency escape without a credential.

Access to recordings and personal records will be restricted to authorized purposes, with defined retention periods and access logs. Recorded surveillance will be supported by responsive assistance; continuous live supervision will only be represented as such where it is staffed.

Published maintenance and renewal

P4 will operate under a published schedule covering daily housekeeping, weekly cleaning, monthly inspections, quarterly preventive work and an annual condition review. Manufacturer requirements, the engineer's maintenance plan and required technical servicing will govern equipment-specific work, including any more frequent servicing.

Frequency	Principal work
Daily	Remove litter; clean washrooms and passenger areas; check spills, ice, lighting, doors and assistance points; respond to equipment faults.
Weekly	Mechanically sweep decks; remove accumulated grit and salt; inspect drains, pedestrian routes and accessible spaces; check bicycle-storage equipment and signs.
Monthly	Inspect coatings, joints, leaks, column bases and impact damage; check camera coverage and recording, access controls and charging equipment; clean accessible drainage grates and channels.
Quarterly	Deep-clean parking areas in sections; review wear and arrange local repairs; inspect roof drainage and weather protection; review maintenance records and outstanding defects.
Annually	Complete a documented condition review by qualified personnel; assess concrete, protective coatings, joints, drainage and corrosion indicators; update the repair program and funded replacement reserve.

Seasonal work and urgent response

A thorough spring salt-removal wash and an autumn winter-readiness inspection will be explicit seasonal tasks. Washing methods will suit the protective coatings and drainage arrangements. Major storms, leaks, impacts and equipment faults will trigger additional inspections and corrective work. Urgent hazards will be addressed immediately.

Repairs that can be tracked

Maintenance records will identify defects, responsible personnel, required action and completion dates. Inspection will lead to documented repair and funded renewal. An annual public report will summarize the facility's condition, completed work, outstanding repairs and funding reserved for future replacement.

Standards across the public system

We will apply the same principles of documented inspections, prompt repairs and funded renewal across the municipal parkades, tailoring the technical work to each structure's age, condition and equipment. Climate-controlled bus shelters, bicycle facilities and passenger amenities will form part of the operating standards, rather than being left outside the maintenance program.

Public reporting will cover accessible-service availability, elevator and charger reliability, bicycle-storage use, transit connections, complaints and maintenance completion. The public will be able to see both what has been promised and what has been delivered.