

TO: CHAIR AND MEMBERS
FINANCIAL MANAGEMENT COMMITTEE

DATE: 2019 September 06

FROM: DIRECTOR ENGINEERING

FILE: 38100 03
*Ref: Traffic Control – Parking
Management – Parking
Meters*

SUBJECT: PARKING METER RATE INCREASE

PURPOSE: To increase the parking meter rates in response to increasing demands.

RECOMMENDATIONS:

1. **THAT** the Financial Management Committee recommend to Council the approval of parking meter rate charges up to \$3.00 per hour as detailed in this report.
2. **THAT** the City Solicitor prepare the necessary *Parking Meter Bylaw* amendments to increase the maximum parking meter rate charge to \$3.00 per hour.

REPORT

1.0 INTRODUCTION

Parking meters are one of several tools to manage the demand for on-street parking spaces. They are generally used in high demand locations where parking turnover is desired. To be effective, the parking meter rate should be reviewed from time to time in response to changing demands and to achieve the desired parking occupancy along a street.

2.0 POLICY SECTION

Parking meter rates align with the City of Burnaby's Corporate Strategic Plan by supporting the following goals and sub-goals of the Plan.

Goal

- A Connected Community
 - Geographic Connection - Ensure that people can move easily through all areas of Burnaby, using any form of transportation.
- A Dynamic Community
 - Economic Opportunity - Foster an environment that attracts new and supports existing jobs, businesses and industries.
- A Thriving Organization
 - Financial Viability - Maintain a financially sustainable City for the provision, renewal and enhancement of City services, facilities and assets.

3.0 BACKGROUND

The first parking meters were installed in Burnaby in 1998 around the Metrotown Town Centre area. Since then, parking meters installations have expanded to many areas of the City where parking demands are high. Currently there are approximately 1,900 metered parking spaces in Burnaby, the majority of which are located in the Metrotown and Brentwood Town Centres. There are two types of meters: one providing short term parking and the other providing convenient all day parking for commuters. The majority of the meters provide short term parking by charging a rate of \$2 per hour for a maximum of three hours. These are typically installed in busy commercial areas where there is a high demand for short term parking. The all-day meters also charge \$2 per hour, except that payment for the 3rd hour provides 10 hours or 12 hours of parking. These meters are installed in close proximity to select SkyTrain stations or commercial areas where there is a high demand for commuter all-day parking. All parking meters are in effect 7 days a week between the hours of 6am to 8pm, except on streets where rush hour parking restrictions or low parking demands would reduce the hours of operation accordingly. Payment can be made with coins or using the Pay-By-Phone app. Currently, 45% of revenues are generated from Pay-By-Phone users.

The parking meter program has been effective in managing on-street parking spaces in high demand locations creating parking turnover for customers or visitors, and providing some parking for commuters. Compared to time-limited parking regulations, parking meters encourage more parking turnover because they are paid spaces and more easily enforced.

4.0 PARKING METER RATES

A recent review of the existing \$2.00 per hour parking meter rate suggests that some changes are required to better reflect the observed demand. Typically, short term parking meter rates should be priced according to market rates and set such that 15% of the parking spaces are available at any one time. A rate that is too low would result in near 100% occupancy of the parking spaces and drivers circling the block looking for a space. On the other hand, a rate that is too high would result in underutilized parking spaces. In select locations within Town Centre areas, parking occupancy is currently approaching 100%. In these very high demand locations, as shown in Figures 1 - 4, it is recommended that the parking meter rate be increased up to \$3.00 per hour. The flanking streets directly adjacent to these locations are proposed to be increased to \$2.50 per hour to provide a gradual transition, while all other parking meters will remain unchanged. Overall, the majority (65%) of parking meters will remain unchanged at \$2.00 per hour or less. The current *Parking Meter Bylaw* only allows for a maximum parking meter rate of \$2.00 per hour. Approval is being sought to amend the bylaw to allow for a maximum parking meter rate of \$3.00 per hour for better parking management.

Increasing the maximum parking meter rate helps to achieve a number of City goals including:

- The availability of short term parking in very high demand locations for visitors to nearby businesses.
- A reduction in traffic congestion by encouraging the use of alternative forms of transportation when practical,
- A reduction in greenhouse gases from reduced auto dependency in support of the City's environmental sustainability strategy and community energy and emissions plan.
- Additional funding to help offset increasing vandalism and related repair cost, and increasing labour and material costs.

For comparison purposes, the cost of off street parking spaces in Burnaby can be as high as \$4.25 per hour (Burnaby General Hospital). The hourly rate of on-street parking spaces in other municipalities can be as high as \$8.00 per hour (Vancouver) and \$2.50 per hour (Richmond). Direct comparisons may not be appropriate due to varying parking supply and demand conditions.

The review of parking meter rates also found a few areas that should be lowered to \$1.00 per hour due to low occupancy rates. They include portions of Walker Avenue, Kingsway, MacPherson Avenue, Kemp Street and Kathleen Avenue as shown on Figures 1 and 2. This should result in better utilization of the existing parking spaces.

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The change in parking meter rates would require adjustments to the parking meter mechanism, re-labelling of the meter rate plates, and adjustments to the Pay-By-Phone system. This work can be completed with existing resources.

5.0 FINANCIAL IMPLICATIONS

The proposed increase to parking meter rates at very high demand locations will better reflect market conditions. The proposed decrease in parking meter rates at select locations will have negligible impact on revenues.

6.0 CONCLUSIONS

A review of parking meter rates showed that an increase of up to \$3.00 per hour in select high demand locations is justifiable and reflective of market conditions. The rate increase will help to ensure parking turnover for patrons of nearby businesses, encourage alternative forms of transportation, reduce traffic congestion and greenhouse gas emissions, support the City's environmental sustainability strategy and community energy and emissions plan, and help cover increasing maintenance costs. The review also identified several locations where the existing parking meter rate should be lowered to \$1.00 per hour to help increase utilization of the existing parking spaces.

It is recommended that the Financial Management Committee recommend to Council the approval of parking meter rate charges up to \$3.00 per hour as detailed in this report, and that the City Solicitor prepare the necessary *Parking Meter Bylaw* amendments to increase the maximum parking meter rate charge to \$3.00 per hour.



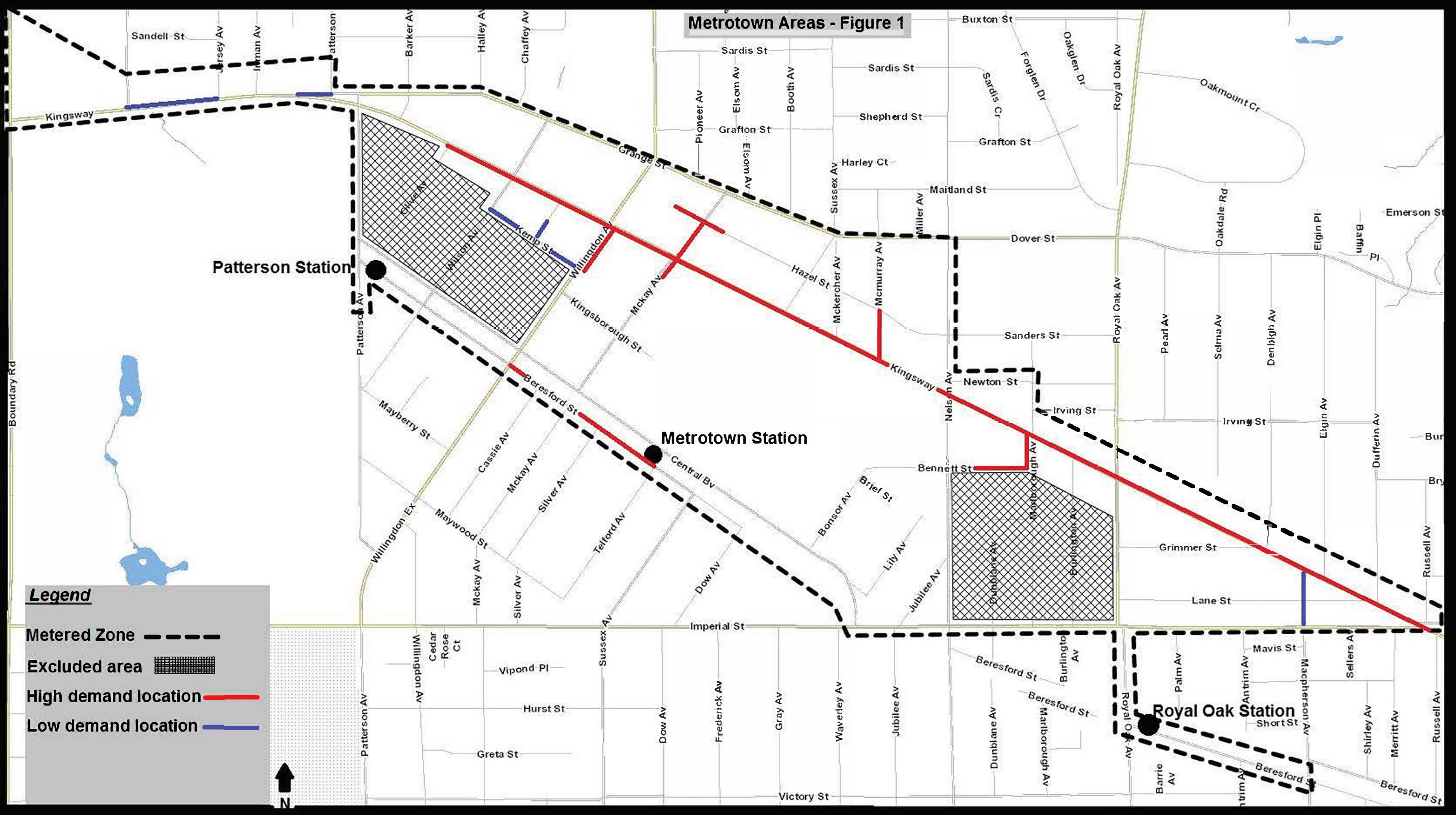
Leon A. Gous, P. Eng., MBA
DIRECTOR ENGINEERING

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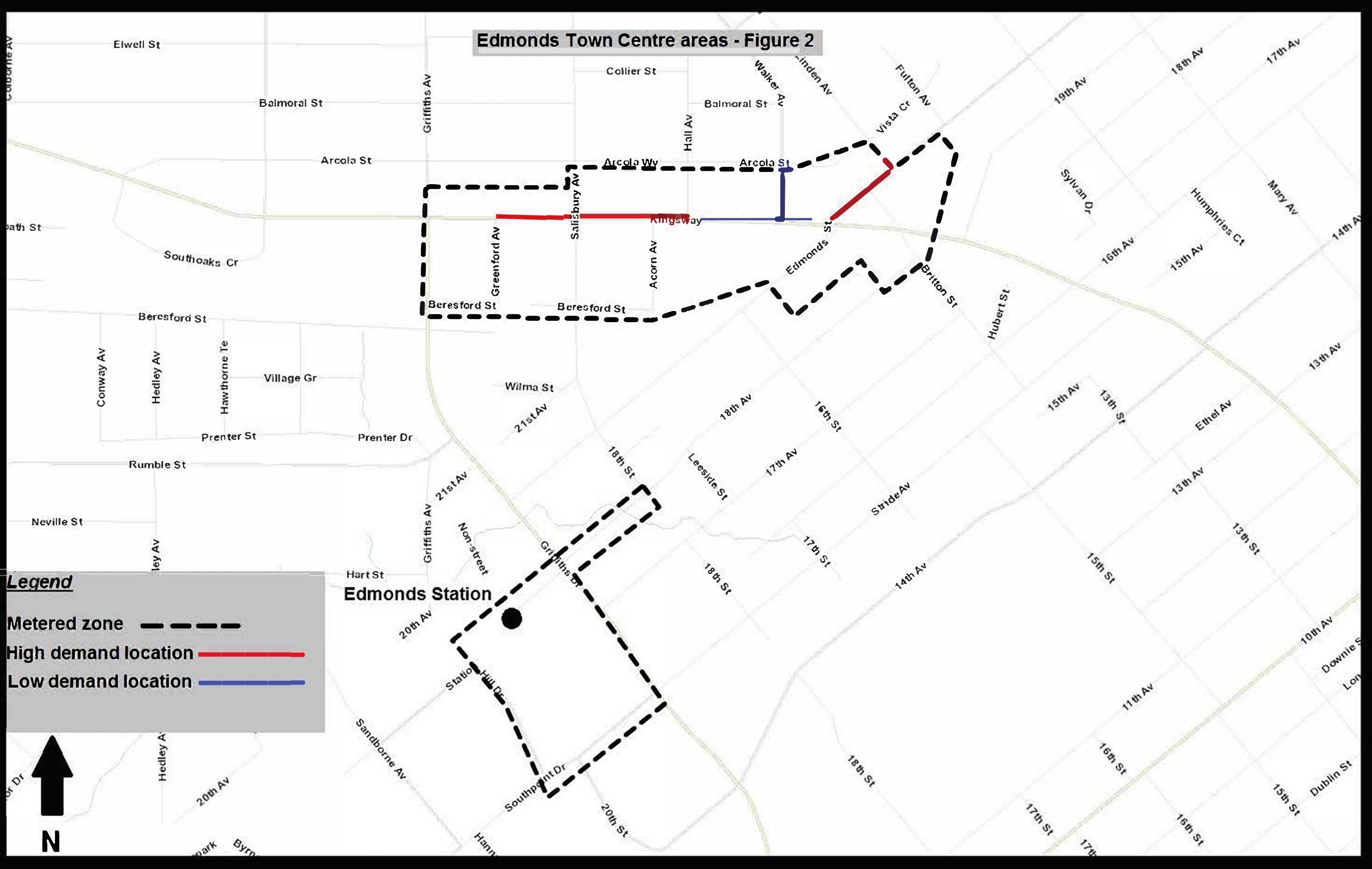
Attachments

Copied to: City Manager
City Solicitor
Director Finance
Director Planning and Building
Director Public Safety and Community Services

Metrotown Areas - Figure 1



Edmonds Town Centre areas - Figure 2

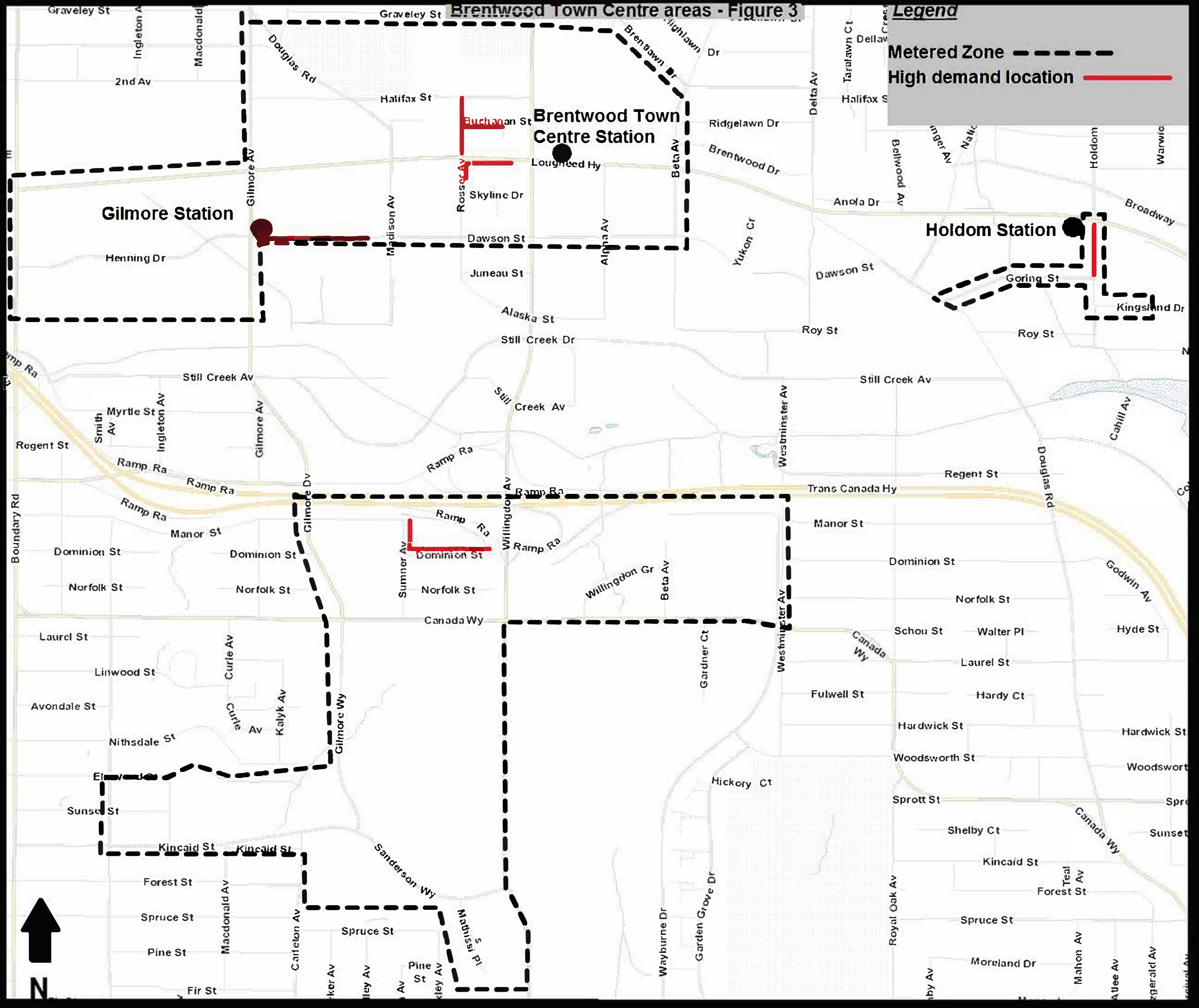


Brentwood Town Centre areas - Figure 3

Legend

Metered Zone — — — — —

High demand location ————



Lougheed Town Centre areas - Figure 4

