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ADMINISTRATIVE REPORT

Report Date: March 10, 2009
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Meeting Date: March 24, 2009

TO: Vancouver City Council
FROM: General Manager of Engineering Services
SUBJECT: Pay-By-License-Plate Parking Pay Station Trial for Granville Street

RECOMMENDATION

THAT Council approve the installation of Pay-By-License-Plate Parking Pay Stations on Granville Street between Nelson Street and Drake Street, to test the benefits of such pay stations, and that the General Manager of Engineering Services be instructed to make application to amend the Parking Meter By-law generally in accordance with Appendix A; and

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law, generally in accordance with Appendix A.

COUNCIL POLICY

Council Policy is to use parking pricing in order to improve turnover of street parking for short-term use and to set meter rates to reflect market demand.

PURPOSE

The purpose of this report is to seek Council approval to install Pay-By-License-Plate Parking Pay Stations on Granville Street as a trial of multi-space pay parking equipment.

BACKGROUND

The City currently uses single space meters in areas of the City that have on-street pay parking. These single space meters provide pay parking for approximately 8,500 parking spaces City wide. The Parking Meter By-law sets the rates of pay parking, the placement of parking meters and the method of parking at parking meters.

In 2006, the City initiated a pay-by-phone system as an alternative to coins as a way to pay for on-street parking. This initiative has been successful and provides an opportunity to test new equipment and new ways of providing pay parking.

Granville Street between Drake and Cordova is currently being reconstructed as part of the Canada Line project. Prior to construction, there was pay parking on Granville between Drake and Nelson. The reconstruction of Granville Street has provided an opportunity to redesign some portions of the street in order to improve the streetscape. As part of this initiative, and in response to a request from the Downtown Vancouver Business Improvement Association, staff identified Granville as a location to trial the installation of multi-space pay stations.

DISCUSSION

As part of the redesign and reconstruction of Granville Street, staff propose installing pay stations that use a pay-by-license-plate method to pay for on-street parking. These pay stations will be installed in order to test out the use of multi-space meters in the City of Vancouver, as opposed to the current system of single space meters. In order to give Council an idea of what multi-space pay stations look like, Appendix B contains a picture of a machine that the City of Victoria will be installing on their streets.

In order to incorporate multi-space pay stations seamlessly into our parking operations and enforcement program, it is essential to use a pay-by-licence plate method. This means that users will have to input their license plate into a pay station in order to pay to park. This is consistent with the pay-by-phone system as well as our handheld enforcement machines which operate based on the validation of a particular license plate. While some jurisdictions have chosen a pay-by-space method, this would not be compatible with our pay-by-phone system and would lead to additional signage and potential paint on the street to label all parking spots. Under a pay-by-license-plate system, users can pay at the station or pay-by-phone to register payment for parking according to their license plate.

Installing pay-by-licence-plate pay stations on Granville Street will have several benefits including:

- More space on the sidewalk for pedestrians and other street use activities because there will be fewer machines (approximately 8 pay stations will replace 48 single space meters);
- More flexibility for payment as users will be able to pay by credit card at the station, in addition to the option of coins or pay-by-phone;
- Increased audit controls for cash flow and revenue collection as the machines record all transactions;
- A central management system that communicates wirelessly with the pay stations allowing staff to monitor parking usage and get instant updates should the machine need servicing;
- More functionality to the parking public as users will be able to pay for parking from any of the machines, not just the machine closest to their vehicle (convenient in the case where a user is away from their vehicle and realizes that they need to add time for their parking);
- An ability to pre-program rate or schedule changes ahead of time;
- An ability to program special event rates;

- An ability to charge different parking rates at different times of the day; and
- An ability to allow extended parking time at different times of day.

The primary purpose of the trial is to improve customer service and functionality to the City. Cost effectiveness is not expected to be the primary benefit but this will become more clear after a trial of the equipment.

By-law changes will be necessary in order to enforce parking on blocks with multi-space pay stations. Currently, the by-law instructs the public how to park and pay at single space meters and this will have to be amended to reflect the new machines. (See Appendix A.)

A Request For Quotations ("RFQ") process is underway to determine the machine and supplier that will provide the best value to the City. Funding is already in place and the value of the contract will be within the City Manager's authority to approve. Engineering and Supply Management will complete the process and award the contract based on Council's approval of this report and the associated By-law changes.

Although staff are seeking permanent installation of the multi-space machines, should the service or the machines not meet expectations, staff has the ability to remove them and go back to the system of single space meters. Should the trial of the machines be successful, staff will report back if additional installations are recommended.

PERSONNEL IMPLICATIONS

There are no personnel implications to this installation as this will not change the number of staff within the current work groups that plan, maintain or collect from meters or who enforce compliance with parking bylaws. The approximately 8 stations that are proposed to be placed on Granville Street will replace 48 single space meters that have been out of service since fall 2008. This represents about 0.5% of the City's total inventory of meters. In addition, as part of the contract to purchase the meters, City Staff will receive training in order to perform all maintenance and collection at the meters. Staff discussed this trial with CUPE 15 in Spring of 2008 and this trial is consistent with those discussions. However, Council should be aware that during those discussions CUPE expressed concern about broader installations of multi-space meters throughout other areas of the City.

COMMUNICATIONS PLAN

City Staff will be working with the pay station vendor to provide a communications plan to inform the public about the use of pay stations.

CONCLUSION

Staff believe that multi-space parking stations as described above will improve service to the public, improve the streetscape, and increase the City's ability to audit and monitor on-street parking. Staff recommend that Council approve the installation of Pay-By-License-Plate Parking Pay Stations on Granville Street in order to trial the equipment and that the Director of Legal Services bring forward the necessary By-law changes to support this installation.

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APPENDIX A

BY-LAW NO. _____

A By-law to amend Parking Meter By-law No. 2952
to implement a pay by phone system

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of the Parking Meter By-law.
2. Council repeals subsections (2) and (3) of section 2, and substitutes:
 - “(2) “Metered Space” means:
 - (1) in the case of a parking meter stand with a single parking meter head, that rectangular portion of the adjacent curb lane measuring not less than 5.4 metres from the centre of the base of the parking meter stand in the direction counter to the direction of the curb lane traffic and measuring 2.5 metres from the curb in a roadward direction.
 - (2) in the case of a parking meter stand equipped with two (2) parking meter heads
 - (a) with regard to the parking meter head first in sequence in the direction of the curb lane traffic, that rectangular portion of the adjacent curb lane measuring not less than 5.4 metres from the centre of the base of the parking meter stand in the direction counter to the direction of the curb lane traffic and measuring 2.5 metres from the curb in a roadward direction;
 - b) with regard to the parking meter head second in sequence in the direction of the curb lane traffic, that rectangular portion of the adjacent curb lane measuring not less than 5.4 metres from the centre of the base of the parking meter stand in the direction of the curb lane traffic and measuring 2.5 metres from the curb in a roadward direction.
 - (3) where a parking meter is installed adjacent to a curb lane which is marked with parallel angular lines or other markings, forming parallel angular lines, that portion of the curb lane designated for the accommodation of vehicles by said lines or markings and being nearest the applicable meter head.
 - (4) in the case of a pay station, any space on a street, between the curb adjacent to the street and an imaginary line on the roadway of the street parallel to and 2.5 metres from the curb, where:

- (a) parking is lawful; and
 - (b) the street sign that regulates parking in such space indicates that the operator of a vehicle may pay the fee for parking the vehicle in such space at a pay station.
 - (3) "Metered Zone" means any street, or portion of a street allotted by resolution of Council for purposes of parking vehicles in respect of which a parking meter system, a pay by phone system, or a pay by licence plate system may be established and maintained to collect a fee for the use or occupation of a metered space established in such metered zone."
3. Council repeals subsections (9) and (10) of section 2, and substitutes:
- "(9) "Pay by Licence Plate", or grammatical variations of that term, means a system established by or on behalf of the city under which the operator of a vehicle may pay the fee for parking the vehicle in a metered space remotely at a pay station in accordance with the requirements of that system as indicated on or at the pay station.
 - (10) "Pay Station" means an electronic appliance designed for the purpose of gauging and indicating a time within which the operator of a vehicle may park the vehicle in a metered space.
 - (11) "Pay by Phone", or grammatical variations of that term, means a system established by or on behalf of the city under which a person may:
 - (i) set up a cash or credit card account with the city, and
 - (ii) pay the fee for parking a vehicle in a metered space remotely by telephone in accordance with the requirements of that system.
 - (12) "Vehicle" includes any means of conveyance in, upon or by which any person or property is or may be transported or drawn upon a highway irrespective of the motive power, but shall not include any conveyance which is operated on rails or tracks."
4. Council repeals sections 3 and 3A, and substitutes:
- "3. **PLACING PARKING METERS AND PAY STATIONS:**
- (1) The City Engineer is to:
 - (a) establish and mark out metered spaces in all metered zones;
 - (b) install a parking meter at each metered space by firmly fastening the parking meter to the curb, sidewalk, or concrete pad adjoining the metered space; and

- (c) install at least one pay station on each side of each block of any street designated by Council as a pay by licence plate metered zone by firmly fastening the pay station to the curb, sidewalk, or concrete pad adjoining the roadway of the street.
- (2) Each parking meter is to:
 - (a) indicate the parking rate required and time allowed for parking in the adjacent metered space; and
 - (b) bear a telephone number by which an operator may pay by phone.
 - (3) Each pay station is to indicate the parking rate required and time allowed for parking in the metered space within the metered zone to which the pay station applies.

3A. PAY BY PHONE

An operator who chooses to pay by phone must comply with the city's requirements regarding the pay by phone system including payment of the service charges set out in Schedule B of this By-law in connection with use of that system, which charges are in addition to parking meter rates, and are payable as set out in Schedule B, either by demand for payment or by deduction from the pay by phone account, whichever the city chooses.

3B. PAY BY LICENCE PLATE

An operator who pays by licence plate must comply with the city's requirements regarding the pay by licence plate system."

5. Council repeals section 5, and substitutes:

"5. PARKING TIME AND FEE:

- (1) Upon the parking of a vehicle in a metered space, the operator of the vehicle or an agent of the operator shall, as a fee for parking:
 - (a) deposit in the mechanical parking meter installed at the metered space one or more coins of Canada of a denomination indicated on the parking meter head and fully turn the handle on the meter head;
 - (b) in the case of an electronic parking meter, deposit in the parking meter installed at the metered space one or more coins of Canada of a denomination indicated on the parking meter head;

- (c) in the case of an electronic parking meter designed to accept a parking debit card, insert a parking debit card in the parking meter installed at the space;
- (d) pay by phone by calling the telephone number on the parking meter, and recording the operator's account number, password, parking meter number, and the amount of parking time required; or
- (e) pay by licence plate by:
 - (i) entering, at the pay station, the licence plate number of the operator's vehicle, and the amount of parking time required, and
 - (ii) pay the fee indicated by the pay station by a method of payment prescribed at the pay station.

(2) When, after the action taken in subsection (1):

- (a) the window in a parking meter head;
- (b) the time recorded by the city under the pay by phone option; or
- (c) the time recorded by the pay station;

shows a time period that is greater than 0, the meter space may be lawfully occupied by a vehicle during the period of time shown, subject to all other restrictions, limitations or conditions of this by-law, including but not limited to subsection (3), and of the Street and Traffic By-law.

(3) The right to occupy a metered space shall be subject to the following:

- (a) despite subsection (2), no vehicle shall be left in a metered space for a continuous period longer than the time limit in hours that is shown printed on the parking meter head or recorded under the pay by phone or pay by licence plate option; and
- (b) the parking meter rates, unless otherwise indicated on the meter head:
 - (i) from and after May 29, 2007 to and including December 31, 2007 are to be the rates set out in each Legend on each of pages 1, 2, 3, 4, 5, and 6 of Schedule A - Part 1 for each of the areas shown and lettered on each of those pages, and

- (ii) from and after January 1, 2008 are to be the rates set out in each Legend on each of pages 1, 2, 3, 4, 5, and 6 of Schedule A - Part 2 for each of the areas shown and lettered on each of those pages.
 - (4) No operator of a vehicle shall permit such vehicle to remain parked in a metered space where:
 - (a) the parking meter head placed at such metered space:
 - (i) shows a red or yellow disk or signal flag; or
 - (ii) displays four flashing zeros in a window; or
 - (iii) displays an "OUT OF ORDER" text in a window;
 - (b) the time recorded by the operator under the pay by phone or pay by licence plate option has expired; or
 - (c) parking of a vehicle therein is otherwise restricted or prohibited.
 - (5) The operator of a vehicle may:
 - (a) use the unexpired time remaining on the meter from its previous use;
 - (b) not use the unexpired time remaining at a parking space under a pay by phone or pay by licence plate use at another parking space."
- 6. Council repeals section 8, and substitutes:

"8. Repealed."
- 7. Council repeals section 9, and substitutes:

"9. **SUBSTITUTES PROHIBITED:**

No person shall deposit, or cause to be deposited in any parking meter or pay station, a slug or similar device or a plastic or metallic substitute for the coins or debit cards prescribed by this by-law."
- 8. Council repeals section 12, and substitutes:

"12. COLLECTION OF PARKING FEES:

- (1) The General Manager of Engineering Services and City Comptroller shall:
 - (a) designate and appoint such persons as are required to make regular collections of the money deposited in parking meters or at pay stations;
 - (b) make such rules and regulations as deemed necessary for the:
 - (i) proper and safe collection and accounting of such fees,
 - (ii) proper accounting of fees paid by phone, and
 - (iii) proper accounting of fees paid by credit cards, debit cards, or other means.
- (2) All fees collected from parking meters or pay stations, and fees derived from other methods of payment, shall be the property of the City and shall be disbursed and used only for the following purposes, or any of them:
 - (a) There shall be paid first the costs of inspection, supervision, operation, maintenance, depreciation and replacement of parking meters and pay stations and other costs and expenses incidental thereto, including the cost of collection of the fees deposited in the parking meters or pay stations, and the cost of applying and operating the said by-law.
 - (b) After payment of the amounts described in paragraph (a) hereof an amount shall be set aside for traffic control purposes in a fund to be known as the "Reserve for Traffic Control". Such amount shall be designated from time to time by a resolution of the Council as a percentage of the net revenue (being the gross revenue less the amounts paid in accordance with paragraph (a) hereof).
 - (c) After payment of the amounts described in paragraphs (a) and (b) hereof the cost of extensions and additions to the parking meter system, pay by phone system, or pay by licence plate system shall be paid.
 - (d) After payment of the amounts described in paragraphs (a), (b) and (c) hereof such an amount as may be determined by resolution of Council from time to time may be transferred to the General Revenue of the City.

City of Victoria Multi-space Pay Station

