

ITEM	9
MANAGER'S REPORT NO.	8
COUNCIL MEETING	92/02/03

TO: ACTING MUNICIPAL MANAGER 1992 JANUARY 29

FROM: DIRECTOR ENGINEERING FILE: 80-09-06

SUBJECT: MANAGEMENT AND OPERATION OF THE
METROTOWN PARKING FACILITY

PURPOSE: To outline a proposed operating system for the
Library/Civic Square parkade.

RECOMMENDATIONS:

1. THAT Council endorse the user priority system outlined in this report.
2. THAT Council endorse the pricing strategy outlined in this report.

REPORT

1.0 BACKGROUND

This matter has appeared before Council previously on the agendas for the meetings 1991 March 4 and 1991 March 18. These previous reports were referred back to staff for further consideration. Since that time, staff have been conducting parking studies and observations to monitor usage of the parking structure.

2.0 PARKING

2.1 Usage

The parking lot has been operating on a free usage basis since opening. We have found that the structure is seldom more than 30% full with the average stay less than 2 hours. A sign is currently posted restricting parking to 3 hours maximum with a posted daily hours of operation that roughly bracket the Library's hours of operation. There is no enforcement of this time limit although the sign likely presents a deterrent to longer term usage. Significantly there are seldom any vehicles parked close to the Civic Square exit that is most convenient for Park 'n Ride.

We have also found that the parking on level P2 is virtually unused.

2.2 Capacity

While it is desirable to maintain vacant spaces for the Library patrons and Civic Square users, it is apparent that the spare capacity is excessive to this need. The Metrotown Parkade's extra capacity was incorporated at Council direction for the benefit of Park 'n Ride users. To the extent that Park 'n Ride attracts people to transit, it must be seen as being in conformance with Municipal transportation policy.

2.2 Cont.

Should parking by commuters in the core shopping centres become a problem, the commitment by the Municipality to provide at least 200 parking spaces for Park 'n Ride use may need to be fulfilled.

The additional spaces in the Metrotown Parkade were also provided to accommodate some of the other shared use requirements of Metrotown (with monies garnered through payment in lieu).

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3.0 USAGE MANAGEMENT

If we advertised the parkade as being available to all, we would unquestionably generate more demand but there is then the concern that the demand might exceed supply. Obviously this would be undesirable, particularly for Library patrons.

Clearly we should have some management tool in place to ensure that users be served on a priority basis. A suggested priority is:

1. Library patrons and Civic Square visitors
2. Other short stay users
3. Medium stay occasional daily users
4. Park 'n Ride commuters
5. Other frequent long stay users

The most cost effective demand management tool would be a self-serve ticket machine that printed the time to which the ticket was valid for display on the vehicle dash. We propose that the first 2 hours of stay be free with each subsequent 2 hours to be charged \$1. Thus those users who procured a ticket without inserting any payment would be entitled to 2 hours of free parking. We anticipate most, if not all, users in this category would be visitors to the Civic facilities who, if staying longer, could renew their ticket before expiry. Daily users including Park 'n Ride commuters would typically stay up to 10 hours and be charged \$4, a relatively nominal per diem sum for parking.

The "ticket spitter" that we propose to acquire could be readily reprogrammed for a different tariff and we would propose changing the tariff, with Council approval, as demand warranted. For example, we could implement more preferential monthly rates for regular SkyTrain Park 'n Ride or change to hourly charges (ie. \$1/hour rather than \$1/2 hours, as proposed).

Details of revenue collection would be established by the Director Finance. Enforcement of the parking regulations could be accomplished using parking patrol staff.

These operational proposals are not significantly at variance with our previous reports and the report of our consultant but reflect the concerns that have been expressed by members of Council and the operational experience to date.

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4.0 FUNDING

We would anticipate that the \$15,000 cost of the ticket machine would be offset by generated revenue within the first year. The ticket machine would also enhance the productivity of enforcement staff.

Sufficient funds for the ticket machine remain within the approved funding for the Metrotown Civic Facility and related services.


5.0 CONCLUSIONS

Based on our observations of the current level of parking usage, it would not be cost effective to hire full time parking attendants. It is proposed to provide programmable ticket dispensers that will provide tickets free of charge for up to 2 hour parking and at a rate of \$1.00 per 2 hours for stays of more than 2 hours. The availability of the facility would be advertized when the ticketing equipment and administrative procedures are in place.

The overall approach we are proposing is relatively low key. As warranted, the operations and management system can be enhanced or modified. We would keep Council abreast of developments.

RB/PL:jb

cc: Director Finance
Director Admin. & Community Services
Director Recreation & Cultural Services
Director Planning & Building Inspection
Chief Librarian
RCMP (OIC)
Purchasing Agent


DIRECTOR ENGINEERING

