REPORT
2004 SEPTEMBER 13

**CITY OF BURNABY**

# TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR*
*AND COUNCILLORS*

**SUBJECT:** **PAY AND DISPLAY PARKING TRIAL - UNIVERCITY**

*RECOMMENDATION:*

1. THAT Council approve a further evaluation of pay and display parking meters on University Crescent at SFU.

## REPORT

The Traffic Safety Committee, at its meeting held on 2004 September 07, received and adopted the *attached* report responding to a request for pay parking from SFU Community Trust.

Respectfully submitted,

Councillor Doug Evans
Chair

Councillor Nick Volkow
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING

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| **TO:** | TRAFFIC SAFETY COMMITTEE | **DATE:** | 2004 08 30 |
| **FROM:** | ASST. DIRECTOR ENGINEERING,<br>TRAFFIC & ENGINEERING SYSTEMS | **FILE:** | 38100-03 |

**SUBJECT:** **PAY AND DISPLAY PARKING TRIAL - UNIVERCITY**

**PURPOSE:** To respond to a request for pay parking from SFU Community Trust.

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## RECOMMENDATION:

1. **THAT** further evaluation of pay and display parking meters on University Crescent at SFU be approved.

## REPORT

### 1.0 INTRODUCTION

This report is brought forward by staff to respond to a request from the SFU Community Trust for paid parking on University Crescent in the Highlands Neighbourhood. The first phase of residential construction adjacent the City street is nearly complete and SFU Community Trust (UniverCity) staff are concerned about an influx of students parking on street in the residential neighbourhood. Accordingly, they have requested that we install pay and display machines to control parking on University Crescent. They believe that standard parking meters would reduce the streetscape ambience.

### 2.0 BACKGROUND

Pay and display parking meters issue a ticket that indicates how long a motorist can park. The ticket is displayed on the dash of the vehicle so that Bylaw Officers can immediately see if the vehicle is parked lawfully. These machines are often used in parking lots but have been adapted for on-street use as an alternative to the traditional parking meter. City Council has previously approved a one year trial of the Schulmberger-Sema pay and display machines on Ledger Avenue and Roberts Street.

Shortly after the parking trial was approved by Burnaby City Council, the SFU Community Trust expressed an interest in a parking machines that minimizes the amount of street furniture and are congruent with the environmental approach taken in the development of UniverCity. They are asking that the rates be set slightly higher than what is charged on campus parking lots and that the meters be in force between the hours of 8:00am-5:00pm, Monday to Friday. It is felt that these measures will prevent students from parking in the area. Residents and visitors have access to on-site parking and it is expected that it will be visitors preferring the convenience of on-street parking who will use the meters when they are in force.

## 3.0 PROPOSED TRIAL

The City of Burnaby has been approached by Lexis Systems Inc. who are prepared to lend the City five pay and display machines for a one year trial. Staff believe that testing another brand of pay and display technology would give us a better measure of how the machines will operate and if they will be accepted by parking customers. Moreover, the one year free trial of the equipment allows us to service the needs of SFU at no capital cost to the City of Burnaby. Each pay and display machine will be deployed to service up to 10 parking stalls. The machines are solar powered and require no external source of power. They offer the option of real-time monitoring and credit card processing via radio communication.

## 4.0 CONCLUSION

It is felt that by expanding the pilot project to include more than one product will make it a more meaningful test of the technology. The experience of other cities with pay and display technology is positive and it is probable that this technology may become mainstream for on-street parking in Greater Vancouver. However, staff believe that thorough testing of pay and display machines is required to ensure that the technology is sound and accepted by the parking customer. If our proof of concept testing is positive a recommendation to purchase equipment would result in an open tender process.

P. Lilvamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

KL:
cc: City Manager

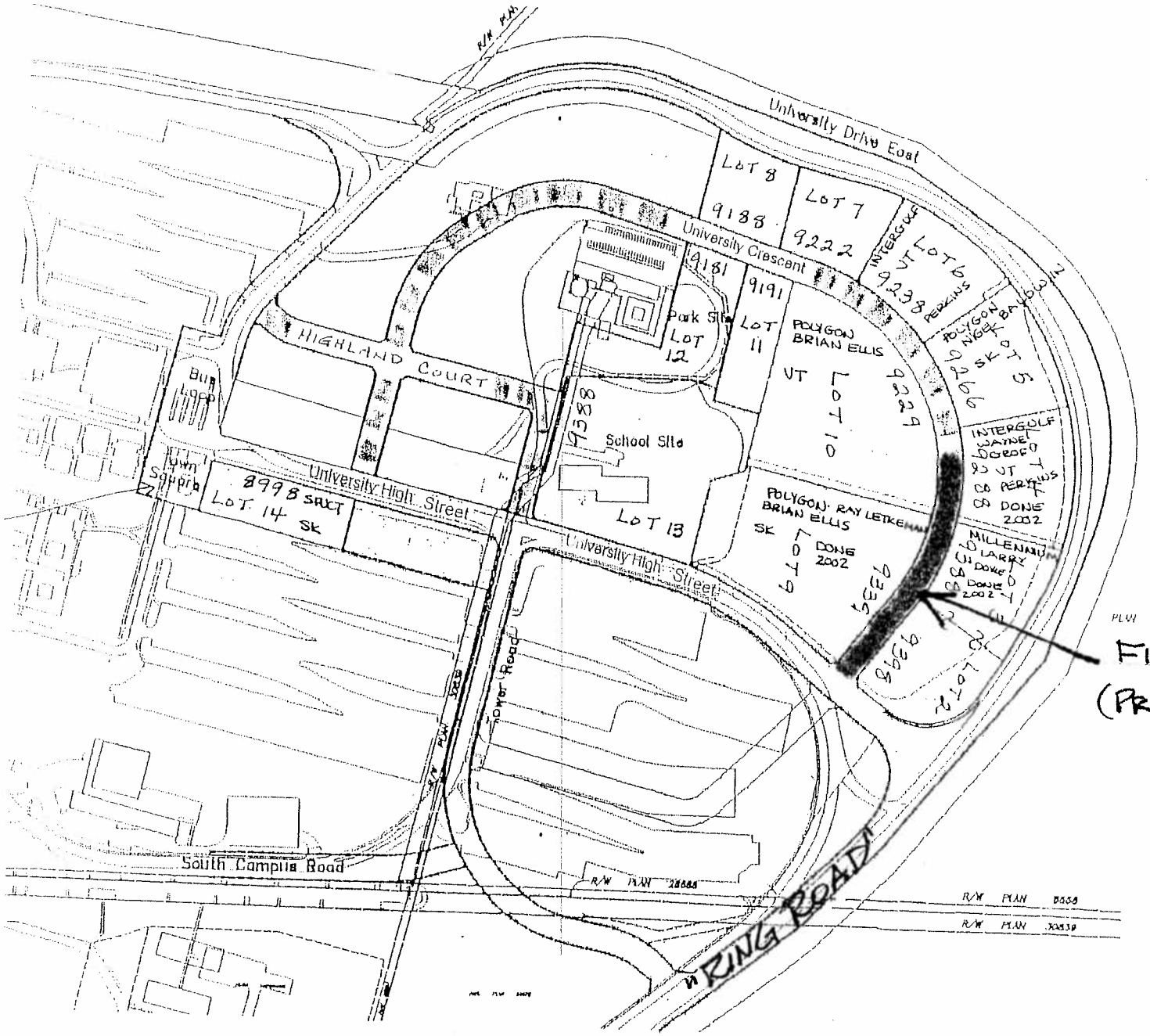


Fig 1 UNIVERSITY CRESCENT AT SFU