

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: PARKING METER PROGRAM EXPANSION

RECOMMENDATION:

1. THAT Council authorize bringing forward a Capital Works Expenditure Bylaw in the amount of \$152,300 (inclusive of 5% GST) for expansion of the parking meter program in various areas, as outlined in this report.

REPORT

The Traffic Safety Committee, at its meeting held on 2009 June 16, received and adopted the *attached* report requesting Council approve the capital funding related to expansion of the parking meter program. The Committee noted that introduction of parking meters in existing time-limited parking zone areas help increase parking turnover to better manage the high parking demands and encourage alternative means of transportation for the benefit of the environment.

Respectfully submitted,

Councillor S. Dhaliwal
Chair

Councillor C. Jordan
Vice Chair

Councillor P. McDonell
Member

Copied to: City Manager Director Finance Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2009 June 09

FROM: DIRECTOR ENGINEERING

FILE: 38100 03
Reference: Parking Meters

SUBJECT: PARKING METER PROGRAM EXPANSION

PURPOSE: To request Committee approval for the capital funding related to expansion of the parking meter program

RECOMMENDATION:

1. **THAT** the Committee recommend that Council authorize bringing forward a Capital Works Expenditure Bylaw in the amount of \$152,300 (inclusive of 5% GST) for expansion of the parking meter program in various areas, as outlined in this report.

REPORT**1.0 BACKGROUND**

The City of Burnaby has been installing parking meters to manage on-street parking since 1998 when it was first introduced to the Metrotown area. Over the years, the program has expanded on an incremental basis and currently the City has approximately 1,500 parking meter spaces.

The primary objective of the parking meter program is to create turnover of short term on-street parking spaces where there is a high demand. Our experience has shown that the time limits at metered parking spaces tend to be better respected as violators are readily apparent with an expired meter. Parking meters also allow more efficient use of existing parking enforcement resources because they can be more easily enforced, requiring only one trip by an enforcement officer in comparison to two trips in time-limited zones. Parking meters are particularly beneficial in commercial areas where parking turnover translates to more short term parking spaces for customers of nearby businesses. Paid parking in general supports regional and city travel demand management goals designed to discourage single occupant car usage and encourage the use of transit and other alternative means of transportation for the benefit of the environment.

To: Traffic Safety Committee
From: Director Engineering
Re: Parking Meter Program Expansion
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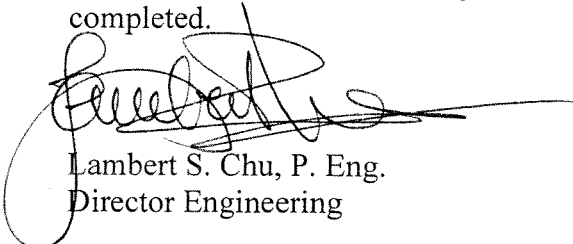
2.0 THE 2009 EXPANSION PROGRAM

The following existing time-limited parking zone areas have been experiencing heavy demand for parking spaces:

- West side of Gilmore Way from Canada Way to Kincaid St
- North and South side of Manor St from Gilmore Ave to Sumner Ave
- East and West side of Holdom Ave from Goring St to Lougheed Hwy
- North side of Goring St from Holdom Ave to Douglas Rd
- North side of Kingsway from Hall Ave to Salisbury Ave and abutting streets

Introduction of parking meters in these areas would help increase parking turnover and to better manage the high parking demands. It is recommended that the parking meter program be expanded in 2009 to include the above noted areas. The total cost of the expansion for about 135 metered spaces is estimated to be \$152,300 (inclusive of 5% GST). These expenditures are included in the Traffic Management component of the 2009 Annual Financial Plan. It is recommended that a Capital Works Expenditure Bylaw in the amount of \$152,300 (inclusive of 5% GST) be brought forward to finance these works.

Staff are continuing to explore the use of multi-space pay parking machines versus single space parking meters. The costs and benefits of both will be compared in light of new technologies and features that are becoming available. Staff will be reporting back on this once the work is completed.



Lambert S. Chu, P. Eng.
Director Engineering

AAS/br

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Director Finance