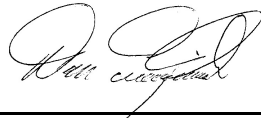
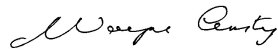


TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



Dan English, Chief Administrative Officer



Wayne Anstey, Deputy Chief Administrative Officer - Operations

DATE: December 1, 2009

SUBJECT: **Parking Initiative for ecoMOBILITY Program**

ORIGIN

HRM's ecoMOBILITY Project approved at the May 27, 2008 meeting of Regional Council, item 10.1.4 and the April 28, 2009 meeting of Regional Council, item 11.1.1.

RECOMMENDATION

It is recommended that Regional Council:

- (1) Endorse the implementation of new parking controls on the public streets in Downtown Halifax and Dartmouth shown in Attachment One; and
- (2) Approve changes to Administrative Order 15 as indicated in this report, the purpose being to reduce the monthly cost of Parking Permits; and
- (3) Create a new Cost Centre TDM Migration Fund and allocate all revenue generated from the sale of Parking Permits for the areas outlined in this report to that account to be used for Transportation Demand Management programs.

BACKGROUND

At the May 27, 2008 meeting of Halifax Regional Council, a motion was approved to submit two applications to Transport Canada's ecoMOBILITY funding competition. On January 8, 2009, Transport Minister John Baird announced that fourteen projects across Canada had been awarded funding, including both projects submitted by HRM. Final approvals and funding commitments for the project were completed at the April 28, 2009 meeting of Halifax Regional Council.

DISCUSSION

One component of HRM's ecoMOBILITY project is the Transportation Demand Management (TDM) Migration Fund. The purpose of this fund is to direct money from less-sustainable modes of transportation toward programs and investments that develop more sustainable transportation options. The intention of the program is to begin with small-scale demonstrations of this purpose while continually monitoring the effects of these initiatives and the perception of the public towards their appropriateness. Results of public polling show an initial level of support for the concepts promoted by the TDM Migration Fund, a summary of which is provided in an information report dated for today's Regional Council.

Recommendation One of this report gives endorsement to implementation of the first initiative under this program.

The initiative is to charge a fee for on-street parking in selected areas of downtown Halifax and Dartmouth that is currently used by commuters for free. The areas proposed to be included are shown in Attachment 1. Fees will be introduced by establishing Parking by Permit Only controls for the majority of the area, although parking meters may be used at some locations where more parking turnover is needed.

A total of approximately 320 parking spaces is expected to be affected under this initiative with expected revenue of approximately \$100,000 per year. It is proposed to be implemented April 1, 2010.

Although Parking by Permit Only was created several years ago, it has been used only once (Williams Street, Halifax) and with little uptake by parkers. Given the walking distance between parking spaces and destinations and the unpredictability of available space, particularly during snow days, staff believe the monthly permit rate must be reduced to increase market demand.

Recommendation Two of this report proposes to reduce the monthly fees for Parking by Permit Only by amending Administrative Order 15.

The proposed reduced fees are felt by staff to be more reflective of market demand. The following fee changes in the table below recommended to Section 9. No other changes to that section are suggested. The boundaries for the four different charge areas are defined in this section, and a map illustrating these zone is provided in Attachment 2.

Parking Permit Zone	Current Monthly Fee	Recommended Monthly Fee	Number of Spaces in the ecoMOBILITY Parking Initiative
A	\$65.00	\$40.00	96 (Halifax)
B	\$65.00	\$35.00	174 (Halifax)
C	\$45.00	\$30.00	0
D	\$35.00	\$20.00	0

The revenue anticipated from the implementation of this parking initiative is estimated to be \$100,000 per year. It is intended that this money would be invested in new projects and programs that make alternative means of commuting such as walking, bicycling and transit more attractive.

Revenue from new parking meters, as is proposed for implementation in Dartmouth, is not being suggested for inclusion in the TDM Migration Fund at this time.

Recommendation Three of this report creates the operating account for the TDM Migration Fund and begins to populate it with revenue from the parking initiative in Recommendation One.

It is the intention of staff that revenue in the TDM Migration account would be directed to three projects that are either new (and not part of current budgeting) or would benefit from increased funding. Those projects are:

- (1) Creation of Route 8 Waterfront - This route would use Hollis and Lower Water Streets between the Pier 21 area and the Halifax Ferry Terminal and Scotia Square. This route was not a priority in the Metro Transit 5-year Strategic Operations Plan because potential high-demand generators along the waterfront were still in the future. The TDM Migration Fund would provide sufficient operational funding support to allow this route to begin operation in August, 2010 with a single vehicle providing twenty minute service frequency.
- (2) Installation of transit information posts at downtown locations.
- (3) Workplace Commuter Options Program - This program, with pilots currently underway at five workplaces with HRM, can be better promoted and implemented with additional funding.

BUDGET IMPLICATIONS

There are no implications of the parking initiative to existing budgets, as all the revenues and expenses identified in this report are new. Creating new areas of Parking by Permit Only will create an increase in the number of HRM Storefront transactions and may increase the need for parking enforcement. Staff has confirmed that these increases are within the capacity of existing resources.

The reduction in monthly fees for Parking by Permit Only will have no budget impact as the revenue currently collected for such permits is virtually zero.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

Regional Council may choose not to go forward with the recommendation to implement the parking initiative, thereby making the subsequent recommendations unnecessary. This is not recommended, as HRM's undertaking of the ecoMOBILITY project, backed with funding from Transport Canada, the Province of Nova Scotia and Halifax Harbour Bridges, was intended to investigate the impact and public perception of measures like this

Regional Council may choose to adopt the first and third recommendations, but to not adopt Recommendation Two, or to adopt it with adjustments to the fees recommended by staff. This is not recommended, as staff believe the fees suggested are appropriately tied to the current market value of parking and will be close to providing the best balance between demand and revenue.

ATTACHMENTS

Attachment 1: Proposed Areas for Parking by Permit Only
Attachment 2: Parking by Permit Only Zones

**Parking Initiative for
ecoMOBILITY Program
Council Report**

- 5 -

January 26, 2010

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by:

Report Approved by:




David McCusker, Manager Strategic Transportation 490-6696

Financial Approval by:



Cathie O'Toole, CGA, Director of Finance 490-6308

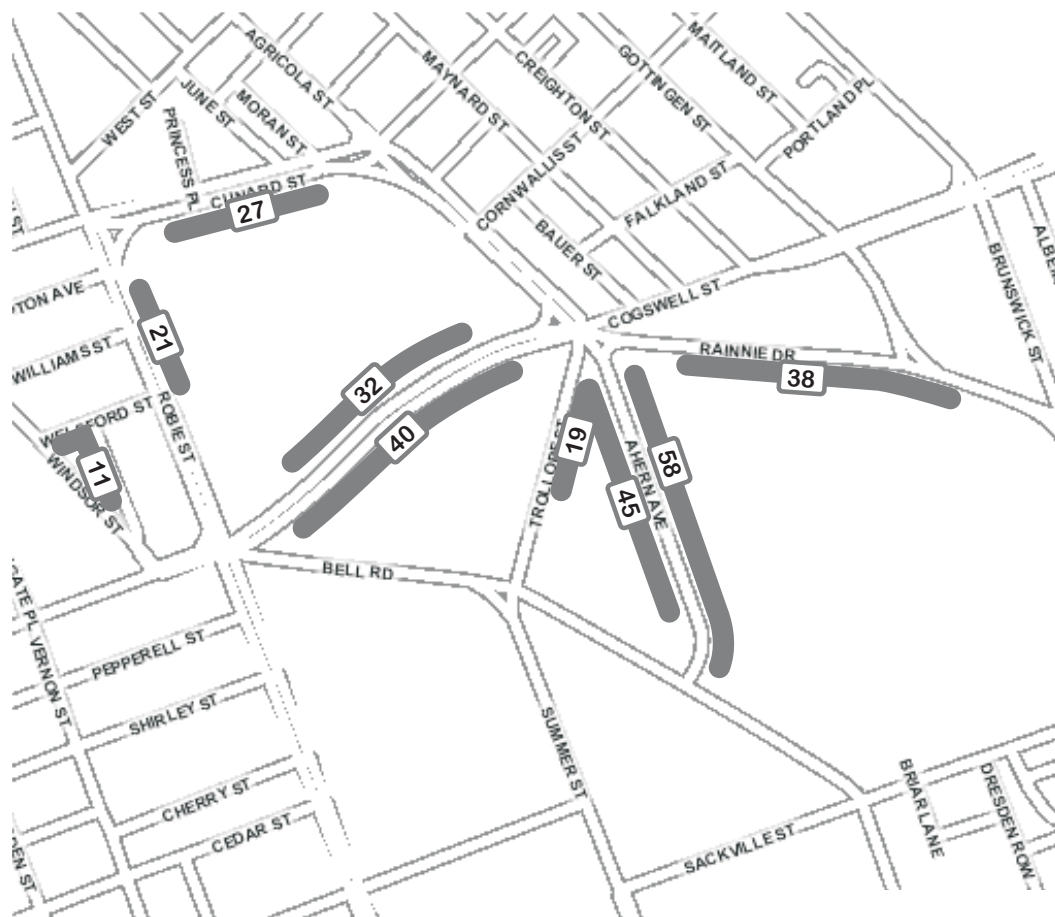
Report Approved by:



Ken Reashor, Acting Director, Transportation & Public Works, 490-4855

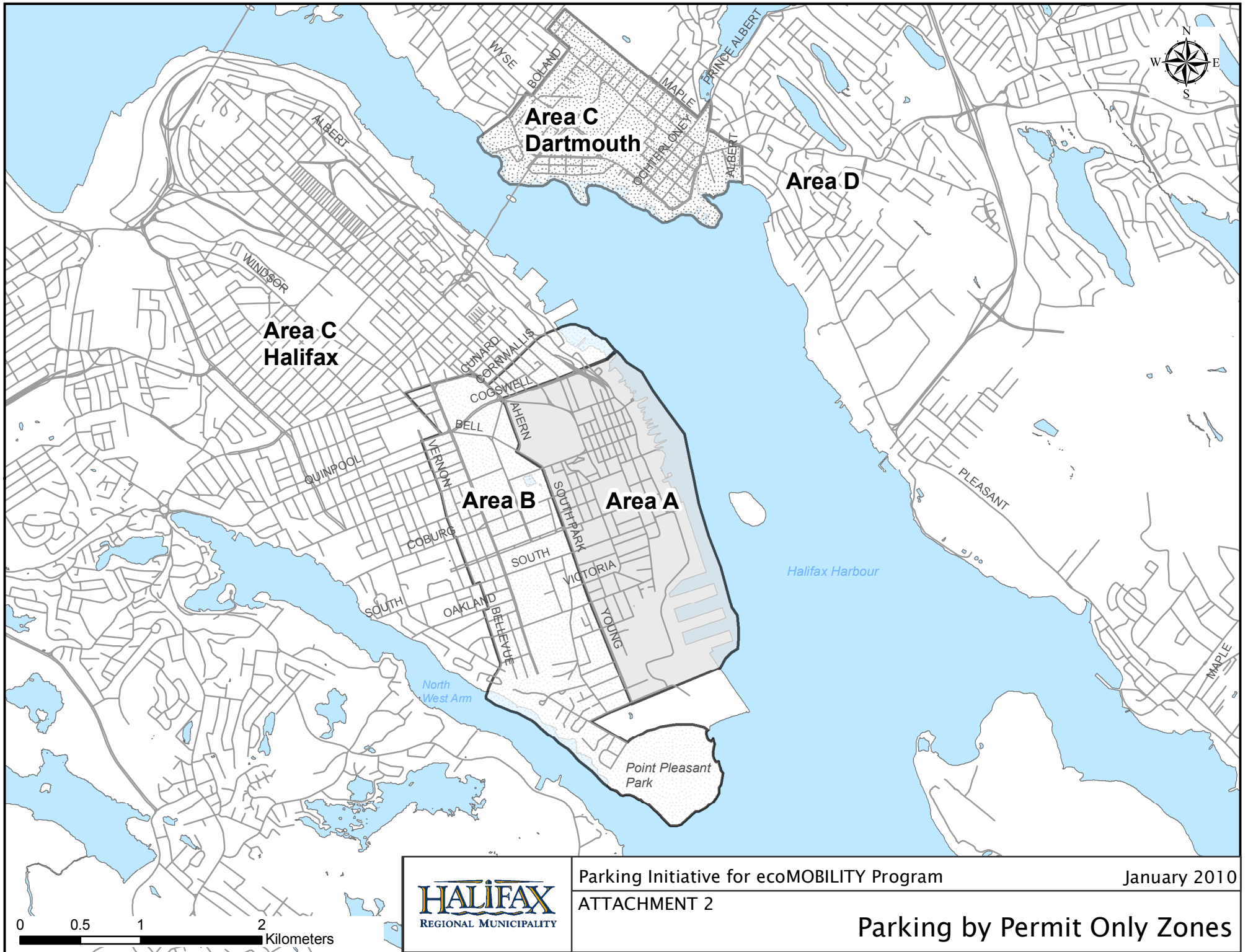


ADD PARKING BY PERMIT ONLY IN HALIFAX



ADD PARKING METERS IN DARTMOUTH





0 0.5 1 2 Kilometers



Parking Initiative for ecoMOBILITY Program

January 2010

ATTACHMENT 2

Parking by Permit Only Zones