Parks Demand Management

Pay Parking

April 18, 2016 Council Workshop
Agenda

• Natural Parkland Demand Management
• Natural parkland operational challenges
• Regional use of DNV Parks
• Pay parking to recover park operational costs
• Approve “framework of principles” for pay parking
• Implementation & Next Steps
User Pay Service for Natural Parkland

Recommendation

Pilot pay parking at high regional use DNV parks between May to September, to recover increasing seasonal operational costs:

Fromme Mtn Parking
Cates Park/Whey-ah-wichen
Deep Cove/Panorama Park
Lynn Canyon Park
Regional Use of Fromme & Cates

Fromme Mtn Parking
Monthly – 9,100 cars (Max 12,696)
Up to 50% Regional Users

Cates Park
Weekend - 3,200 vehicles
Max 40,000/ month
50% Regional Users
Panorama/Deep Cove/Baden Powell

Panorama/Quarry Rock

- Average weekly use exceeds 4,200
- Approx 2,000 visitors/wkend
- Injuries – 18 rescues (May–Aug, 2015)
- Parking over capacity

High Regional Use

- District of North Vancouver
- North Shore
- Metro Vancouver
- BC
- Canada
- International
Lynn Canyon Park, 2015
(May to September)
Monthly vehicles - 60,000
Daily suspension bridge @ peak - 6,622
Cliff climbers – 19,000

25% international visitors
25% BC & Canada
30% Metro Vancouver
20% North Shore
Increasing operational costs & management

- Trail Capacity & Maintenance Costs
- User Fee Recovery Cost
- Risk Management & Public Safety
- Parking Capacity & Traffic
- Special Events/Commercial
- Rangers, caretakers, garbage, washroom
Principles to Support Pay Parking in DNV Parks with Regional Use

- Pay parking initiated in learning & adaptive management framework
- Focus on pay parking for parks with high seasonal regional use
- Revenue directed to recover operational costs at high regional use parks (rangers, litter, caretakers, washrooms etc)
- Apply seasonal pay parking in Spring to Fall during high volume use
- Provide balance of pay & free parking to support resident access
- Apply pay parking for commercial operators yr round
- Encourage use of alternate transportation to parks
- Minimize impacts of pay parking to surrounding neighborhoods
## Preliminary Revenue for Pay Parking

<table>
<thead>
<tr>
<th>Location</th>
<th>Estimated Number of Parking Stalls</th>
<th>Option 1 – Revenue for 50% Stalls Pay Parking (50% stalls free)</th>
<th>Option 2 Revenue for 100% Stalls Pay Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cates Park/Whey-ah wichen</td>
<td>260</td>
<td>$321,000</td>
<td>$642,000</td>
</tr>
<tr>
<td>Panorama Deep Cove Parks</td>
<td>93</td>
<td>$115,000</td>
<td>$230,000</td>
</tr>
<tr>
<td>Fromme Mountain Parking Lot</td>
<td>75</td>
<td>$92,000</td>
<td>$184,000</td>
</tr>
<tr>
<td>Lynn Canyon Park</td>
<td>125</td>
<td>$154,000</td>
<td>$308,000</td>
</tr>
<tr>
<td><strong>Estimated Gross Total</strong></td>
<td></td>
<td><strong>$682,000</strong></td>
<td><strong>$1,364,000</strong></td>
</tr>
</tbody>
</table>
Implementation – Next Steps

- Finalize parking rate - $2/hr - $6/day - $20 season pass
- Pilot park in 2016 for pay parking
- Issue contract for service for pay parking management
- Develop Communication Strategy for implementation
- Evaluate pay parking program in one year
Discussion

• Approval of Pay Parking Principles & Next Steps