



City of Richmond

Report to Committee

To: Public Works & Transportation Committee **Date:** January 9, 2013
From: Victor Wei, P. Eng.
 Director, Transportation **File:** 10-6455-01/2012-Vol 01
Re: **STEVESTON VILLAGE PARKING STRATEGY - REPORT BACK ON TRIAL IMPLEMENTATION (JUNE-SEPTEMBER 2012)**

Staff Recommendation

That the following proposed measures to improve City management of free on- and off-street public parking in the Steveston Village area, as further described in the report, be endorsed:

- (1) Community Bylaws provide regular patrols of the Village area as part of city-wide activities;
- (2) the time limit for free public parking spaces be increased from two to three hours;
- (3) operation of the lanes revert back to the status quo that was in effect prior to the trial; and
- (4) parking-related signage and pavement markings be improved prior to the start of the peak summer period in 2013.

Victor Wei, P. Eng.
 Director, Transportation
 (604-276-4131)

Att. 4

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Recreation Services	<input checked="" type="checkbox"/>		
Community Bylaws	<input checked="" type="checkbox"/>		
Fire Rescue	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

At its May 28, 2012 meeting, Council endorsed the trial implementation of a parking strategy to manage City-owned public parking spaces in the Steveston Village area during the upcoming peak summer period (June-September 2012) and directed staff to report back on the effectiveness of the strategy after the end of the trial period. This report summarizes the results of the trial and provides recommendations for the future management of City-owned public parking spaces in the Steveston Village area. At the same Council meeting, staff were also directed to develop short- and long-term streetscape visions for Bayview Street and Chatham Street that may identify potential options for additional public parking; this topic will be the subject of a separate report to be presented in early 2013.

Analysis

1. Results of Trial Parking Strategy

The trial parking strategy was implemented from June 11, 2012 through September 30, 2012. The outcomes for each major element of the strategy are summarized below.

1.1 Increased Enforcement

A full-time Community Bylaws officer was dedicated daily to the Village to ensure adherence to the existing two-hour time limit (in effect between 9:00 am and 6:00 pm daily) and thus generate sufficient turnover. Approximately 2,500 violations were issued during the trial period with 570 tickets (23%) related to time limit violations in the Village area (see Table 1). Total revenue from enforcement is estimated at \$68,750 for an average recovery amount of \$27.50 per violation. Overall enforcement costs amounted to \$34,150 (i.e., labour, overhead and vehicle costs based on a full-time shift each day of the trial period).

Table 1: Total Tickets Issued

Category	# of Tickets	
Safety	870	35%
No Permit	700	28%
Time Limit	570	23%
Invalid Insurance/ Licence	230	9%
Miscellaneous	130	5%
Total	2,500	100%

1.2 Permit Parking in Lanes

The entrances to each of the three north-south lanes were signed for monthly permit parking only with spaces available only to adjacent businesses on a first-come, first-serve basis at a market rate of \$50 per month per permit with the exception of owners who had contributed to the *Steveston Off-Street Parking Reserve*; these owners paid a one-time fee of \$50 for the entire period. A total of 60 permits were processed, which coincides with the maximum number of vehicles that can be accommodated within the lanes (i.e., 100% of applicants received the requested number of permits).

In response to feedback from motorists during the trial, in mid-July blue “Note New Parking Regulations” tabs were added back to the laneway signage to improve their visibility and two additional signs (one in each direction) were added at the mid-point of each lane (see Figure 1).

Notwithstanding, the relatively high number of violations issued for no permit (700 tickets or 28% of all tickets) indicates that visual communication of the parking regulation would need to be significantly improved should the permit system become permanent.

1.3 Mitigation of Potential Spill-Over Parking

Signage advising of the existing three-hour maximum parking time limit¹ was installed at entrances to the residential neighbourhood north of Chatham Street and west of No. 1 Road. Residents of the area bounded by Steveston Highway, No. 1 Road, Chatham Street, and 7th Avenue were mailed a notice advising that parking enforcement would be provided on a complaint basis only and public notices were published in two June 2012 editions of the *Richmond Review*. While only seven phone calls were received by Community Bylaws resulting in two violations being issued, feedback from residents in this area indicates that parking intrusion was notable (see Attachment 4).



**Figure 1:
Laneway Signage**

With respect to the Steveston Community Centre (SCC), staff and the Steveston Community Society (SCS) jointly developed and implemented a plan to address the potential of intrusion into the parking lots that serve the community centre that comprised the following elements:

- installation of signage in the parking lots advising of a two-hour time limit between 10:00 am and 6:00 pm daily (except during special events);
- creation of temporary passes to permit parking for longer than two hours for distribution to SCC staff, SCS Board members and clients whose programs run longer than two hours;
- request that all SCC staff and SCS Board members use the parking lot accessed via Easthope Avenue in order to leave the main parking lot and that adjacent to the lacrosse box free for customers and patrons; and
- notice placed at the SCC front desk/reception area advising of the parking changes (i.e., indicating increased enforcement in the parking lots).

A total of 112 tickets were issued for violations in the SCC main lot and the lot adjacent to the lacrosse box with the majority (over 80%) for time limit violations. SCC staff and SCS Board members advise that the two-hour time limit was effective in deterring all day parking and managing turnover.

1.4 Provision of Designated Employee Parking

The Steveston Harbour Authority (SHA) offered monthly pay parking for employees at its lot on Chatham Street but SHA staff advise that only one merchant utilized the lot during the trial period. Conversely, Steveston Merchants Association (SMA) representatives advise that the underground parking lot on Bayview Street east of No. 1 Road was well-utilized by employees, which may reflect its lower monthly rate of \$25 vis-à-vis \$50 per month for the SHA lot.

¹ Section 12.4(l) of Traffic Bylaw No. 5870 states that a three-hour maximum parking time limit is in effect between 8:00 am and 6:00 pm on streets abutting any residential or commercial premise, unless the parked vehicle belongs to the owner of such premise.

2. Feedback from Residents and Merchants on the Trial Parking Strategy

During the trial period, Community Bylaws and Transportation staff received a number of comments regarding the parking strategy. Generally, members of the public and some merchants registered concern that enforcement was overly aggressive and, as a result, created an unwelcoming atmosphere in the Village. Insufficient and poor visibility of signage indicating permit only parking in the lanes was also cited. The feedback also indicated that a misunderstanding that the City implemented pay parking (rather than the SHA) continues to persist amongst the public. Some merchants cited concerns that loading/unloading activities were unduly impacted by the enforcement.

To obtain comprehensive feedback from those stakeholders who directly experienced the trial project, staff mailed surveys to all merchants (see Attachment 1) within the Village and those residents (see Attachment 2) living immediately north of the Village following the end of the trial period (see Attachment 3 for the boundaries of the survey areas). Staff also met directly with representatives of the SMA and attended a meeting of the Steveston 20/20, which is an umbrella group of various non-profit community organizations in the area. Attachment 4 provides details of the survey responses. These responses and the resulting recommended measure are summarized below in Sections 2.1 through 2.6.

Table 2: Survey Response Rates

Category	Residents	Merchants
# of Surveys Mailed	429	235
# of Surveys Returned	44	50
Response Rate	10%	21%

2.1 Effectiveness of Increased Enforcement of Parking Regulations

An equal number of residents believe that either the increased enforcement was ineffective at achieving greater turnover or they were unsure as to its effectiveness (39% each) whereas a slight majority of merchants (52%) believe that the increased enforcement was ineffective at achieving greater turnover.

Overall, however, the trial strategy can be considered as having achieved its primary goal of increasing turnover of parking spaces as the feedback did not indicate that there was a lack of free public parking (i.e., there was thus sufficient turnover of spaces). Based on respondent comments, the increased enforcement was perceived as ineffective possibly due to the negative experience for visitors created by the increased level of enforcement and the resulting potential impacts to the future attractiveness of the Village as a destination.

Recommended Measure: Continue to enforce parking time limits to ensure adequate turnover at a level comparable to other areas to address concerns of overly aggressive enforcement. A Community Bylaws officer would provide regular patrols of the Village area as part of city-wide activities and within the approved divisional operating budget, rather than being assigned full-time to only the Village. The patrols would focus on safety and liability violations and be more frequent during the peak summer period (June to September).

2.2 Free Public Parking Time Limit

Residents did not express a clear preference for a change to the existing two-hour time limit in effect on streets within the Village core with an equal number each expressing that the time limit should either increase to three hours or stay at two hours (27% each). Relatively more merchants

(42%) prefer a longer time limit of three hours on streets within the Village core, citing that typical visitor activities of dining, shopping and sightseeing take longer than two hours. The SMA also supports a three-hour time limit for free public parking within the Village.

While a longer time limit of three hours will slightly decrease turnover and may encourage employees in the Village to occupy the spaces (e.g., employees would only have to move their vehicles once or twice per day as opposed to more frequently with a two-hour limit), these potential disadvantages are likely to be more than off-set by the increased convenience for visitors to this regional destination.

Recommended Measure: Increase the time limit from two to three hours to provide sufficient time for visitors to have a more leisurely stay and to establish consistency across all on-street and off-street parking spaces managed by the City. As the SCS Board prefers that the time limit for the SCC lots be consistent with whatever time limit is effective for on- and off-street free public parking spaces, this three-hour limit would also apply to the parking lots that serve the SCC and Steveston Park with passes to permit parking for longer than three hours available for SCC staff, SCS Board members and program clients as needed.

2.3 Provision of Short-Term Public Parking Spaces

As the SMA indicated a desire for short-term (15-minute only) parking spaces located strategically throughout the Village, staff included a question on this topic for merchants. Of those who responded, only 16% thought such spaces could be beneficial and suggested locations near ATMs, the post office and coffee shops. There are currently two 15-minute on-street parking spaces located on the west side of 2nd Avenue adjacent to the Steveston Museum and Post Office.

Recommended Measure: Keep existing 15-minute short-term on-street parking spaces as status quo at this time due to a lack of demonstrated need or desire to expand these spaces. Staff would continue to monitor the need for short-term parking and address this concern as demand arises.

2.4 Permit Only Parking in Lanes

Overall, merchants did not indicate support for the permit parking system for the lanes. Nearly one-third (32%) think that the permit system was not helpful and roughly the same number (34%) believes the system should not be made permanent. The SMA does not support a permit system for the lanes and prefers that visitors be allowed to park in the lanes subject to a time limit of three hours.

Recommended Measure: Given the lack of support for continuing a permit parking system in the lanes from both individual merchants and the SMA, staff do not recommend that the trial system be made permanent. Thus, the use and operation of the lanes would revert back to the status quo that was in effect prior to the trial with enforcement provided for safety and liability violations as well as in response to complaints.

2.5 Long-Term Employee Parking

Few merchants indicate that they or their employees use monthly pay parking sites (12%) or the free all day parking on Chatham Street west of 6th Avenue (4%). Based on comments provided,

it appears that a number of employees chose to park in the residential area north of Chatham Street, free private lots of other businesses, or on-street spaces and continually moved their vehicles throughout the day. The SMA suggests that the City subsidize additional free parking by leasing the SHA lot on Chatham Street and providing this parking for free year-round.

Recommended Measure: Staff do not recommend that the City subsidize additional employee parking by leasing the SHA lot on Chatham Street as the City does not provide similar financial subsidies for private employee parking anywhere else in the city. Staff will forward the survey results and comments (particularly on pay parking) to the SHA for its information and consideration and encourage the SMA to pursue this initiative directly with the SHA. Staff would continue to monitor opportunities and will report further to Council upon completion of the Bayview Street-Chatham Street Streetscape Study, which may identify potential additional public parking.

2.6 Other Comments on the Trial Strategy and Future Management of Free Public Parking

Community Bylaws staff identified the following potential minor enhancements that, if implemented, would provide better guidance to motorists and thus reduce violations as well as improve traffic and pedestrian safety:

- identify all on-street areas where parking is prohibited with yellow curbs and/or signage;
- identify on-street loading zones with improved signage where necessary; and
- establish a crosswalk on Bayview Street at 1st Avenue.

Recommended Measure: Staff would undertake the identified signage and pavement marking improvements prior to the start of the peak summer period in 2013.

3. Summary of Recommended Measures

The following proposed actions summarize the elements of a refined parking strategy for Steveston Village:

- Level of Enforcement: Community Bylaws officer to provide regular patrols of the Village area as part of city-wide activities with the patrols to focus on safety and liability violations;
- Time Limit for Free Public Parking: increase the time limit from two to three hours for both on- and off-street parking spaces;
- Parking in Lanes: revert back to status quo that was in effect prior to the trial with enforcement provided for safety and liability violations as well as in response to complaints;
- Employee Parking: forward the survey results and comments (particularly on pay parking) to the SHA for its information and consideration and encourage the SMA to pursue the provision of free public parking in the SHA lot on Chatham Street directly with the SHA; and
- Improve Signage and Markings: undertake improvements to signage and pavement markings prior to the start of the peak summer period in 2013.

Financial Impact

The provision of regular enforcement in the Steveston Village area would be accommodated within Community Bylaw's existing operational budget, which may require the re-allocation of service hours city-wide to ensure adequate coverage.

The proposed improvements to existing signage and pavement markings have an estimated total cost of \$3,000 and would be funded from the 2013 Neighbourhood Traffic Safety Program, which is part of the 2013 Capital Budget previously approved by Council.

Conclusion

The proposed adjusted measures to continue to improve the management of free on- and off-street public parking in the Steveston Village area respond to and address the key concerns cited by both residents and merchants arising from the trial implementation of a parking strategy for the area from June to September 2012. While these measures may not meet the full expectations of all stakeholders, they are considered at this time to be the most effective approach to striking a balance between providing a reasonable amount of time for visitors who drive to the Steveston area to enjoy its amenities and an appropriate level of enforcement to ensure adequate turnover of free public parking spaces.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:lce

**Steveston Village Summer Parking Trial (Ended September 2012):
Request for Merchants' Feedback**

In June 2012, the City commenced a Summer parking trial in the Steveston Village area with the objective of improving the availability of free public parking through increased turnover. The trial was implemented from June 11 to September 30, 2012 and featured increased enforcement of existing 2-hour parking time limits and the designation of permit parking only in the lanes. **City staff are now seeking feedback from local merchants prior to reporting back to Council on the effectiveness of the parking trial.**

Name: _____ Phone/ E-mail: _____

Address: _____

1. Increased Enforcement of Parking Regulations

During the trial period, parking enforcement was increased in the Village. Of the citations issued, approximately 85% were due to safety violations (e.g., parking too close to a fire hydrant) and 15% were due to time limit violations.

Was the increased enforcement effective in achieving greater turnover of free public parking spaces? Yes No Don't know/Unsure

Comments (please add more paper as required):

2. Free Public Parking Time Limit

The current time limits for free on- and off-street parking are: 2 hours (9:00 am and 6:00 pm) in the Village core; 3 hours (9:00 am and 6:00 pm) on Chatham St east of 3rd Ave; and no time limit on Chatham St west of 3rd Ave.

For each street, please indicate if the time limit for free public parking should be changed.

Potential Change to Time Limit	Chatham St – West (No Limit)	Chatham St – East (3 hrs)	Moncton St (2 hrs)	Bayview St (2 hrs)	No. 1 Road (2 hrs)	1 st Ave (2 hrs)	2 nd Ave (2 hrs)	3 rd Ave (2 hrs)
Increase Time Limit to _____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs
Decrease Time Limit to _____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs
Stay the Same	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't Know / Unsure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments (please add more paper as required):

3. Short-Term (15-minute only) Public Parking Spaces

Selected on-street parking spaces could be converted to a 15-minute only time limit to serve quick stop-over visitors.

Is there a need for 15-minute only public parking spaces? Yes No Don't know/Unsure

If so, where specifically? _____

Comments (please add more paper as required):

Steveston Village Summer Parking Trial (Ended September 2012):
Request for Merchants' Feedback

4. Permit Only Parking in Lanes

To minimize parking intrusion into the lanes during the trial period, parking in the lanes was allowed by monthly permits available only to adjacent businesses on a first-come, first-serve basis at a standard cost of \$50 per month.

	Yes	No	Don't know/ Unsure
Was "Permit Only" parking in the lanes helpful for merchants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should "Permit Only" parking in the lanes be made permanent?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments (please add more paper as required):

5. Long-Term Employee Parking

All-day monthly pay parking is available for employees in the Village area (e.g., gravel lot on Chatham Street, underground parking on Bayview Street) and all-day free parking is available on Chatham Street west of 3rd Avenue.

	Yes	No	Don't know/ Unsure
Do you or your employees use any monthly pay parking sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do you or your employees use Chatham Street (west of 3 rd Avenue) for long stay parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments (please add more paper as required):

6. Do you have other comments regarding the trial implementation of the parking strategy?

Comments (please add more paper as required):

7. Do you have other comments or suggestions regarding the future management of free public parking in Steveston Village?

Comments (please add more paper as required):

Please return the completed survey to the City by **October 31, 2012** via:

- enclosed postage paid self-addressed envelope
- e-mail: transportation@richmond.ca
- fax: 604-276-4132



Thank you for your participation in this survey.

Joan Caravan, Transportation Planner
 Transportation Division / City of Richmond
 tel: 604-276-4035 / e-mail: jcaravan@richmond.ca

**Steveston Village Summer Parking Trial (Ended September 2012):
Request for Residents' Feedback**

In June 2012, the City commenced a Summer parking trial in the Steveston Village area with the objective of improving the availability of free public parking through increased turnover. The trial was implemented from June 11 to September 30, 2012 and featured increased enforcement of existing 2-hour parking time limits and the designation of permit parking only in the lanes. **City staff are now seeking feedback from local residents prior to reporting back to Council on the effectiveness of the parking trial.**

Name: _____ Phone/ E-mail: _____

Address: _____

1. Increased Enforcement of Parking Regulations

During the trial period, parking enforcement was increased in the Village. Of the parking tickets issued, approximately 85% were related to safety violations (e.g., parking too close to a fire hydrant) and 15% were due to time limit violations (e.g., parking longer than 2 hours between 9:00 am and 6:00 pm).

During the trial period, did you experience any problems due to increased parking by visitors/workers from Steveston Village in your residential area? Yes No Don't know/Unsure

If so, please tell us exactly what problems you experienced.

Comments: _____

Do you think the increased enforcement was effective in achieving increased turnover of free public parking spaces in Steveston Village? Yes No Don't know/Unsure

Comments: _____

**Steveston Village Summer Parking Trial (Ended September 2012):
Request for Residents' Feedback**

2. Free Public Parking Time Limit

The current time limits for free on- and off-street parking are: 2 hours (9:00 am and 6:00 pm) in the Village core; 3 hours (9:00 am and 6:00 pm) on Chatham St east of 3rd Ave; and no time limit on Chatham St west of 3rd Ave.

For each street, please indicate if the current time limit should be changed.

Potential Change to Time Limit	Chatham St – West (No Limit)	Chatham St – East (3 hrs)	Moncton St (2 hrs)	Bayview St (2 hrs)	No. 1 Road (2 hrs)	1 st Ave (2 hrs)	2 nd Ave (2 hrs)	3 rd Ave (2 hrs)
Increase Time Limit to _____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs
Decrease Time Limit to _____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs
Stay the Same	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't Know / Unsure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

3. Do you have other comments regarding the trial implementation of the parking strategy?

Comments:

4. Do you have any other comments or suggestions regarding the future management of free public parking in Steveston Village?

Comments:

Please return the completed survey to the City by **October 31, 2012** via:
enclosed postage-paid self-addressed envelope

- e-mail: transportation@richmond.ca
- fax: 604-276-4132

Joan Caravan, Transportation Planner
Transportation Division / City of Richmond
tel: 604-276-4035 / e-mail: jcaravan@richmond.ca

Thank you for your participation in this survey.



Merchant and Resident Survey Distribution Areas



Merchant and Resident Survey Results

1. Effectiveness of Increased Enforcement of Parking Regulations

Forty-eight percent of residents responding indicated that they experienced problems due to increased parking in their residential area although almost an equal number (41%) reported that they did not. Of those who indicated problems, concerns commonly cited included:

- a lack of available parking in front of their residence for their own vehicles or for visitors;
- vehicles parked too close to driveways thereby impeding sightlines; and
- speeding vehicles.

An equal number of residents believe that either the increased enforcement was ineffective at achieving greater turnover or they were unsure as to its effectiveness (39% each) whereas a slight majority of merchants (52%) believe that the increased enforcement was ineffective at achieving greater turnover and 24% are unsure as to its effectiveness.

Increased Enforcement of Parking Regulations	Residents (44 responses)				Merchants (50 responses)			
	Yes	No	Don't Know	Did Not Answer	Yes	No	Don't Know	Did Not Answer
Did you experience any problems due to increased parking in your residential area?	21 (48%)	18 (41%)	3 (7%)	2 (5%)	Question Not Included in Survey			
Was the increased enforcement effective in achieving greater turnover of free public parking spaces?	6 (14%)	17 (39%)	17 (39%)	4 (9%)	10 (20%)	26 (52%)	12 (24%)	2 (4%)

With respect to the survey comments regarding speeding vehicles, staff will conduct traffic volume and speed studies on the identified roadways (i.e., Chatham Street and Broadway Street) to establish the extent of the concerns and, if required, develop and implement measures to address any identified issues in consultation with the local residents.

2. Free Public Parking Time Limit

A majority (61%) of residents prefer that the existing unrestricted time limit remain on Chatham Street west of 3rd Avenue while one-half (50%) prefer that the existing three-hour time limit on Chatham Street east of 3rd Avenue (which was implemented in June 2012 at the start of the trial) remain. Responses from merchants were similar with slightly more preferring that the existing no limit west of 3rd Avenue and the three-hour limit east of 3rd Avenue remain (72% and 54% respectively). Just under one-quarter (24%) of merchants preferred a longer time limit (typically four hours) for Chatham Street east of 3rd Avenue.

Potential Change to Time Limit	Residents (44 responses)	Merchants (47 responses)
Chatham Street west of 3 rd Ave	<ul style="list-style-type: none"> • Stay at no time limit: 61% • Did not answer: 34% 	<ul style="list-style-type: none"> • Stay at no time limit: 72% • Did not answer: 18%
Chatham Street east of 3 rd Ave	<ul style="list-style-type: none"> • Stay at 3 hours: 50% • Did not answer: 27% 	<ul style="list-style-type: none"> • Stay at 3 hours: 54% • Increase to >3 hours: 24%
Moncton St-Bayview St-No. 1 Road 1 st Ave-2 nd Ave-3 rd Ave	<ul style="list-style-type: none"> • Increase to 3 hours: 27% • Stay at 2 hours: 27% • Did not answer: 26% 	<ul style="list-style-type: none"> • Increase to 3 hours: 42% • Stay at 2 hours: 21% • Increase to >3 hours: 14%

Merchant and Resident Survey Results

Residents did not express a clear preference for a change to the existing two-hour time limit in effect on streets within the Village core with an equal number each expressing that the time limit should either increase to three hours or stay at two hours (27% each), with a further 26% not providing an answer. Relatively more merchants (42%) prefer a longer time limit of three hours on streets within the Village core, citing that typical visitor activities of dining, shopping and sightseeing take longer than two hours, while 21% prefer that the existing two-hour time limit remain.

3. Provision of Short-Term Public Parking Spaces

Just over one-half (52%) of merchants provided an answer regarding the need for short-term (15-minute only) parking spaces. Of those who responded, 26% indicated there was not a need for short-term parking while 16% thought such spaces could be beneficial and suggested locations near ATMs, the post office and coffee shops.

Short-Term Public Parking Spaces	Yes	No	Don't Know	Did Not Answer
Is there a need for 15-minute only public parking spaces?	8 (16%)	13 (26%)	5 (10%)	24 (48%)

There are currently two 15-minute on-street parking spaces located on the west side of 2nd Avenue adjacent to the Steveston Museum and Post Office.

4. Permit Only Parking in Lanes

Overall, merchants did not indicate support for the permit parking system for the lanes. Nearly one-third (32%) think that the permit system was not helpful and roughly the same number (34%) believes the system should not be made permanent.

Permit Only Parking in Lanes	Yes	No	Don't Know	Did Not Answer
Was "Permit Only" parking in the lanes helpful for merchants?	3 (6%)	16 (32%)	12 (24%)	19 (38%)
Should "Permit Only" parking in the lanes be made permanent?	6 (12%)	17 (34%)	6 (12%)	21 (42%)

Comments regarding the permit system include a desire to revert back to the previous conditions, maintain customer use of the lanes for quick pickups and concerns that the cost of \$50 per month was too high (would prefer \$25 per month). The SMA does not support a permit system for the lanes and prefers that visitors be allowed to park in the lanes subject to a time limit of three hours (i.e., consistent with the preferred time limit for on- and off-street free public parking spaces).

5. Long-Term Employee Parking

Few merchants indicate that they or their employees use monthly pay parking sites (12%) or the free all day parking on Chatham Street west of 3rd Avenue (4%). Some merchants cited that the relevant section of Chatham Street was too far away or that they were unaware of its availability.

Merchant and Resident Survey Results

Long-Term Employee Parking	Yes	No	Don't Know	Did Not Answer
Do you or your employees use any monthly pay parking sites?	6 (12%)	21 (42%)	1 (2%)	22 (44%)
Do you or your employees use Chatham Street (west of 3 rd Avenue) for long stay parking?	2 (4%)	23 (46%)	2 (4%)	23 (46%)

Some merchants as well as residents cited the need for a free/subsidized parking lot designated for employees. In particular, the SMA suggests that the City subsidize additional free parking by leasing the SHA lot on Chatham Street and providing this parking for free year-round.

6. Other Comments on the Trial Strategy and Future Management of Free Public Parking

Of those residents who provided additional comments, the most common observations were that free parking should be maintained and that the existing pay parking lots should revert back to free parking. Comments from merchants echoed that:

- continued free parking is necessary to ensure the economic health of the Village;
- enforcement was too aggressive and at times interfered with deliveries; and
- overall, the trial strategy created a negative experience for visitors who, as a result, may not return.