

MEETING DATE: August 27, 2003

SUBJECT: Expansion Of TTC Commuter Parking Lots - Status Report

RECOMMENDATION

It is recommended that this report be received for information.

FUNDING

Funds were included under Project 3.3 Commuter Parking Expansion – Short Term Improvements as set out on pages 465 to 473 of the Ridership Growth Category of the TTC 2003-2007 Capital Program which was approved by City Council on February 26, 2003; however, these cover only a portion of the future expansion initiatives. Additional requirements for commuter parking expansion and equipment replacement will be addressed in the 2004-2008 Capital Program.

BACKGROUND

At its meeting of April 9, 2003, the Commission received a report on the status of enhancing/identifying additional commuter parking. The Commission passed a number of motions concerning the feasibility of commuter parking lots at Yonge Street/Sheppard Avenue, Leslie Station, Wilson Station and other commuter parking opportunities. This report is a follow up to events since that meeting and other commuter parking initiatives undertaken by staff.

DISCUSSION

The TTC currently operates 26 commuter parking lots comprising 13,279 parking spaces. This represents approximately an 8% increase (1,023 spaces) since 2002. The information listed below details how the increase in inventory was achieved on a lot by lot basis.

EXPANSION OF EXISTING LOTS

LOT	INCREASE IN SPACES	DATE
Kennedy Main	91	summer 2002

Kipling Subway Crescent	72	fall 2002
Kipling South	72	spring 2003

RESTRIPING OF EXISTING LOTS

LOT	INCREASE IN SPACES	DATE
Finch West	158	summer 2003
Finch East	162	summer 2003

NEW LOTS (OPENED WITH THE SHEPPARD SUBWAY)

LOT	INCREASE IN SPACES	DATE
Leslie	102	fall 2002
Don Mills	366	fall 2002

Assuming the capital budget is increased to reflect the expansion opportunities that have been identified, the capacity of the TTC commuter parking network could reach 14,601 spaces by 2006 representing a further 10% increase in available spaces. The expansion opportunities on a lot by lot basis are outlined below.

FUTURE COMMUTER PARKING EXPANSION

LOT	INCREASE IN SPACES	DESIGN/CONSTRUCT	IN CURRENT CAPITAL BUDGET
Downsview (new)	650	2004	Yes
Kennedy (new)	173	2004	Yes
Wilson (new)	92	2005	No
Leslie (expansion)	79	2005	No
Leslie – Canadian Tire	245	2006	No

(new)			
Yonge/Sheppard (new)	44	2006	No
Finch West (expansion)	39	2006	No

The above expansion opportunities reflect staff initiatives as well as those raised by Councillor Moscoe at the April 9, 2003 Commission meeting. The following summarizes the status of each of the expansion projects.

The Downsview lot has all the required City approvals (including site plan and jurisdictional transfer of the land) and design is at the 90% stage. The design for the Kennedy lot is near completion and on schedule for construction in 2004. Both of these projects are proceeding under the current approved Capital Program.

The following expansion opportunities will be considered in the 2004-2008 Capital Program, under the Commuter Parking Expansion Project:

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- The additional spaces at Wilson Station were identified during a site visit with Chair Moscoe and a conceptual layout of a lot has been prepared.
- Staff are currently working with Canadian Tire Corporation with respect to finalizing the lease agreement for commuter parking on their property west of Leslie Station. Staff are also working on a land swap that would see the existing Leslie commuter parking lot expanded to the south of the station.
- Conceptual layouts for additional parking have been prepared for the Yonge and Sheppard and Finch West locations.

OTHER COMMUTER PARKING INITIATIVES

Revenue Equipment

Staff are currently in the process of development a Request for Proposals (RFP) to replace the fare collection/gate control equipment at our commuter parking lots. The existing equipment is beyond its useful life, maintenance problems are increasing and the existing equipment does not provide the flexibility to vary prices by time of day or day of the week. A key issue will be to ensure that the transaction time for each vehicle entry is better than that provided by existing equipment. This excludes the pay and display lots which had new equipment installed in late 2001 to coincide with the transition from Ideal Parking to the Toronto Parking Authority. The RFP will be finalized this year for issuance early in 2004 with full equipment replacement by 2005. Again, funds for this initiative will be included in the 2004-2008 Capital Budget.

Credit Cards

In April, 2003, staff implemented a test of credit card usage at three lots, (Eglinton West, Islington Lomond and York Mills). During the test, approximately 20% of the usage of these lots was credit card transactions representing \$13,200 in revenue for the month of April. The credit card fraud rate was 1.2%. While there was a minimal (\$500) revenue loss from credit card transactions, a significant drop in the number of tickets issued indicated that users who did not have the correct change were using their credit cards to pay the fee rather than risk a ticket. Even if only 90% of the reduced number of tickets results in the payment of the daily parking rate, the increased revenue from credit card patrons more than offsets the estimated revenue loss from credit card transactions (fraud, transaction fees).

As people are more familiar with the availability of credit card payment, staff expect that the non-payment rate will decline even further. This has been demonstrated in the months of May and June where credit card revenues increased to one-third of all transactions and the fraud rate remained stable. In effect, the acceptance of credit cards by the TTC puts this revenue in our account rather than into parking ticket revenue that does not accrue to the TTC.

Based on the above and the fact that the administration to delete nonvalid cards is being undertaken by TPA at no cost to the TTC, credit cards at all TTC pay and display lots will be implemented this Fall. Staff will monitor the credit card fraud and ticket enforcement statistics to ensure that the acceptance of credit cards continues to generate net revenue in the future. Since the existing pay and display machines are credit card capable, there is no capital cost to implement credit card system-wide use.

Employee Parking at Wilson Main Lot

The problem with employees parking their cars at the Wilson Main commuter parking lot (rather than in available spaces within the Wilson complex) prior to the opening of the Spadina Subway for revenue service will be monitored by TTC Operations. Supervisory staff will be at the lot prior to the subway opening in the Fall to direct employees to the Wilson complex rather than utilizing commuter parking spaces. This should provide additional spaces for TTC customers at this location.

Signage at Parking Lot Entries

Recently staff undertook a review of commuter parking signage. It was determined that new and improved signage was required since the current signs were old and no longer adequate. New, easier to read signage with map artwork, larger text, etc., has been designed and production and installation will be completed this Fall.

Warden North Re-location

Staff are in the preliminary stages of identifying a concept for the re-location of some or all of the 1,341 spaces in the Warden North lot to the existing Hydro corridor east of the station. The cost of the re-location of some or all of the spaces could potentially be paid for by the proceeds from the redevelopment of the Warden North lot. Planning studies are being initiated by City staff to identify a planning framework for the Warden Station lands.

JUSTIFICATION

Staff continue to modernize the commuter parking lots and seek out new opportunities for expansion. Further expansion beyond the Downsview and Kennedy lots and the replacement of existing revenue collection equipment is dependent on an increase in the 2004-2008 Capital Budget for commuter parking.

August 5, 2003

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