



Request for City Council Committee Action From the Department of Public Works

Date: November 30, 2010

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Referral to: None

Subject: **On-Street Parking Meter System – On-Street Parking Meter Installation Progress**

Recommendation:

Receive and file: On-Street parking meter installation progress.

Previous Directives:

- **July 11th 2008:** Transportation & Public Works Committee granted permission to issue RFP to solicit proposals for on-street meter technology.
- **October 10th 2008:** Reported back to Transportation & Public Works Committee to introduce the implementation of field testing as required by Phase II in the RFP process.
- **April 6th 2010:** Transportation & Public Works Committee granted permission to Authorize City officials to negotiate and enter into agreements with the companies Cale, IPS and POM, Authorize capital appropriation of \$6,600,000 to fund the on-street meter program (purchase, install, communications, enforcement, etc.),

Prepared by: Tim Drew, Traffic Engineer, 673-2152

Approved by:

Steven A. Kotke, P.E., City Engineer, Director of Public Works

Presenters: Tim Drew, Traffic Engineer

Reviews

Permanent Review Committee (PRC): Approval Y Date 05/08/08

Civil Rights Approval Approval NA Date

Policy Review Group (PRG): Approval _NA Date _____

Financial Impact

Action is within the Parking Fund Financial Plan

Community Impact

Neighborhood Notification: Not Applicable

City Goals: To ensure a healthy, vital and safe city.

Comprehensive Plan: Not Applicable

Zoning Code: Not Applicable

Background/Supporting Information

The present on-street parking meter system includes approximately 6800 single space Duncan electronic meters. These meters were initially purchased in 1992 with periodic replacement of defective parts over the last 17 years. These meters currently accept coins and smart cards for payment. The equipment is at the end of its useful life.

The desire of Public Works is that most metered spaces in the city should have the flexibility to accept multiple forms of payment, is easier to enforce, and have modern reporting capabilities for revenue, system use and maintenance.

Understanding the current meter system limitations, Public Works sought and the City Council authorized issuance of a RFP for new on-street metering technology in June 2008.

Sixteen separate proposals were received from vendors and evaluated as part of Phase 1 by a nine member evaluation team which included Public Works, Finance, BIS, Traffic Control, CPED and members of the City of St. Paul's Public Works department.

Six companies were selected by the evaluation team to advance to field testing (Phase 2).

The Phase 2 field test ran from December 2008 until July of 2009. Public Works staff has determined that 3 different meter types are needed to best serve Minneapolis on-street parking. Based on the outcome of Phase 2, the evaluation team scored and ranked the meter technologies according to the RFP criteria. The recommended vendors were:

- Multi-Space (Cale)
- Single Space with Credit Card Acceptance (IPS)
- Single Space Traditional (POM)

Public Works requested a \$6.6 million appropriation to fund the on-street meter program.

Progress Update

Cale Multi-Space Pay Stations (see attached photos)

Timeline

2010-

- Contract has been executed with Cale Parking Systems USA to supply Multi-Space Parking Meter Pay Stations.
- Pay Stations have been installed in the North Loop area (46 Pay Stations, 460 metered spaces) of Downtown and the Nicollet Lot Meter Farm (2 Pay Stations, 48 metered spaces) near the Convention Center (see attached map).
- Space Designation Signage - Proactive outreach will be conducted. Comments can be directed to Tim Drew (timothy.drew@ci.minneapolis.mn.us)

2011 – Order 200 more Pay Stations (2000 metered spaces)

2012 – Order 200 more Pay Stations (2000 metered spaces)

Multi-Space Pay Stations Payment Procedure

- Customer parks vehicle in marked space on-street (see attached signage photo)
- Customer will locate nearest Pay Station. The Pay Station is programmed to assist the customer during all aspects of the payment process using a four line LED display
- Customer will enter space number as directed by the Pay Station.
- Customer will either pay with coin or credit card
- Customer will be issued a receipt for their records. Does not have to place the receipt in the vehicle

Efficiencies of the new Multi-Space Pay Stations include:

- More efficient collection due to:
 - Credit card usage makes for less change collection (trial showed as much as 50% credit card usage)
 - Pay Stations wirelessly report when collection is necessary
 - One Pay Station for every block face vs ten parking meters (ex. One collection per month as opposed to 10 meter collected twice per week)
- Use of the Cities WiFi system (no cellular charges, help with WiFi pay down)
- Solar powered (no electrical costs)
- Credit Card payment cheaper to process than cash
- No down/failed meters. Customers can always find a working Pay Station. Much of our ticket revenue is lost in claims because of failed meters
- Maintaining less equipment (ex. 50 Pay Stations vs 500 single space meters less spare parts to keep less chance for meters to fail)
- Less street clutter
- Use of Credit Cards will increase compliance. Customer more likely to pay for time used as opposed to being limited by the amount of quarters they can find. As an Example:
 - I'll be parked for 1 hour
 - With Credit Card "I'll pay for 2 hours just to be sure"
 - With coin, "I found two quarters in the car hope that will be enough"
- Subsequent customer does not have the ability to recognize if there is time left on meter. Customer will always pay for the time used.

IPS enhanced single space with credit card

IPS is still in the negotiation process and there are some outstanding issues to address.

- Negotiations with IPS on terms of the contract continues
- Inability to use the City's WiFi network
 - Because the WiFi modem is in a constant "search" mode it will drain the batteries much quicker than cellular modems
 - The battery life during a trial in Los Angeles (warm weather) by IPS using a WiFi signal averaged around 6 months
 - Batteries will not be guaranteed by IPS if Wifi modems are used in the meters
 - With cellular usage the batteries are guaranteed for 3 years.
 - Due to excessive battery drain caused by the WiFi modem in this meter. The cost to replace the batteries every 6 months would be excessive (over \$550,000 over the life of the meter) compared to cellular use.
 - It is recommended that the IPS unit use cellular communications
 - There are no other companies that offer a single space unit with credit card functionality.

Anticipated next steps and schedule for IPS

2011 – Order and install 500 units

2012 – Order and install 500 units

2013 - Order and install 500 units

POM traditional single-space meters

- Contract has been executed with POM
- Meters are being installed in low rate, low usage areas throughout the City (see attached map)

Anticipated next steps and schedule for POM

Public Works does not anticipate ordering anymore POM meters in the next three years.

The collection processes for all on-street meters with Ampco Systems Parking has been in place since March 11, 2010.

Public Works will address Council regarding on-street meter installation progress again in the spring/summer of 2011.

Cc: Clara Schmit-Gonzalez
Atif Saeed
Jon Wertjes