

TOWN OF BANFF
ORDER OF BUSINESS
Special Council Meeting
Town of Banff Council Chambers
Monday, September 15, 2014 at 9:00 a.m.

1.0 CALL TO ORDER

2.0 APPROVAL OF AGENDA

2.1 Special Meeting Agenda

Recommendation:

That council approve the agenda for the September 15, 2014 regular meeting of council.

3.0 PUBLIC INPUT ON BYLAW 340

3.1 **Verbal Submissions**

- 3.1.1 Bev Ableseth
- 3.1.2 Colleen Critchley
- 3.1.3 Jon Whelan
- 3.1.4 Alanna Pettigrew

Verbal submissions will be received as information.

The Mayor will call on the people who have registered to speak in advance or at the meeting. All members of the public that wish to speak to will be afforded the opportunity. All speakers shall be given a five (5) minute time frame. Members of council will not engage in debate. Council may ask questions for clarification if required.

3.2 **Written Submissions**

- 3.2.1 Mark Bowes
- 3.2.2 Pat Haney
- 3.2.3 Christopher Lamothe
- 3.2.4 Philip and Stormy Monod
- 3.2.5 Charles (Chic) Scott
- 3.2.6 Leslie Taylor
- 3.2.7 Fabio Wagner
- 3.2.8 Lorraine Widmer-Carson

Written submissions will be received as information as information.

4.0 BYLAWS AND STAFF REPORTS

4.1 **Request for Decision: Bylaw 340 - Parking Initiatives Petition Bylaw**

That council choose action from one of the following legislated options:

- a) Give first reading to Parking Initiatives Petition Bylaw 340 and schedule a date before October 15, 2014 to give further consideration to either:
 - i. giving second and third readings to and passing Bylaw 340,or
 - ii. fixing a date before December 14, 2014 for a vote of the electors on Bylaw 340.
- b) Give three readings to and pass Parking Initiatives Petition Bylaw 340. If council wishes to give three readings during a single meeting, council must unanimously agree “to go to third reading of the bylaw”.
- c) Give first reading to Parking Initiatives Petition Bylaw 340 and fix a date before December 14, 2014 for a vote of the electors on Bylaw 340.

5.0 ADJOURNMENT

Agenda prepared by: Tara Johnston-Lee

All recommendations as presented are for discussion purposes only, and should not be considered as the opinion or direction of council.

From: [Mark A. Bowes](#)
To: {Municipal Clerk - Website Mailbox}
Subject: Sept 15 Council Meeting on Pay Parking
Date: Tuesday, September 02, 2014 9:54:53 AM

Sept 2, 2014

As I will not be able to attend the special meeting of Banff Town Council on Sept 15, 2014 with respect to the issue of pay parking, I am submitting this as my written public input.

1. For the record, I am totally opposed to pay parking in all its forms and guises in Banff
2. I am also opposed to the underhanded, arrogant, heavy-handed, dictatorial, totalitarian manner in which Banff Mayor and Council enacted pay parking. They ramrodded it down our throats with no public consultation. This can never be tolerated now or in the future. Banff Mayor and Council showed absolutely NO respect for the citizens of Banff on this matter.
3. Banff Mayor and Council had NO mandate to introduce pay parking against the wishes of the vast majority of citizens and businesses. There was no need nor demand for it. They enacted pay parking against a decisive previous plebiscite against pay parking in 2000 (85% to 15%).
4. The Mayor is on public record as saying she will not hold a plebiscite on pay parking because she already knows the outcome of it (vast opposition to pay parking). Why, then did she and council enact it fully knowing this? This just goes to prove the bullying and totalitarian tactics of this "government".
5. I have witnessed on many occasions, that the pay parking lots sit largely (two-thirds to three-quarters) empty for most of the day with people preferring to park for free on town streets and only utilizing the pay parking lots as a last resort when all other free options are exhausted. This leaves many parking spaces totally unused which detracts from the total parking stall pool of resources.
6. I have witnessed on many occasions, people not being able to figure out how to use the pay parking kiosks.
7. I have personally talked to many people who must move their vehicle several times during the day to avoid getting a parking ticket. This only ADDS, not subtracts, to traffic congestion in town.
8. Visitor parking on the streets takes away from residents parking who have no other

choice but to park on the streets.

9. It is VERY CLEAR that pay parking does NOT in any way shape or form, reduce as mayor and council falsely proclaimed, the traffic congestion in Banff. If anything it has made the situation even worse. Pay parking is a mere cash cow for the down and does not improve traffic flow because people are looking for places to AVOID paying to park. People still drive around looking for empty spaces despite pay parking.

10. I firmly believe that part of the solution to Banff's traffic problems is to lessen the amount of private vehicles coming into town. This can be done through the re-introduction of passenger rail service from Calgary (VIA) or some other mass transit means. More cars will only mean more problems in the future. The answer is less demand, not blindly adding more supply (of parking).

11. Parking garages are unpopular with most people. Even on busy weekend afternoons, on a consistent basis, the Bear Street Parkade still has over 50 and often much higher stalls available. It is not a shortage of parking spaces, it is a lack of willingness to use them. Thus, building more parkades is a total waste of money, time, effort, and land. It is abundantly clear that people much prefer surface lots to parkades that are considered too close quarters and potentially dangerous and cannot accommodate larger vehicles. More parkades are NOT the answer.

12. As for the Mayor's issue with the loss of revenue from pay parking, penalty for backing out of the agreement prematurely with the contracted parking authority, and "loss of data", it is the Town's own fault because pay parking should never have been enacted in the first place without a prior town wide citizen vote on the matter.

13. Banff Mayor and Council refused to listen to the concerns of the large body of opposition to pay parking in town and as such, the petition was the only way to gain their attention. Citizens are tired of being bullied by the Town. Desperate times called for big measures.

14. As such, I call on Banff Mayor and Council to abolish pay parking in all its forms and guises in Banff forthwith and henceforth and never to be considered again as a viable option for the town.

15. The whole matter in which Mayor and Council enacted pay parking in Banff seriously calls into question the very credibility of this "government". It is just another example of their wilful disdain and contempt for public opinion and desires.

Respectfully submitted:

Mark A. Bowes
Banff

August 16, 2014

Attention Mayor Sorensen and Council:

First, I would like to congratulate the Town Council for their bold and courageous move to attempt to get data on an issue that is very important to Banff. I would like to relay my experience with paid parking thus far. The last week in July, I was looking after my grandchildren for a few days. My 9 year old was quite sick and I had an important but short appointment downtown. I was able to find parking so that she didn't have to walk far. Yes I paid \$2.00 for it and only used the space for about 25 minutes. I was so grateful to be able to park so close and get her back home quickly. There were 2 other people paying for parking ahead of me who were both tourists. They too were very pleased to get parking so easily and close to downtown. Nothing was said of gouging only that it was so pleasant(the other said wonderful) to be able to get a space.

The other observation I have made is that parking lots that have formerly been full by 9:30 to 10:00 a.m. were mostly empty at that time leaving me to believe that locals who work downtown are now either walking or parking away from those lots so that tourists can use them. That has got to be a win-win situation.

I have been disappointed with the citizens that have been so rude to our elected officials over this issue. Having lived with a councillor for 9 years, I can tell them that councillors put in several hours of work a week for our community. It is my hope that some of the most vocal do run and perhaps even get elected. They had better understand exactly how many hours per week are required to do this community service.

Here is one possible solution to the problem. From June through September locals and those who work in Banff(if we have a car, we have resident passes), pay for the parking. It sounds to me like their major concern is for the tourist and if that is the case, I applaud that.

Thank you again for all the hard work that you do for all of us.

Yours truly,

Pat Haney

From: [Chris Lamothe](#)
To: [Johnston, Tara](#)
Subject: Banff Paid Parking Pettition Comments
Date: Wednesday, August 27, 2014 8:04:22 AM

Dear Town Council,

I live in downtown Banff and pay \$48 a month for parking while visitors and most others pay nothing.

When I visit Calgary I pay anywhere from \$2 to park at Mountain Equipment Co-op to \$25 to park near the Stampede grounds. These parking fees have never stopped me from visiting Calgary, nor have they made me consider visiting alternate towns, yet local businesses would have us believe that visitors will skip Banff if they have to pay for parking.

If anyone understands the laws of supply and demand you'd think it would be those running a business. When supply is low, cost goes up. When demand is high, cost goes up.

This is exactly the situation in Banff when it comes to parking. If we want to meet demand for parking then costs need to go up so that we can increase supply with a future parkade, estimated to cost near \$20 million.

Revenue generated by paid parking can be used to help pay for future parking solutions without putting excessive burden on local taxpayers, and that is what citizens should be demanding. There is no such thing as free parking.

Since the paid parking trail has gone into effect I have seen no real negative consequences in the downtown core. People proceed as they did before, and use many of the other free parking spots, while tourists seem happy to pay the \$2 it costs for parking. All of this during a record breaking year for car traffic.

Regards,

Christopher Lamothe,

Banff

Chris Lamothe
403.431.1211

From: [srg_good](#)
To: {Municipal Clerk - Website Mailbox}
Subject: Written Comments for Special Meeting of Council September 15, 2014
Date: Thursday, September 04, 2014 11:32:36 AM

4 September 2014

Dear Banff Council Members:

We are writing in support of the Banff Council's paid parking trial that is currently underway. We strongly encourage the Council to stay the course and complete the trial to its end in October. Taxpayer money has been spent to start the trial, and we, as taxpayers, have an expectation that the trial will be seen through to its end so the money expended is not wasted. At the end of the paid parking trial period, the determination of whether paid parking is positive or negative can be made and presented to the Council and public for response.

In a perfect world, the local population would recognize visitors/tourists are everyone's bread and butter here in Banff, leave their vehicles at home in the summer, and walk or cycle to work instead of driving. However, the reality is different. Prior to the paid parking trial, because we live on Mountain Avenue, we witnessed, on a daily basis, a string of cars with 1 or 2 occupants coming down Mountain Avenue around 7:50 a.m., 8:20 a.m. and 8:50 a.m., and those same cars returning on Mountain Avenue around 5:10 p.m., 5:40 p.m. and 6:10 p.m. Since the paid parking came into effect, we are seeing less vehicles at those time periods, but more walkers, cyclists, long-boarders and scooters.

And it has been our experience that visitors do not by-pass Banff because they are afraid of paid parking; what prevents repeat visitors is THE LACK OF PARKING, particularly in the downtown core. In our antidotal discussions with people at the paid parking kiosk next to town hall, they were pleasantly surprised to find a parking spot, even on a busy Saturday, and were happy to pay for the convenience.

Thank you for considering our comments.

Sincerely,

Phillip and Stormy Monod
117 Mountain Avenue
Banff, AB

Copy-Council

3.2.5



Chie Scott
Box 1653
Banff, AB
T1L1B5

August 6, 2014

Dear Mayor and Council,

I am writing to express my approval for your efforts regarding the parking issue in Banff. I am very pleased that you are attempting to come up with solutions.

Personally I am in favour of paid parking. There is no such thing as free parking and the taxpayers of Banff should not be subsidizing the automobile and oil industries.

Keep up the good work.

Sincerely,

Charles (Chie) Scott

August 21, 2014

From:

Leslie Taylor
120 Grizzly Street
Banff

To:

Mayor and Council
Town of Banff

Re: Support for paid parking trial – for the public record

Your Worship and councillors:

I want to express my gratitude for the paid parking trial. Even in the short time it has been in place, I have had a chance to observe paid parking in action and to reach more informed conclusions than I could in the abstract. It appears to me, from the conversations that I have had, that many Banffites, regardless of their position on paid parking, are finding the trial to be interesting and educational.

It is great to be able to replace conjecture with evidence. I look forward to seeing the empirical data gathered throughout the complete trial, but have already made some short-term preliminary observations.

The biggest surprise for me has been the observation that partial implementation of paid parking may be possible. As I stated at council, I was personally convinced that we had to do all or nothing, and that having free parking and paid parking side-by-side would lead to chaos. I'm astonished to see that the convenience-seekers (willing to pay) and the budget-conscious (not willing to pay) have sorted themselves into their respective parking spots relatively smoothly. This has been a real eye-opener for me. It's counter to what the textbook tells us, it appears to be a function of the unusual nature of the Banff parking user, and I would never have believed it without seeing the trial.

I'm also pleased to see a test of the conjecture that visitors would stay away from Banff if we introduced paid parking. In the short term, we have the vehicle counts to dismiss that conjecture – a continued trial will show us whether that trend continues.

In general, in my books, evidence-based decision-making beats conjecture-based decision-making. Please get in as much of a trial as you can manage, so that Banffites have access to the best possible evidence.

With best wishes,

Leslie Taylor

Hello Mayor and Council,

I have received a lot of emails, from local business people, about how bad paid parking is. As a business owner for over 20 years in Banff and resident of Banff , I have so far ONLY received positive feedback from customers in my store .

All the tourists I have talked to (International and Albertans) are all in favor of the paid parking as they can make their own decision on how long they would like to stay in Banff for a few dollars and not worry about getting a ticket after 2 hours for \$ 50.00 (they will definitely remember that more then the \$ 2.00 a hour paid parking)

As for business on the retail side, July and August are up quite a bit more than the rest of the year .

I hope we can find a civil way to keep paid parking and make it acceptable for all the Banff residents

Fabio Wagner

Head office:
Rundlewear/ Unique Canadian
319 Banff Ave, Box 2588.
Banff ,AB T1L 1C3, Canada

Warehouse / Production
145 Eagle Cres. Banff, AB

Tel.: 1 (403) 760 9880
Fax.: 1 (403) 762 8120

Lorraine Widmer-Carson,
202 Grizzly Street,
Box 1103, Banff, AB T1L 1B1

August 21, 2014
Mayor Karen Sorensen + Council,
Town of Banff,
110 Bear Street,
Box 1260,
Banff, AB T1L 1A1

For the public record

Dear Mayor and Council,

This is a personal expression of why I support the Paid Parking Trial and a wish to help dialogue with our elected officials in a respectful manner. Also, while disagreements are sometimes painful, I remain optimistic that a diversity of opinions, when vetted carefully, will indeed untangle some serious 'transportation issues' and help to create better public policy.

At some point in the 1990's (I do not remember the date), I sat on a Transportation Committee for the Town of Banff. We were an advisory group to the council of the day. After a relatively short time, but with my hearty endorsement and with sincere and earnest effort, the committee recommended to council that Banff introduce Paid Parking to the downtown core. I also endorsed a vision that would move us in the direction of a car-free downtown core. Details of our meetings are hazy, but I know that the logic went something like this: If the goal is to encourage a more friendly walk-able downtown core, people should be encouraged to keep their cars at home, or in the campground, or at the hotel. To achieve this, the municipality should develop a super-efficient municipal bus or mini-van system, and use tax dollars to subsidize this public transit option – maybe even free rides during the trial period. Once up and running, the system could be subsidized with dollars earned from parking revenue, because, obviously, if we introduce public transit and encourage ridership, then we need to discourage people from driving their cars and motor homes. In order for public transit to be embraced, and to reduce congestion in the town centre, there should be a fee to park downtown.

When our committee recommendation was presented to council of the day, the idea was quickly dismissed. I don't remember much about any debate or conversation. The recommendation was refused on the grounds of 'not good for business' and I resigned from the committee. I felt that if advisory committees were being asked to make recommendations that could be so easily dismissed, then my participation, as a person 'representing community interest' was a waste of time. I clearly remember Councillor Audrey Rogers coming to my home and asking me to reconsider my resignation from the committee. She told me that my point of view was a valid one, and while I appreciated her effort, I was firm in my resolve.

During the Bow Valley Study in 1994 and 1995, I was the Chair of the Social, Health, Education sector and remember one of my epiphanies during some of those conversations. Everybody in the room was essentially representing their own sector, but all were committed to the ideals of national parks, environmental responsibility, human safety, enjoyment, sustainable tourism and making decisions that would benefit future generations. However - the machines, dreams, schemes and activities some individuals considered as 'rights' and 'appropriate uses' in Banff National Park were not endorsed by all. My epiphany? When it comes to 'transportation', our

Lorraine Widmer-Carson,
202 Grizzly Street,
Box 1103, Banff, AB T1L 1B1

concerns for 'people, animals and safety' should be given priority over 'cars, rails and attractions'. In today's paid parking conversation, I suggest that the needs of 'people and their families' – whether visitors or residents, need to be untangled from 'cars and the economy'.

Communities need to serve people and no, people are not simply economic units. In Banff, I believe that our highest priorities relate to: environmental responsibility, affordable housing, personal safety, earning a living wage, supporting a vibrant middle class and helping our eldest and our youngest members of society grow up and grow old in holistic and nurturing ways. Putting people and our natural world ahead of dollars has always been my preferred approach.

So - here is my list of reasons I support paid parking:

- I do not believe that parking is free
- I oppose paying tax dollars to a commercial landlord so that we can post 'free parking' signs
- Tax payers are already paying and I want us to stop lying to ourselves. Users should pay.
- I support a system where the people who need to or choose to park downtown will pay for the parking and offset the associated costs
- I want to nurture walkability, environmental responsibility and financial sustainability
- I want to encourage community values that support 'growing active kids in Canada'
- I want to live in a town that has connected paths for biking, hiking, walking, skiing in winter
- I want to live in a town that has lots of trees, and undisturbed green spaces
- I support policies that will reduce carbon emissions caused by car, bus, truck, vehicular exhaust
- I want my tax dollars to support community values – not subsidize cars and the car culture

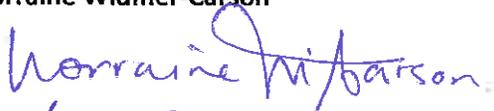
Finally, in closing, three honest observations:

- At 2 pm on July 16, a Wednesday, I had just driven in from a meeting in Canmore and needed to park downtown. As I drove into the Bear Street lot on a hot sunny afternoon, I was certain I would be driving in a circle and was planning to head to the Nesters Parkade next. Instead, I found a parking spot, and in fact, I had a choice of two places! When I went out at 4 pm, there were SIX empty parking stalls. And yes, it was a busy day in Banff. This was noteworthy.
- On August 6th, again the Bear Street Parking lot, just before noon: Two people were lined up, waiting to pay at the kiosk and there were five empty spaces. Everyone looked very calm and relaxed, on another busy Wednesday, Market day, in Banff
- As a bike commuter, I have been frustrated by over-crowded bike racks. Happily, more racks have been installed this summer, with a new design for 'mountain bike' handle bars. We also have an air pressure and bicycle service station in Central Park. Bravo!

Thanks again for running a paid parking trial. I will be very interested in hearing about the results of this study and I do believe that ROAM bus, the pedestrian bridge and paid parking are pieces of a bigger 'transportation' puzzle. Clearly traffic congestion between downtown, Spray and Cave Avenues has not been easy this summer. I empathize with people who live on the other side of the bridge. My opinion on 'Crosswalk Scramble' is still not formed! Thanks again for all of your efforts and your wish to support all citizens of Banff, and with consideration for our visiting public.

Yours truly,

Lorraine Widmer-Carson


403-762-2610

REQUEST FOR DECISION

Subject: Parking Initiatives Petition Bylaw 340



Presented to: Council

Date: September 15, 2014

Submitted by: Robert Earl, Town Manager

Agenda #: 4.1

RECOMMENDATION

That council choose action from one of the following legislated options:

- a) Give first reading to Parking Initiatives Petition Bylaw 340 and schedule a date before October 15, 2014 to give further consideration to either:
 - i) giving second and third readings to and passing Bylaw 340, or
 - ii) fixing a date before December 14, 2014 for a vote of the electors on Bylaw 340.
- b) Give three readings to and pass Parking Initiatives Petition Bylaw 340. If council wishes to give three readings during a single meeting, council must unanimously agree “to go to third reading of the bylaw”.
- c) Give first reading to Parking Initiatives Petition Bylaw 340 and fix a date before December 14, 2014 for a vote of the electors on Bylaw 340.

BACKGROUND

Reason for Report

Bylaw 340 provides for the repeal of Bylaw 337 and 11 council motions made at the June 9, 2014 regular meeting of council as petitioned for by the electors of Banff.

Summary of Issue

On July 31, 2014, a petition was filed with the Town of Banff. On August 27, 2014 the petition was declared sufficient in meeting the requirements of the *Municipal Government Act (MGA)*.

The electors have petitions for a bylaw to repeal Bylaw 337 and 11 council motions (COU14-210, COU14-211, COU14-212, COU14-213, COU14-214, COU14-215, COU14-216, COU14-217, COU14-218, COU14-219, and COU14-220) made at the June 9, 2014 regular meeting of council.

Section 233 of the MGA defines council’s duties on receiving a petition. Within 30 days of the declaration that a petition is sufficient, it is council’s duty to give first reading to a bylaw dealing with the subject matter of the petition and any other matter the council considers necessary. Parking Initiatives Petition Bylaw 340 is being presented to council for first reading.

As stipulated in Section 233(4) of the MGA, after giving Bylaw 340 first reading, council will be required to:

- a) within 30 days of September 15, pass the bylaw, or
- b) fix a date within 90 days of September 15 for a vote of the electors on the bylaw.

Should council schedule a vote of the electors, the electors would vote as to whether they are in favour of Parking Initiative Petition Bylaw 340.

Response Options

Council must choose from one of the following options on September 15, 2014:

- a) Give first reading to Parking Initiatives Petition Bylaw 340 and schedule a date before October 15, 2014 to give further consideration to:
 - a. giving second and third readings to and pass Bylaw 340, or
 - b. fixing a date before December 14, 2014 for a vote of the electors on Bylaw 340.
- b) Give three readings to and pass Parking Initiatives Petition Bylaw 340. If council wishes to give three readings during a single meeting, council must unanimously agree “to go to third reading of the bylaw”.
- c) Give first reading to Parking Initiatives Petition Bylaw 340 and fix a date before December 14, 2014 for a vote of the electors on Bylaw 340.

IMPLICATIONS OF DECISION

Budget

At the August 27 special meeting, council directed administration to return at the September 15, 2014 special meeting of council with:

1. the costs associated with discontinuing the user pay parking trial earlier than anticipated; and
 2. the costs and effects on the research being conducted associated with discontinuing the parking data collection program earlier than originally anticipated.
- i. If the user pay parking trial (and other related initiatives of data collection and enforcement) were to be stopped early on September 16, then the overall net-negative impact would be \$52,402. This value is comprised of \$25,098 cost savings from cancelling the contractor carrying out the work subtracted from the anticipated \$77,500 loss in revenue.

- ii. The cost of discontinuing the parking data collection program earlier than anticipated on the research gathered is difficult to quantitatively assess. However, the principal value of the trial is to monitor parking behavior at peak and off-peak periods, information that would help inform future decisions by council and the community. Reducing the trial period from 13 weeks to six weeks would diminish the quality of the data.

Based on costs incurred for the 2013 general election, it is estimated that the cost to hold a vote of the electors would be approximately \$7,400.

ESS Election System and Software - Supplies	\$ 500.00
ESS Election System and Software - Shipping	\$ 100.00
Election Workers	\$ 3,000.00
Advertising -3 weeks - two newspapers	\$ 1,050.00
Graphic Design - Ads	\$ 130.00
Ballot Shipping	\$ 120.00
Ballot Printing & Layout	\$ 2,500.00

Internal Resources

Any of the available response options could be accommodated using existing internal resources.

Communication

The public will be informed of any changes to the trial's end date through the town's regular communication channels. Should council proceed with a vote of the electors on Bylaw 340, a communication plan will be developed and executed to provide information to the public in advance of such a vote.

Council Strategic Priorities

The user-pay parking trial, increased enforcement and monitoring systems have been recommended in response to two of council's 2014 priorities. The following extracts relate to the goals of user-pay parking as a method to discourage long term parking in the downtown core.

Park and Walk - A Walkable Community

The lack of parking for visitors downtown is limiting our economic prosperity and our sustainability as a national park community.

Banff is an eminently walkable community, and we have a good local and regional transit system. The Town's priority is to continue to explore options to increase parking capacity, preferably without making our residential taxpayer bear the brunt of costly new infrastructure. We will continue to pilot programs that increase parking availability and improve parking stall turnover, and commit to those that prove successful. We will continue to encourage residents and employees to commute more sustainably, and leave their vehicles at home.

Community Plan Goals:

- Provide a transportation system that encourages and complements pedestrian movement and cycling
- Provide a transportation system that enhances the resident and visitor experience
- Provide infrastructure that meets the future needs of resident and visitors
- Increase parking facilities to accommodate day visitors and commuters
- Reduce and manage traffic volume and parking needs downtown
- Banff will remain competitive with other worldwide destinations

Toward a Sustainable Transportation System

A limited land base and Banff's commitment to being an environmental role model means we cannot build our way out of traffic congestion and lack of parking. The community must embrace more creative solutions to managing traffic volumes, particularly at peak travel times.

The Town's priority is to implement the strategies of the integrated Transportation Master Plan adopted in 2013. We will continue to educate on and encourage the use of alternative modes of transportation.

Community Plan Goals:

- Provide a transportation system that is economically and environmentally sustainable
- To be an environmental role model
- Provide a transportation system that enhances the resident and visitor experience
- Reduce and manage traffic volume and parking needs downtown

Legislation/Policy

Sections 220 to 226 of the Municipal Government Act apply to all petitions to a council. Bylaw 340 is consistent with applicable sections of the *Municipal Government Act*.

Other

ATTACHMENTS

1. Bylaw 340 – Parking Initiatives Petition Bylaw
2. Bylaw 337 – Traffic Bylaw Amendment Bylaw No. 4

Circulation date: September 8, 2014

Submitted By: Adrian Field & Tara Johnston-Lee

Reviewed By: Robert Earl, Town Manager

TOWN OF BANFF

BYLAW 340

Parking Initiatives Petition Bylaw

The Council of the Town of Banff, in the Province of Alberta, duly assembled, ENACTS AS FOLLOWS:

1.0 PROVISIONS

- 1.1 That the following resolutions of the Council of the Town of Banff are repealed:
- i. Motion COU14-210 - Moved by Mayor Sorensen that council direct administration to implement a 2014 pilot user pay parking system from August 1 to October 31, 2014.
 - ii. Motion COU14-211 - Moved by Councillor Olver that council direct administration to implement the 2014 pilot user pay parking system in the surface parking lot located on the 200 block of Bear Street (across from Bison Courtyard) with the associated capital costs of \$5,000 being funded by user pay parking revenues.
 - iii. Motion COU14-212 - Moved by Councillor Olver that council direct administration to implement the 2014 pilot user pay parking system in the surface parking lot located on the 200 block of Beaver Street North (behind the Visitor Center) with associated capital costs of \$5,000 being funded by user pay parking revenues.
 - iv. Motion COU 14-213 - Moved by Councillor Olver that council direct administration to implement the 2014 pilot user pay parking system in the surface parking lot located on the 100 block of Bear Street (beside Town Hall) with associated capital costs of \$5,000 being funded by user pay parking revenues.
 - v. Motion COU14-214 - Moved by Councillor Standish that council direct administration to implement the 2014 pilot user pay parking system in the surface parking lot located on the 100 block of Buffalo Street East (behind the Clock Tower Mall) with the associated capital costs of \$5,000 being funded by user pay parking revenues.
 - vi. Motion COU14-215 - Moved by Councillor Standish that council direct administration to implement the 2014 pilot user pay parking system in the surface parking lot located on the 100 block of Beaver/Caribou Street (behind the Mount Royal Hotel) with associated capital costs of \$5,000 being funded by user pay parking revenues.

- vii. Motion COU14-216 - Moved by Mayor Sorensen that council direct administration to:
 - implement a vendor supplied advanced License Plate Recognition technology enforcement system from July 15 to October 31, 2014 with an estimated net cost of approximately \$15,000 funded from user pay parking revenues; and
 - implement a parking data collection program in the downtown core from July to October 31, 2014 with an associated operating costs of \$80,000 funded from user pay parking revenues.
- viii. Motion COU14-217 - Moved by Mayor Sorensen that council give first reading to Bylaw 337 – Traffic Bylaw Amendment Bylaw No. 4 as presented.
- ix. Motion COU14-218 - Moved by Councillor Standish that council give second reading to Bylaw 337 – Traffic Bylaw Amendment Bylaw No. 4 as presented.
- x. Motion COU14-219 - Moved by Councillor Olver that council go to third reading of Bylaw 337 – Traffic Bylaw Amendment Bylaw No. 4.
- xi. Motion COU14-220 - Moved by Councillor Standish that council give third reading to Bylaw 337 – Traffic Bylaw Amendment Bylaw No. 4 as presented.

2.0 REPEAL

2.1 Bylaw 337, Traffic Bylaw Amendment Bylaw No.4, is repealed.

3.0 ENACTMENT

3.1 This bylaw comes into force when it receives third reading and is signed by the Mayor and the Town Manager or designates.

READ A FIRST TIME this 15th day of September, 2014.

READ A SECOND TIME this xx day of month, 20xx.

READ A THIRD TIME this xx day of month, 20xx.

SIGNED AND PASSED this _____ day of _____, 2014.

Karen Sorensen
Mayor

Robert Earl
Town Manager

TOWN OF BANFF

BYLAW 337

Traffic Bylaw Amendment Bylaw No.4

A Bylaw to Amend the Traffic Bylaw to Include Provisions for Zone Controlled Space Parking

The Council of the Town of Banff, in the Province of Alberta, duly assembled, ENACTS AS FOLLOWS:

1.0 CITATION

- 1.1 This bylaw may be cited as Bylaw 337 – Traffic Bylaw Amendment Bylaw No. 4.

2.0 INTERPRETATION

- 2.1 In this bylaw, any reference to another Town of Banff bylaw shall refer to that bylaw currently in effect and will include any and all amendments to such bylaw or any other bylaw passed in substitution.

3.0 PROVISIONS

- 3.1 Traffic Bylaw 16-7, as amended, is further amended by adding the following after section 32:
 - 32.1 The Town Engineer may authorize parking spaces on any street or in any parking lot or parkade to be designated as Zone Controlled Spaces and cause to be installed a Payment Terminal, or offer a cellular phone payment service for the payment for the use of a space.
 - 32.2 No Owner or operator shall allow a vehicle to remain in a Zone Controlled Space for longer than the period of time indicated on the applicable Traffic Control Device or in the instructions on the Payment Terminal.
 - 32.3 The Owner or operator shall pay for the use of the Zone Controlled Space in accordance with the instructions on the Payment Terminal or given by the cellular phone payment service.
 - 32.4 Payment may be made at the Payment Terminal either by:
 - a) the deposit of funds;
 - b) electronic payment by credit card; or
 - c) the activation of an account by a cellular phone payment service.
 - 32.5 No Owner or operator shall park a Vehicle or allow a Vehicle to remain parked in the Zone Controlled Space for longer than the period of time for which payment was made.

- 32.6 No Owner or operator may park a Vehicle in a Zone Controlled Space:
- a) where prohibited by a Traffic Control Device; or
 - b) contrary to the instructions on the Payment Terminal.
- 32.7 Immediately after parking the Vehicle in a Zone Controlled Space the Owner or operator shall purchase the use of the space by inputting on the Payment Terminal or the cellular phone payment service the:
- a) zone in which the Vehicle is parked;
 - b) the license plate number of the Vehicle parked in the Zone Controlled Space; and
 - c) depositing a form of payment described in section 32.4.
- 3.2 Traffic Bylaw 16-7, as amended, is further amended by adding the following definition of “Payment Terminal” to Schedule “A” - Definitions section 1 and renumbering the section accordingly:
- h) **Payment Terminal** means a device operated and maintained by the Town of Banff or its agents for the collection of parking fees and the regulation of parking spaces.
- 3.3 Traffic Bylaw 16-7, as amended, is further amended by adding the following definition of “Zone Controlled Space” to Schedule “A” - Definitions section 1:
- z) **Zone Controlled Space** means: that portion of a street, parking lot or parkade where parking is subject to charge and regulation in accordance with the applicable Traffic Control Device.

4.0 SEVERABILITY

- 4.1 If any clause in this bylaw is found to be invalid, it shall be severed from the remainder of the bylaw and shall not invalidate the whole bylaw.

5.0 ENACTMENT

- 5.1 This bylaw comes into force when it receives third reading and is signed by the Mayor and the Town Manager or designates.
- 5.2 The Town Manager is authorized to consolidate Traffic Bylaw 16-7.

READ A FIRST TIME this 9th day of June, 2014.

READ A SECOND TIME this 9th day of June, 2014.

READ A THIRD TIME this 9th day of June, 2014.

SIGNED AND PASSED this 11th day of June, 2014.

2014.06.11
Karen Sorensen
Mayor

2014.06.11
Robert Earl
Town Manager