Department of Community Development

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TO: Parking Advisory Board
FROM: Anna Gilligan
SUBJECT: Transition from Meters to Kiosks
DATE: 09/22/25

City staff recommends a transition from parking meters to parking kiosks for on-street parking in the central downtown area. This transition should take place in the next two years, as our meters reach their end of life, and will be timed to coincide with the end of our contract with IPS. The following cities responded to a request for information put out by City staff on going through a transition from meters to kiosks:

Eugene, OR
Bend, OR
Washington, DC
Chattanooga, TN
Pasadena, CA
Miami, FL
Raleigh, NC
Jacksonville, FL

City staff has reached out to all of the above cities to talk about the transition.

Benefits of transition

Over time, the transition would save resources and money.

Currently, there are 612 meters downtown. As these meters are aging, we're investing more and more time into maintenance. Keeping our inventory of meters in working order involves at least 5 hours of routine work each day. This maintenance time increases in inclement weather (extreme heat, moisture, or snow), as these conditions are harder on the components of the meters. Fifty-two kiosks could replace the current 612 parking meters if the City were to use an asset heavy approach. The smaller quantity of equipment on the street will lead to less time and money spent to keep the equipment up and running.

The cost of a kiosk is around $6,950. The purchase of 52 kiosks will be slightly higher than that of new individual parking meters, but the savings in maintenance and personnel time make the purchase of kiosks a more cost-effective long-term option.

Cost of single-space meters vs. parking kiosks

Product	Quantity	Cost/unit	Total	Comments
Single space meters	612	$ 535.00	$ 327,420.00	1 in each space
Kiosks (asset heavy)	52	$ 6,950.00	$ 361,400.00	1 for every 12 spaces
Kiosks (asset light)	32	$ 6,950.00	$ 222,400.00	1 for every 19 spaces

The transition would allow for a system in which payments are tied to a license plate number. This would allow the City to take action that would discourage long-term parkers from using the central downtown area that those premium spaces are available for customers visiting downtown businesses.

Once parking meters have been removed, re-angling of the parking spaces on Main and St. Joseph streets is possible, as the current placement of each meter directly corresponds with the parking space it serves. With the kiosk system, the locations would not be tied to an individual space but instead would serve multiple spaces. The parking spaces could be re-angled from the current angle of around 60 degrees to the ideal angle of 45 degrees. This would allow drivers a line of sight as they're backing out of a space, it would reduce the chances of drivers crossing into another lane of travel when they're backing out of a space, and it would lengthen the spaces by an estimated three feet (enough to alleviate the majority of obstructing traffic complaints).

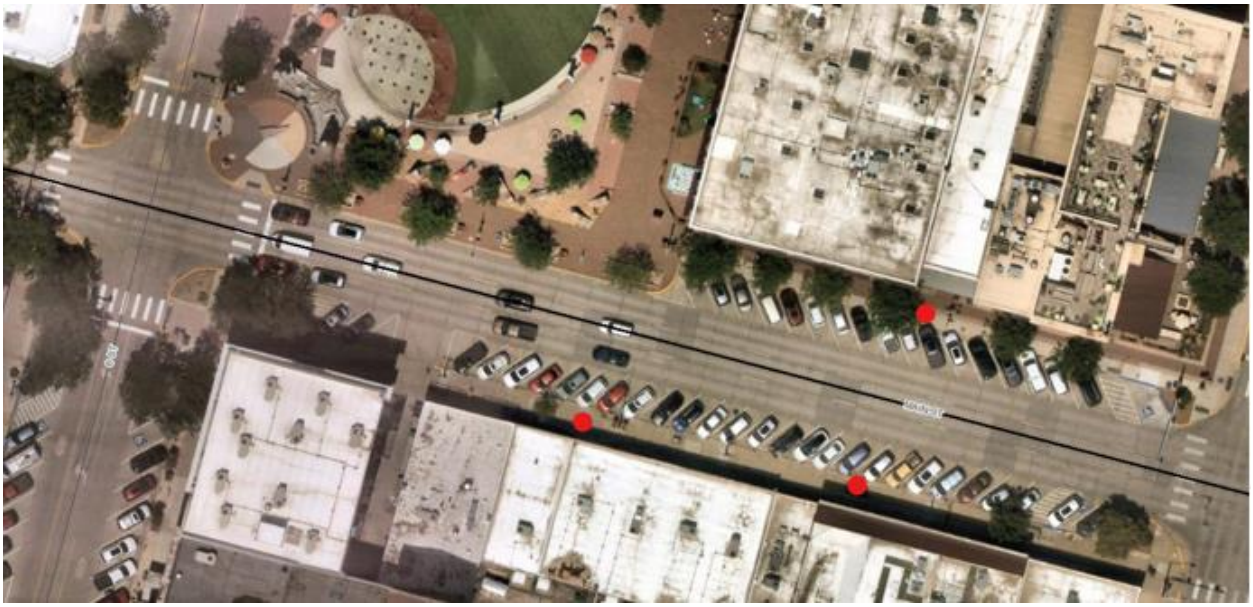
In addition, as the re-angling is completed, hash marks would be placed on the end of the parking space to indicate the point at which the parking space and the lane of travel meet. This would be a visual indicator that a vehicle was obstructing traffic.

With implementation of the kiosks, app payments will become the most convenient way to pay, as long as parkers are aware of the option and know all relevant information when pulling into a parking space. Currently, only 15 percent of transactions are made via app. The transition to kiosks would likely increase this number. We are looking at alternative or additional apps to help drive app usage, as our current app ParkSmarter is not dependable. ParkSmarter was created by IPS for use with their parking system but because other parking apps have far surpassed their app, IPS is no longer putting resources into app development. As app usage increases, maintenance time at the kiosks will decrease with decreased usage.

Example of block set-up

The graphic below shows the 500 block of Main Street. The red dots indicate potential kiosk locations. Because the north side of the block has an area where no parking is allowed, one kiosk could serve all 17 spaces on the north side of the block without drivers having to walk more than 1/3 of the block. The south side has parking along the entire block. Because of this, two kiosks placed at the 1/3 and 2/3 marks on the block could adequately cover this area.

Potential Kiosk Placement on 500 Main Street



Communication with Public

Before implementation, signage would need to be addressed so visitors understood that it was still paid parking, even though there was no meter in front of the space. The City would host outreach events and put out press releases educating the public on the transition. Using the smart parking system, the City could give first-time offenders a warning when deemed appropriate.