

## ADMINISTRATIVE REPORT

Report Date: April 23, 2012  
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Meeting Date: May 15, 2012

TO: Vancouver City Council  
FROM: General Manager, Engineering Services  
SUBJECT: Rate Adjustment for Metered Motorcycle and Scooter Parking

### *RECOMMENDATION*

- A. THAT Council approve a reduced rate in all metered spaces except designated corner clearance parking areas such that motorcycles and scooters pay 20% of the posted meter rate under the pay by phone system;
- B. THAT Council approve a reduced rate at designated motorcycle and scooter corner clearance parking areas such that the posted meter rate will be set at 20% of the rates for other metered parking on the same block (noting that zero-emission motorcycles and scooters will continue to park for free); and
- C. THAT Council instruct the Director of Legal Services to amend the Parking By-Law generally in accordance with Appendix B, and bring forward for Council's approval the amendments to the Parking By-Law.

### *REPORT SUMMARY*

In May 2010, a motorcycle and scooter parking program was approved by Council. The program offers price reductions to motorcycles and scooters in on-street metered parking spaces and installs new parking areas, typically in the corner clearances of intersections, designated exclusively for motorcycle and scooter use. To date, over 230 designated areas have been created, about half of which are metered.

In response to feedback from the parking public and lower than optimal occupancy of metered motorcycle and scooter parking areas, staff are recommending that parking rates be reduced to encourage greater utilization, both at regular on-street parking spaces and at designated motorcycle and scooter parking areas.

### *COUNCIL AUTHORITY/PREVIOUS DECISIONS*

In 1997, Council approved the Vancouver Transportation Plan that emphasized the need to develop a more balanced mode split and encourage alternatives to the car. The plan further calls for the introduction of motorcycle parking standards and requirements, and the allocation of parking spaces.

In July 2002, Council adopted the Downtown Transportation Plan to improve downtown accessibility and liveability by creating a balanced transportation system.

In March 2005, Council approved the Community Climate Change Action Plan that established the reduction of greenhouse gas emissions (GHG's) as a City priority. Strategies in the Plan include facilitating ultra-compact vehicle parking opportunities, decreasing parking costs for ultra-compact vehicles and incorporating parking access, incentives, and public awareness opportunities for high efficiency vehicles.

In October 2009, Council adopted recommendations from the Greenest City Action Team with the goal to become the Greenest City in the World by 2020. One of the quick start recommendations includes providing free parking for electric scooters to enable zero-emission mobility.

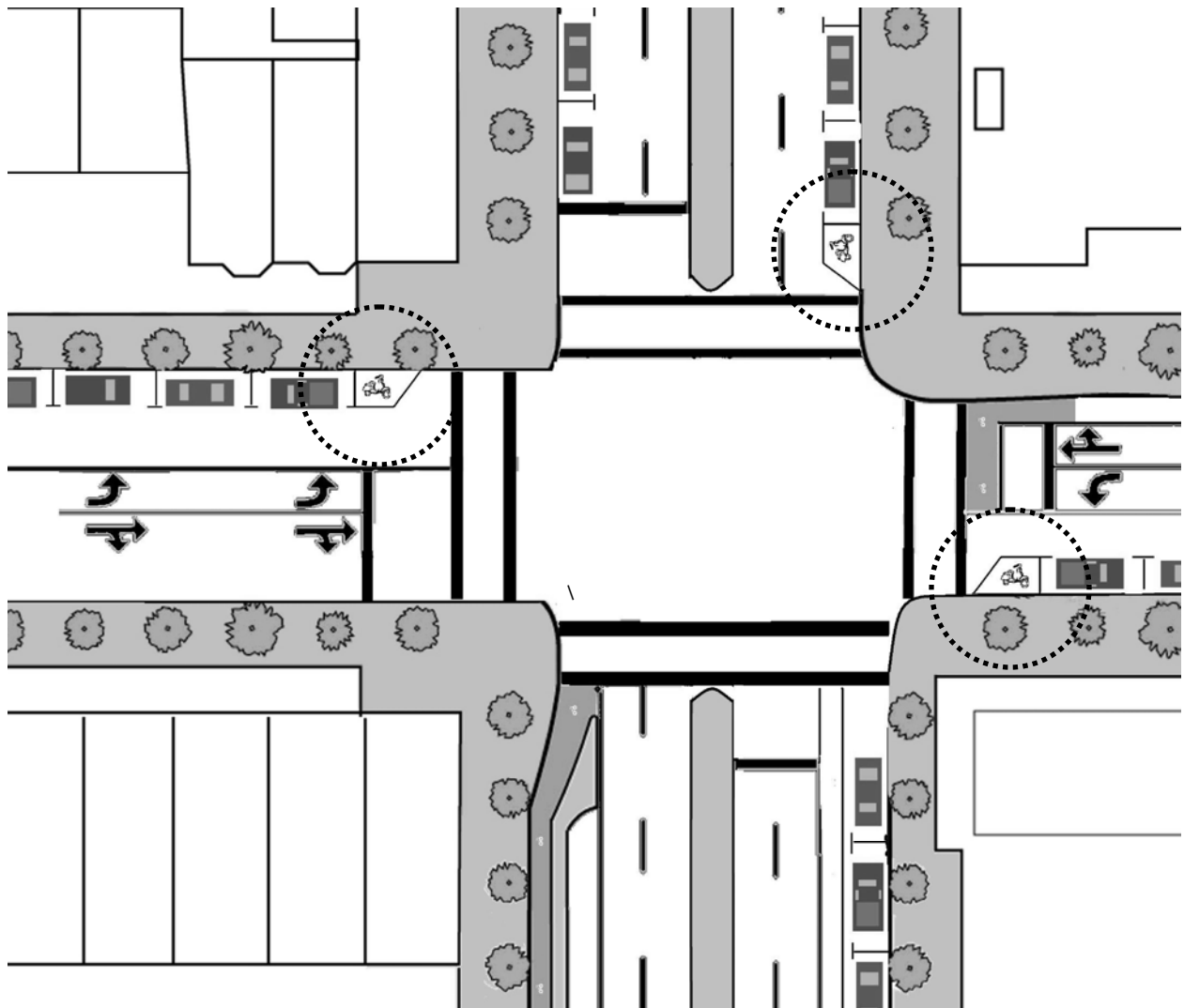
In May 2010, Council approved a formal motorcycle and scooter parking program. The program offers price reductions to motorcycles and scooters in on-street metered parking spaces and installs new parking areas, typically in the corner clearances of intersections, designated exclusively for motorcycle and scooter use. Council also asked that staff report back annually for a three-year period on the use and parking pricing of motorcycle and scooter parking places, and on the degree to which availability of parking has encouraged use of zero emission vehicles.

### *REPORT*

#### *Background/Context*

Motorcycles and scooters offer an alternative to the automobile that reduces the wear and tear on City streets, has a smaller physical footprint and produces fewer GHGs. In recognition of these benefits, Council approved a formal motorcycle and scooter parking program in May of 2010.

This program offers discounted parking to motorcycle and scooter operators at regular on-street metered parking spaces and installs new designated motorcycle and scooter parking areas, primarily at the far-side corner clearances of intersections. The following diagram shows how these areas are typically located.



Far-Side Corner Clearances

To date, the motorcycle and scooter parking program has created over 230 designated parking areas throughout the City, about half of which are metered. Staff anticipate that about 300 designated areas will be created by the end of 2012. A map of the existing motorcycle and scooter parking areas can be found in Appendix A.

In addition to providing a convenient, legal means to park a motorcycle at a reduced rate, the program encourages lawful parking and allows for increased enforcement of illegal parking.

## *Strategic Analysis*

### 1. OBSERVATIONS AND FEEDBACK

Utilization of the motorcycle and scooter parking areas has varied by location and rate with some notable observations:

- Most un-metered areas tend to be well used
- Metered areas have lower occupancies than expected
- In the Downtown and near metered parking in other parts of the City, motorcycles and scooters continue to park in bicycle parking, on sidewalks and in other illegal places as a free alternative to the incentives offered by the program

Feedback from the parking public has been generally positive and while most comments received by staff are supportive of the program's objectives and methods, some have expressed concerns. In particular, the City has received extensive feedback from a local advocacy group, MC Parking. This group, and other members of the parking public, have called for the incentives to go further. In particular:

- Free parking in corner clearances for all two wheeled vehicles, regardless of fuel type, citing fairness and simplicity
- Greater incentives for zero-emission vehicles may not be effective as there is limited vehicle choice citing vehicle choice and affordability as greater drivers for conversion to electric motorcycles and scooters
- Free parking until such time as demand warrants pricing

This feedback has been helpful in informing the recommendations of this report.

### 2. RATES

Presently, different rates are set for drivers of zero-emission and gas powered motorcycles and scooters and according to the type and location of spaces.

While the intent of the current pricing scheme for motorcycles and scooters is consistent with City policy and objectives - to encourage low carbon, ultra compact vehicles as an alternative to the automobile - this scheme has been met with some confusion by the parking public. Furthermore, the observed occupancy of metered motorcycle and scooter parking areas has generally been lower than expected.

In response to these issues, staff are recommending that the rate structure be simplified and rates be reduced.

The following tables describe current and proposed rates for motorcycles and scooters (as a percentage of the rate for other metered parking on the same block).

SUMMARY OF *CURRENT* METER RATES FOR MOTORCYCLES AND SCOOTERS

<i>Location</i>	<i>Zero Emission</i>		<i>Other Motorcycles and Scooters</i>	
	<i>Pay by Phone</i>	<i>Coins</i>	<i>Pay by Phone</i>	<i>Coins</i>
<i>Regular on-street metered spaces</i>	25%	100%	50%	100%
<i>Designated Motorcycle and Scooter Parking Areas</i>	0%	0%	50%	100%

SUMMARY OF *PROPOSED* METER RATES FOR MOTORCYCLES AND SCOOTERS

<i>Location</i>	<i>Zero Emission</i>		<i>Other Motorcycles and Scooters</i>	
	<i>Pay by Phone</i>	<i>Coins</i>	<i>Pay by Phone</i>	<i>Coins</i>
<i>Regular on-street metered spaces</i>	20%	100%	20%	100%
<i>Designated Motorcycle and Scooter Parking Areas</i>	0%	0%	20%	20%

The City's policy for pricing on-street parking is based on optimizing utilization and advancing other City objectives. Staff's recommendation for price changes is consistent with this policy as it encourages greater use of the designated motorcycle and scooter parking areas, promotes this mode as an alternative to the automobile and continues to offer even greater incentives for zero-emission motorcycles and scooters noting that the performance and viability of these vehicles is rapidly improving.

### 3. MONITORING AND ENFORCEMENT

Staff will continue to monitor the performance of the motorcycle corner clearance parking areas and recommend further changes, as required. While it is expected that price reductions and simplification will encourage greater utilization of the motorcycle and scooter corner clearances, the degree to which utilization will change is not yet known. This incremental approach allows staff to better understand the relationship between price and occupancy for this specialized mode while preserving an added incentive for zero-emission motorcycles and scooters.

It is expected that lower parking rates for all motorcycles and scooters will also encourage lawful parking and allow for more effective enforcement of illegal parking.

#### *Financial*

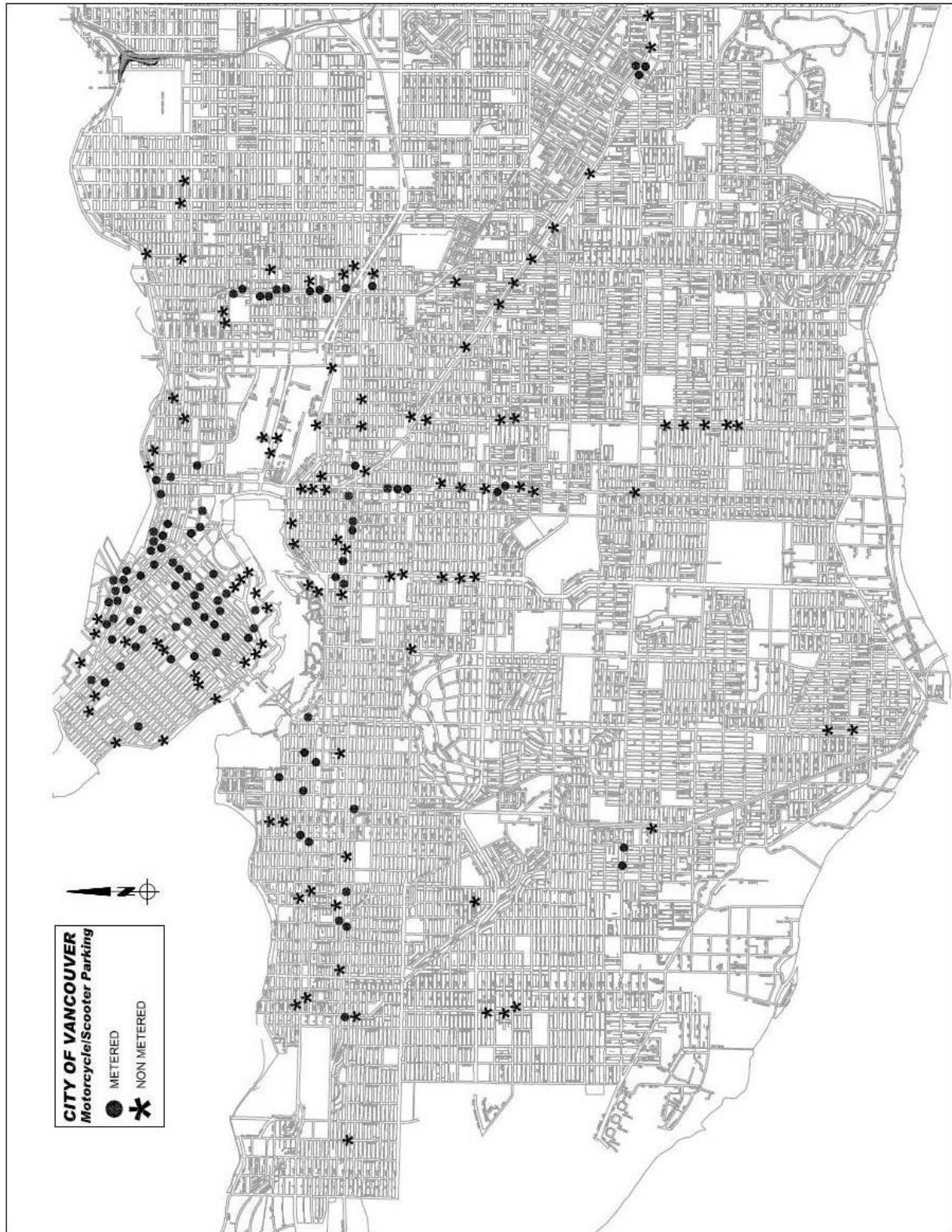
Currently, there are 233 motorcycle and scooter parking areas of which 109 are metered. Proposed changes are anticipated to be revenue neutral as reduced rates will encourage greater utilization and increase voluntary compliance.

#### *CONCLUSION*

Per Council's direction, staff have prepared this progress report on the motorcycle and scooter parking program.

Furthermore, in response to feedback from the parking public and lower than optimal occupancy, staff are recommending changes that will simplify and reduce rates for drivers of motorcycles and scooters. These changes will help to increase utilization of metered motorcycle and scooter parking areas and continue to encourage the use of low-carbon and ultra compact vehicles.

\* \* \* \* \*



BY-LAW NO. \_\_\_\_\_

A By-law to amend Parking Meter By-law No. 2952  
regarding motorcycle parking meter rates

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of the Parking Meter By-law.
2. In subsection 5(3) Council strikes out:

“, except that the parking meter rates for:

- (i) gas powered motorcycles under the pay by phone system are to be 50% of the rates set for motor vehicles,
- (ii) zero emission motorcycles under the pay by phone system in all metered spaces except metered corner clearance spaces are to be 25% of the rates set for motor vehicles, and
- (iii) zero emission motorcycles and motor assisted cycles in metered corner clearance spaces are to be 0% of the rates set for motor vehicles.”

and substitutes:

“except that the parking meter rates for:

- (i) gas powered and zero emission motorcycles, under the pay by phone system, in all metered spaces except corner clearance parking areas, are to be 20% of the rates in Schedule A,
- (ii) gas powered motorcycles in all corner clearance parking areas are to be 20% of the rates in Schedule A, and
- (iii) zero emission motorcycles and motor assisted cycles in corner clearance parking areas are to be 0% of the rates in Schedule A.”

3. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.
4. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this \_\_\_\_\_ day of \_\_\_\_\_, 2012

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk