

CITY OF BURNABY

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

B

SUBJECT: MOTORCYCLE PARKING

RECOMMENDATIONS:

1. **THAT** Council amend the Burnaby Parking Meter Bylaw to allow up to three motorcycles to occupy one parking stall.
2. **THAT** Council authorize, on a trial basis, the location of 16 motorcycle stalls in corner clearance triangles along Hastings Street, as discussed in this report.
3. **THAT** Council forward a copy of this report to the British Columbia Coalition of Motorcyclists and the Transportation Committee.

REPORT

The Traffic Safety Committee, at its meeting held on 2004 February 03, received and adopted the *attached* report outlining discussions with the British Columbia Coalition of Motorcyclists regarding measures to facilitate motorcycle parking in the City of Burnaby.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor N. Volkow
Vice Chair

Councillor L. Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING
CITY SOLICITOR

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2004 01 23
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38100-20
SUBJECT: MOTORCYCLE PARKING
PURPOSE: To outline discussions with the British Columbia Coalition of Motorcyclists regarding measures to facilitate motorcycle parking in the City of Burnaby.

RECOMMENDATIONS:

1. **THAT** the Burnaby Parking Meter Bylaw be amended to allow up to three motorcycles to occupy one parking stall.
2. **THAT** up to 16 motorcycle stalls be located in corner clearance triangles along Hastings, on a trial basis, as discussed in this report.
3. **THAT** the British Columbia Coalition of Motorcyclists and the Transportation Committee be sent a copy of this report.

REPORT

1.0 INTRODUCTION

The City of Burnaby has been approached by the British Columbia Coalition of Motorcyclists (BCCOM) to discuss measures to encourage the use of powered two wheelers (motorcycles, scooters mopeds) as an alternative form of transportation through parking incentives. BCCOM is a motorcycle advocacy group that represents 260,000 motorcyclists in British Columbia. They have asked the City of Burnaby to consider allowing motorcycles to park in identified corner clearance spaces, allow more than one motorcycle to park at a metered spot, and allocate parking for motorcycles at municipal buildings and recreation centres.

2.0 BACKGROUND

BCCOM contends that motorcycles have been largely ignored in transportation plans and that motorcycles and other powered two wheelers are a legitimate alternative form of transportation that should be encouraged. Europe is cited as an example where traffic congestion is worse than Canada and motorcycles are considered as part of the solution to dealing with traffic congestion and pollution.

BCCOM notes that motorcycle ownership in Canada is increasing with sales up nearly 14% over last year. Further, the sales of scooters in Canada there has increased in by 27% over last year. Scooters and mopeds have excellent gas mileage, and are a very affordable.

3.0 MOTORCYCLE PARKING IN OTHER CITIES

3.1 City of Toronto

The City of Toronto is encouraging motorcycle use as an alternative form of transportation by allowing corner clearance parking in specific locations and allowing up to three motorcycles to park at a parking meter space. They are reviewing the situation to make improvements with an intention to expand the program with the continued input of powered two wheeler advocacy groups.

3.2 City of Vancouver

The City of Vancouver currently allows motorcycles to share a metered space with other vehicles but both receive tickets if the meter is expired. BCCOM is not in favour of motorcycles sharing a parking space with cars out of concern for the safety of riders and damage to motorcycles. Vancouver has also reserved two on-street time-limited zones in the downtown core for motorcycles. Further, a number of off-street spaces in EasyPark parking lots have been identified for motorcycles.

4.0 REVIEW OF MOTORCYCLE PARKING

As a result of discussions with BCCOM, staff propose that the City of Burnaby provide the following parking incentives for motorcycles to be used as an alternative form of transportation.

4.1 Corner Clearances

Staff and BCCOM have worked jointly to identify up to 16 locations along Hastings where a motorcycle parking stall could be marked in the triangular corner clearance area where automobiles are prohibited. Motorcycles, due to their smaller size would not impede sight-lines for vehicles and would maximize the utilization street space for parking by using a part of the other wise empty corner clearance zone. The Motor cycle stall would be marked as a rectangle within the marked corner clearance area. Additional signing related to peak hour HOV lane prohibitions would be placed adjacent he stall. This would be done on a one year trial basis. If the program were extended to all intersections (where there are no markings), a change to the Street and Bylaw would be required. .

4.2 Motorcycles at Metered Parking

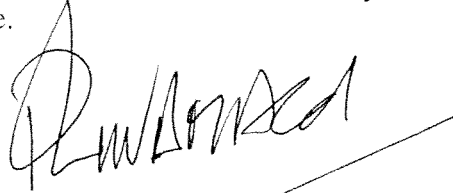
Staff propose that we allow for up to three motorcycles to park in a parking meter stall (at no greater than a 45 degree angle). Each space would be controlled by one parking meter and the onus to pay would be on the users. If the parking fee is not paid, all motorcycles parked in the space would get ticketed. An amendment to the Parking Meter Bylaw would be required.

4.3 Motorcycle Parking at Municipal Buildings

Upon the adoption of this report Engineering staff will work with Parks and Recreation, Burnaby Public Library, and other City staff to explore appropriate locations at City of Burnaby parking lots to identify potential powered two wheeler parking stalls that are safe, convenient, and secure. It is noted that there are marked stalls for motorcycles, convenient to the stairwell, at the Metrotown Civic Square / Library parkade.

5.0 CONCLUSION

Staff believe that there are benefits to encouraging the use of powered two wheelers as an alternative form of transportation. Costs of implementing and maintaining the trial of preferential parking for motorcycles would be modest. The public will be informed of the motorcycle parking initiative by way of the City's newsletter, the City of Burnaby website, and on-street / off-street signage.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

KL:

cc: City Manager
City Solicitor

