

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: IDENTIFICATION OF PARKING SPACES FOR CAR-SHARING

RECOMMENDATIONS:

1. **THAT** Council approve on-street parking stalls for car-sharing as outlined in Section 3 of this report.
2. **THAT** Council authorize staff to deal with future requests of this nature, if and when they arise.
3. **THAT** copies of this report be sent to Tracey Axelsson, Executive Director, Co-operative Auto Network; and John Beaudoin, Manager of Transportation Demand Management, TransLink.

REPORT

The Transportation Committee, at its meeting held on 2005 June 22, received and adopted the *attached* report to recommend implementation of reserved on-street parking in support of car sharing.

Respectfully submitted,

Councillor Volkow
Chair

Councillor Evans
Vice Chair

Councillor Rankin
Member

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Attachment

Copied to:	City Manager Director Engineering Director Planning and Building
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TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2005 June 09

FROM: DIRECTOR PLANNING AND BUILDING

FILE: PL 94000 - 01

SUBJECT: IDENTIFICATION OF PARKING SPACES FOR CAR-SHARING

PURPOSE: To recommend implementation of reserved on-street parking in support of car sharing.

RECOMMENDATIONS:

1. **THAT** Council approve on-street parking stalls for car-sharing as outlined in Section 3 of this report.
2. **THAT** Council authorize staff to deal with future requests of this nature, if and when they arise.
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REPORT**1.0 BACKGROUND**

On 2005 May 2, Council authorized staff to explore options for implementation of reserved on-street parking for car-sharing vehicles, at the Patterson, Metrotown, and Lougheed SkyTrain stations. This report provides an update on that work.

2.0 EXISTING CONDITIONS

Car-sharing provides an alternative to private car ownership. The car is purchased by a central organization. Members in that organization can then book and use the car for individual trips. They are charged for their actual use (time and distance), which includes a contribution towards the car's initial purchase price, insurance, on-going maintenance, etc. Because of the direct charge for usage, people's car usage tends to decline when they switch from private ownership to car-sharing. In conjunction, travel by transit, cycling, and walking tends to increase.

Car-share vehicles are parked in designated spaces throughout an urban area, so that members do not have to travel far to pick up their vehicles. Parking sites tend to be in areas of higher density and greater transit service, to maximize access to the vehicles.

The Co-operative Auto Network (CAN) presently offers car-sharing services in the Lower Mainland. In Burnaby, cars are presently stationed at:

- UniverCity (space provided by developer);
- Edmonds SkyTrain Station (space provided by TransLink); and
- Metrotown SkyTrain Station (on-street, not in a reserved parking space).

3.0 PROPOSAL FOR RESERVED ON-STREET PARKING

CAN has indicated that they presently have a need for three parking spaces in Burnaby, all at SkyTrain stations: Metrotown (for the car that they already have there), Patterson, and Lougheed. City and CAN staff have visited each of these stations, and identified mutually-acceptable parking spaces. These are as follows:

1. **Metrotown SkyTrain Station:** The proposed single car-share stall is on the south side of Beresford Street, just east of Silver Avenue, as shown in *Figure 1*. The stall is presently used for free (un-metered) parking. It is close to the SkyTrain station, and to residential areas that could benefit from car-sharing. Access to the SkyTrain station is available via an existing pathway.
2. **Patterson SkyTrain Station:** The proposed car-share stall is on the south side of Beresford Street, just east of Patterson Avenue, as shown in *Figure 2*. It is close to the SkyTrain and high-rise residential buildings. This is presently a metered space, but under-utilized. There are ample unused metered spaces in the area, so loss of this space is not expected to noticeably impact City revenues.
3. **Lougheed SkyTrain Station:** The proposed car-share stall is on the north side of Gatineau Place, just east of the bus loop driveway, as shown in *Figure 3*. This is presently used for free (unmetered) parking. CAN would prefer a space on the south side of Gatineau Place adjacent the bus loop, but City staff are of the view that this section of curb is already heavily utilized for buses, taxis, and pick-up / drop-off.

Spaces would be designated with the traditional “no stopping” sign, amended as illustrated in *Figure 4* to permit car-sharing vehicles.

Figure 1: Proposed Site Near Metrotown SkyTrain Station



Figure 2: Proposed Site Near Patterson SkyTrain Station



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Figure 3: Proposed Site Near Lougheed SkyTrain Station

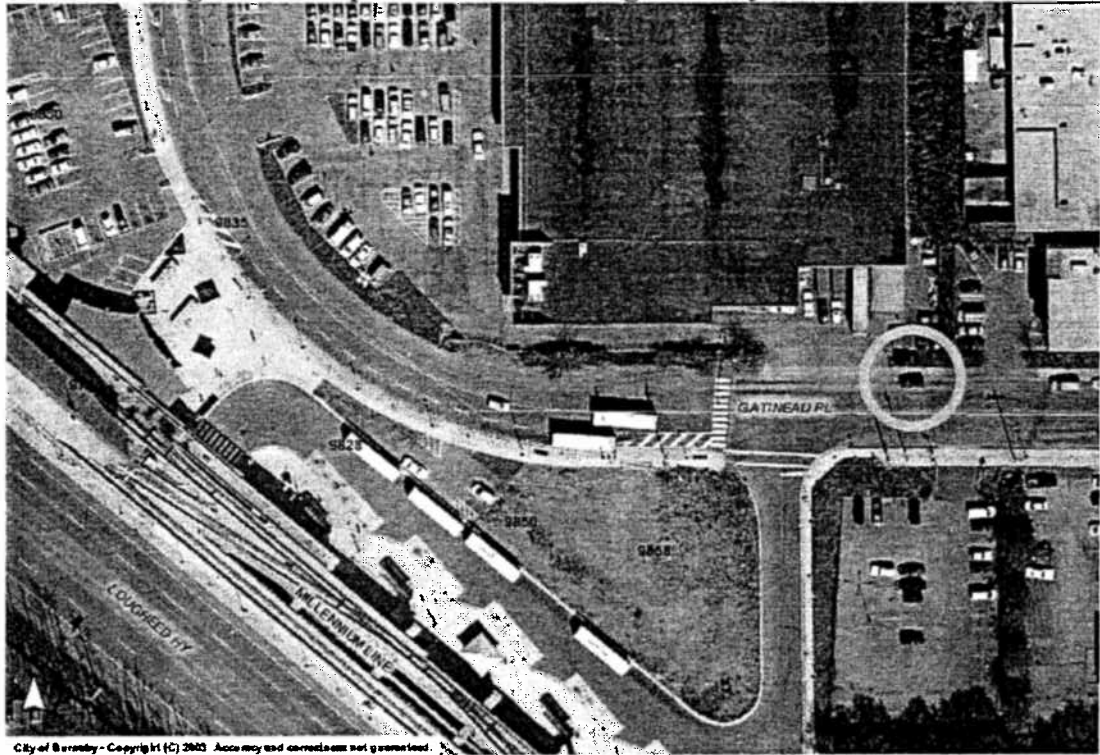


Figure 4: Typical Signage for Car-Sharing



Other locations may be added in future, and would not necessarily be restricted to SkyTrain stations. However, the total number of reserved parking spaces is expected to be small, perhaps on the order of ten spaces over a three-year period.

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Aside from being a direct financial benefit to the members, car-sharing benefits the general public through reduced vehicular use (and thus less congestion, pollution, and noise). Supporting car-sharing requires very little from the City, and is consistent with the approach taken by other cities, such as Vancouver and Portland.

4.0 CONCLUSION

It is recommended that reserved on-street parking be implemented for car-sharing vehicles, as outlined in this report, and that City staff deal with similar requests that may arise in the future. It is further recommended that copies of this report be sent to Tracey Axelsson, Executive Director, Co-operative Auto Network; and John Beaudoin, Manager of Transportation Demand Management, TransLink.


J.S. Belhouse, Director
PLANNING AND BUILDING

SR/jc

cc: City Manager
Director Engineering

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