



5.1.6 CARSHARE PARKING POLICIES

Carsharing is a service where members have access to a fleet of shared vehicles distributed across the city. Members can access vehicles throughout the day without needing to reserve the vehicle in advance, providing them with access to a car when needed, while reducing the need to their own vehicles. The popularity of carsharing in North America has expanded rapidly over the last decade, growing from only 30,000 members in 2003 to over 1 million members in 2013. Calgary Carshare has operated in Calgary since 1999 with a small fleet of vehicles. Since car2go entered the market in 2013, Calgary has seen a rapid expansion in carshare membership and usage, with the car2go fleet growing from an initial 150 vehicles to over 550 vehicles in 2015.

Carsharing provides multiple benefits to citizens and The City of Calgary. Carsharing reduces or eliminates the upfront cost of buying private automobiles for members, while continuing to provide the ability to travel by car when needed. Studies have shown anywhere from 10 per cent to 30 per cent reductions in vehicle ownership for members. Each one-way carshare vehicle has been shown to take up to eleven private vehicles off the roads, while each round-trip carshare vehicle takes between seven to 13 private vehicles off the roads. Carshare members also tend to reduce the total amount of driving they do by up to 40 per cent. Since carshare vehicles are typically more fuel efficient than the average privately-owned vehicle, this also helps to reduce greenhouse gas emissions generated by carshare trips. While reducing automobile use, studies have demonstrated that carshare members tend to increase their use of walking, cycling and carpooling. There tends to be no net change in the amount of transit use by carshare members, though there is some indication that carsharing and light rail transit (like Calgary's CTrain) can work effectively together. Smaller one-way carsharing vehicles, such as those used by car2go, also take up less parking space per vehicle.

Carsharing currently represents less than one per cent of all travel in Calgary. As a result, the changes in travel behaviour will be small compared to all of the travel activity in the city. The benefits of carsharing, even at a small scale, do contribute directly to achieving the goals of the Municipal Development Plan and Calgary Transportation Plan. This includes goals to increase transportation choice and increase use of more affordable and sustainable modes such as walking and cycling. With regards to parking policy, the Section 3.9 of the Calgary Transportation Plan explicitly identifies carsharing vehicles as 'preferred parkers' that should be given access to high-quality parking options because of the benefits carsharing provides.

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Along with the many benefits, the rapid growth of carsharing in Calgary has created several challenges in the downtown and some residential areas. In particular, one-way carshare vehicles have been observed clustering together on some streets adjacent to major employment or educational centres. In some circumstances, large portions of individual blocks may be occupied by carsharing vehicles for extended periods of time. Standard parking enforcement activities have highlighted that a minority of one-way carshare vehicles remain parked in excess of posted time restrictions. Although these situations are not always consistent, the markings on carsharing vehicles make such events highly visible to business owners and the public. Some inquiries to The City and Calgary Parking Authority have also highlighted the perception that carshare vehicles receive special treatment. Although special arrangements have been made between The City, CPA and carshare organizations (CSOs) to allow effective access to carshare vehicles, some perceptions of special treatment (such as provision of free parking) are inaccurate.

The purpose of the carshare parking policies is to allow citizens and The City to receive the benefits of carsharing, while managing challenging parking behaviours when and where they occur. The carshare parking policies focus on on-street parking as off-street parking arrangements do not have the same impact on the general public, and can be addressed through individual contractual arrangements. The policies also provide The City and CPA with guidance on how to engage with CSOs, citizens and businesses in a consistent and transparent manner. The policies are consistent with the following five principles:

- Facilitate access to carshare services for citizens of Calgary.
- Treat all CSOs equitably, while acknowledging the differences between roundtrip and one-way carshare services.
- Treat carshare users like all other drivers in Calgary, while interacting with CSOs like other businesses that operate in Calgary.
- Effectively manage low turn-over and clustering of carshare vehicles in congested parking areas, when and where this activity occurs.
- Allow portions of existing or new parking space to be dedicated to carshare parking in commercial and residential areas.

Policies

One-Way Carshare Parking and Specially-Reserved One-Way Carshare Spaces

1. One-way carshare vehicles may stop-over in any on-street parking space open to the general public, and may end their trip in any on-street parking space open to the general public except locations with posted time restrictions of less than two hours. Posted time restrictions apply to one-way carshare vehicles, except in Reserved One-Way Spaces.
2. The City may, at its discretion, allocate portions of on-street curb space in public right-of-way as Reserved One-Way Spaces. These spaces may be used by all CSOs offering one-way carshare services, as long as the CSO vehicles meet any requirements set out by The City. No time restrictions apply, and the CPA shall provide enforcement to ensure that only eligible CSO vehicles use the spaces. Hourly public parking rates for the nearest ParkPlus zone shall apply when using the spaces.
3. Hourly public parking rates for privately owned vehicles, including any special rates (e.g. small car discounts), also apply to one-way carshare vehicles parked in on-street parking spaces open to the general public. The City and CPA may implement reduced parking rates for one-way carshare vehicles in specific locations to encourage the use of underutilized street space or Reserved One-Way Spaces.
4. In order to maximize the efficiency of on-street parking supply, CSOs will be required to redistribute one-way carshare vehicles when numerous vehicles are repeatedly parked within the same ParkPlus zone or residential block with posted RPP restrictions.
5. CSOs may purchase an all-zone RPP permit from The City. This permit allows one-way carshare vehicles to park on blocks with posted RPP restrictions.
6. CSOs may request Reserved One-Way Spaces in CPA lots using the same application process in place for individual private applicants. Calgary Transit may create, at its discretion, Reserved One-Way Spaces in park and ride lots.

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Round-Trip Carshare Parking and Dedicated Carshare Parking Spaces

7. Round-trip carshare vehicles will be treated the general public when not parked in a Home Space.
8. At The City's discretion, on-street Home Spaces may be provided for the exclusive use of a single CSO, for a period of one year before the space must be renewed, transferred or relinquished. Both round-trip and one-way carshare providers may request Home Spaces.
9. The City may allocate up to three per cent of available on-street parking space to Home Spaces in commercial areas, including the downtown core. The amount of space that may be allocated to Home Spaces in residential areas shall be at the discretion of The City, with due regard to local context.
10. The City will establish a process for periodically allocating and reviewing on-street Home Spaces to one or more CSOs, with the aim of ensuring equitable distribution between CSOs. The City reserves the right to deny location requests.
11. Home Spaces should not be located on blocks with time-of-day parking restrictions, or immediately in front of single-family dwellings.
12. The City may temporarily close an on-street Home Space at its discretion. The City will make best efforts to provide reasonable notice of closures.
13. The City permanently revoke a permit for an on-street Home Space at any time in the event of public need, lack of use by the CSO, or failure of the CSO to comply with City policy or bylaws. In the event a space is permanently revoked for public need, and more than six months remains in the current allocation period, the impacted CSO may apply to The City for an alternate location or for a pro-rated rebate of the rental value.
14. CSOs may request off-street Home Spaces in CPA lots or Calgary Transit park and ride lots using the same application process in place for individual private applicants.

Carshare Parking Enforcement

15. Carshare vehicles must adhere to maximum time restrictions in managed on-street space (e.g. 2 hour parking zones). Enforcement and ticketing procedures applied to privately-owned vehicles will be applied to carshare vehicles.
16. Carshare vehicles parked on a designated snow control route, including in Home Spaces or Reserved One-Way Spaces, must be moved when a snow event is declared. Carshare vehicles must also be removed when street sweeping bans are in place.
17. CSOs are responsible for paying all fines and towing fees.
18. On-street Home Spaces can be temporarily closed by The City at its discretion (e.g. for construction, street fairs, emergency repairs, etc). The City will make best efforts to provide reasonable notice of closures.
19. The City shall enforce parking restrictions for on-street Home Spaces or Reserved One-Way Spaces, including ticketing and towing of unauthorized vehicles, when infractions are identified by The City, CPA, or CSOs and their members.

Fees

20. For all-zone RPP permits, The City shall assess a \$450 annual fee per one-way carshare vehicle.
21. For on-street Home Spaces, The City shall assess the following charges to the CSO:
 - a) A non-refundable application \$50 processing fee to review each space request from the CSO for the forthcoming application period.
 - b) Costs for changes to signage and markings for each allocated space.
 - c) Cost for the rental of the street space when the Home Space is located in a commercial area or in front of a single family dwelling on a block with posted RPP restrictions.
 - i) Rental cost for full-sized vehicles of \$1000 per year, or the value of lost revenue, whichever is greater.
 - ii) Rental cost for small vehicles (e.g. smart cars) of \$500 per year, or the value of lost revenue, whichever is greater.

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Carshare Contracts

22. Each CSO operating in Calgary must have a contract with The City and the CPA in order to allow trips to be ended on-street in public right-of-way. The contract must align with the carshare parking policies, and include the following:
- a) An agreed-upon arrangement for paying parking fees.
 - b) Mechanisms to redistribute carshare vehicles when repeated vehicle clustering occurs.
 - i) CSOs are required to be proactive and reduce or prevent vehicle clustering where it is reasonably possible.
 - ii) The City and/or CPA will notify the CSO, in writing, when vehicle clustering has been repeatedly observed.
 - iii) The City will focus enforcement of clustering in the following areas:
 1. In commercial pricing areas (as detailed in Appendix 1) where the previous year's average occupancy exceeded 80 per cent during a given parking management period.
 - a. CSO vehicles shall not exceed 25 per cent of available space in an individual ParkPlus zone, averaged over a month (excluding Reserved One-Way Spaces, Home Spaces or other permit-restricted spaces).
 - b. CSOs will be assessed a surcharge to hourly parking rates for the CSO's vehicles parked within the ParkPlus zone, as averaged over a month. The surcharge will be determined by the CPA, based on the extent to which the threshold has been exceeded, to a maximum of a 25 per cent increase over normal hourly rates.
 2. On residential blocks with posted RPP restrictions where complaints are repeatedly received and total occupancy exceeds 60 per cent.
 - a. CSO vehicles shall not exceed 20 per cent of available space on a block with posted RPP restrictions, averaged over a month (excluding Reserved One-Way Spaces, Home Spaces or other permit-restricted spaces).
 - b. Should the 20 per cent threshold continue to be exceeded for a period of six consecutive months after notification of the issue, The City may revoke access to the individual RPP zone for all of the CSOs vehicles, until such time as The City, CPA and CSO arrive at a mutually acceptable solution to the issue.
 - c) Provision of the following documentation from the CSO:
 - i) Annual proof to The City of the necessary insurance;
 - ii) Monthly reports to the CPA on parking activity in managed street space and RPP blocks, as well as the size of the CSO fleet; and
 - iii) Annual data to The City on membership levels, as well as survey data to The City regarding:
 1. changes in member's private automobile ownership;
 2. changes in member's use of walking, cycling, transit, carshare and private automobiles;
 3. aggregate membership demographics;
 4. membership location using the first three digits of the postal code (to be kept confidential by The City);
 5. major origin and destination areas (to be kept confidential by The City); and
 6. dynamic maps showing 24 hour movement of vehicles for a typical weekday and weekend day (to be kept confidential by The City), if available.

