

## 5.1.6 CARSHARE PARKING POLICIES

Significant Text Update

Carsharing is a service where members have access to a fleet of shared vehicles distributed across the city, 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, growing from only 30,000 members in 2003 to almost 2 million members in 2016. Carsharing has proven to be a popular service for Calgarians, with over 140,000 members having registered with car2go while it operated in Calgary between 2013 and 2019.

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 11 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 often 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.

Carsharing currently represents less than one percent of all travel in Calgary. As a result, the changes in travel behavior will be small compared to all of the travel activity in the city. The benefits of carsharing, even on a small scale, 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, 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. Some businesses and residents have expressed concerns about one-way carshare vehicles clustering together on some streets adjacent to major employment or educational centres. 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 intermittent, the markings on carsharing vehicles make such events highly visible to business owners and the public.

The purpose of the carshare parking policies is to allow citizens and The City to enjoy the benefits of carsharing, while effectively managing carshare parking activity. 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 with guidance on how to engage with carsharing organizations (CSOs), citizens and businesses in a consistent and transparent manner. The policies are consistent with the following five principles:

## Recommended Updates to the Carshare Parking Policies

- Facilitate access to carshare services for citizens of Calgary.
- Treat all CSOs equitably, while acknowledging the differences between roundtrip and one-way carshare services. Significant Policy Update

- Allow ease of parking for CSO members, to facilitate the use of carsharing and more fully benefit from the financial, social and environmental outcomes carsharing provides.

- 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

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1. CSOs operating one-way carshare services must select from one of the three following tiers for their one-way fleet to establish the on-street locations at which their vehicles may be parked.
  - a. Tier 1: Unpriced Areas and Residential
    - all unpriced spaces with posted time limits of one hour or greater; and
    - blocks with posted RPP restrictions.
  - b. Tier 2: Priced Areas Outside the Downtown Core, and Residential
    - all priced spaces with posted time limits of one hour or greater (peak hour restrictions apply), **in areas as defined by the Director of Transportation Planning;**
    - all unpriced spaces with posted time limits of one hour or greater; and
    - blocks with posted RPP restrictions.
  - c. Tier 3: All Priced Areas, and Residential
    - all priced spaces with posted time limits of one hour or greater (peak hour restrictions apply);
    - all unpriced spaces with posted time limits of one hour or greater; and
    - blocks with posted RPP restrictions.
2. Posted time restrictions of one hour or greater do not apply to one-way carshare vehicles. Carshare vehicles will be subject to all other posted and unposted parking restrictions which would apply to privately operated passenger vehicles (e.g. peak hour restrictions) as outlined in municipal bylaws and provincial legislation for private passenger vehicles.
3. 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 City shall provide enforcement to ensure that only eligible CSO

## Recommended Updates to the Carshare Parking Policies

vehicles use the spaces. Hourly public parking rates for the nearest ParkPlus zone shall apply when using the spaces.

4. 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 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.

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5. 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. CSOs should also proactively move vehicles parked in locations with applicable parking restrictions (e.g. blocks with peak hour parking restrictions or spaces with time restrictions less than 1 hour).
6. The City will coordinate with CSOs to establish options and fees for Reserved One-Way Spaces in municipal parking facilities, as well as park and ride lots, while considering other parking demands at those facilities.

### Round-Trip Carshare Parking and Dedicated Carshare Parking Spaces

7. Round-trip carshare vehicles will be treated the same as 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 percent 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 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 may 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. The City will coordinate with CSOs to establish options and fees for Home Spaces in municipal parking facilities, as well as park and ride lots, while considering other parking demands at those facilities.

**Carshare Parking Enforcement**

15. Parking violations for carshare vehicles parked in areas not included in the tier selected by that carshare organization (per policy 5.1.6.1) will result in fines being issued to directly to the carshare organization, unless the driver of that vehicle has paid the required parking fee.
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 and Reserved One-Way 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 or CSOs and their members.

**Fees**

20. For each tier available to One-Way CSO services, The City shall assess the following annual fee per one-way carshare vehicle:
- a. Tier 1: \$450 per vehicle.
  - b. Tier 2: \$840 per vehicle.
  - c. Tier 3: \$1440 per vehicle.

The City will apply a 50% discount to the annual fees for fully-electric carshare vehicles.

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 on a block with posted RPP restrictions.
    - Rental cost for full-sized vehicles of \$1000 per year, or the value of lost revenue, whichever is greater.

## Recommended Updates to the Carshare Parking Policies

- Rental cost for small vehicles (e.g. smart cars) of \$500 per year, or the value of lost revenue, whichever is greater.

### Carshare Contracts

22. Each CSO operating in Calgary must enter into a contract with The City 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.
  - CSOs are required to be proactive and reduce or prevent vehicle clustering where it is reasonably possible.
  - The City will notify the CSO, in writing, when vehicle clustering has been repeatedly observed.

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- The City will focus enforcement of clustering in the following areas:
  1. In the Tier 3 Carshare Zone:
    - 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. Should the 25 per cent threshold be exceeded for a second consecutive month after initial notification, The City will apply a \$50 penalty charge for the second and each consecutive month that the threshold is exceeded. The penalty will apply to each vehicle in excess of the threshold in that location.
  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 and CSO arrive at a mutually acceptable solution to the issue.

- c. Provision of the following documentation from the CSO:
  - annual proof to The City of appropriate insurance;
  - reports to The City, at least quarterly, on:
    1. major origin and destination areas and duration of stay (to be kept confidential by The City) to track impacts on the transportation network and to monitor vehicle clustering;
    2. the size of the CSO fleet; and
    3. membership levels (active and total).
- d. Circulation to the CSO membership of annual City surveys to track changes in member automobile ownership, demographics, and changes in member use of walking, cycling, transit, shared mobility and private automobiles.