

Transportation Report to  
SPC on Transportation and Transit  
2020 February 26

ISC: UNRESTRICTED  
TT2020-0212

## **Bylaw Amendment for Carshare Parking Policy**

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### **EXECUTIVE SUMMARY**

On 2020 February 3 2020, Council approved several revisions to the carshare parking policies (section 5.1.6 of the Calgary Parking Policies) that will enable new carshare organizations to begin providing carshare services in Calgary. To implement the policies, several amendments to Traffic Bylaw 26M96 are required. This includes:

- increased clarity on Administration's authority to create dedicated carshare parking spaces, charge fees and enforce parking infractions in those spaces; and
- enabling carshare vehicles to overstay posted time limits of one hour or greater, and to make fee payments for the new tiered pricing structure, as set out in the revised policies approved by Council on 2020 February 3.

The proposed bylaw amendments are consistent with the revised carshare parking policies approved by Council.

#### **ADMINISTRATION RECOMMENDATION:**

That the Standing Policy Committee on Transportation and Transit recommend that Council give three readings to the proposed bylaw to amend the Traffic Bylaw 26M96.

#### **RECOMMENDATION OF THE STANDING POLICY COMMITTEE ON TRANSPORTATION AND TRANSIT, 2020 FEBRUARY 26:**

That Council:

Give three readings to **Proposed Bylaw 11M2020** to amend the Traffic Bylaw 26M96.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

Council approved the original carshare parking policies, as part of the overall Calgary Parking Policies (TP017) on 30 March 2015. Subsequent revisions to the carshare parking policies were approved by Council on 2020 February 3 (report TT2020-0027).

### **BACKGROUND**

The original and revised carshare parking policies include provisions to create dedicated on-street parking spaces for carshare vehicles, and the associated fees for such spaces. These spaces are important to the operation of carshare organizations that use the round-trip model where carshare vehicles must be returned to their home space at the end of each rental. It is anticipated that one or more carshare organizations may use this model in Calgary.

Several round-trip carshare spaces were previously provided to the Calgary Carshare Cooperative until they ceased operations in 2015. Administration also introduced 118 on-street spaces across the inner city to increase parking opportunities for small 'Smart Car' sized carshare vehicles.

Historically, sections 29(3), 29(4) and 29(5) of Traffic Bylaw 26M96 have been used by Administration to implement dedicated carshare spaces. These sections, shown in

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Attachment 1, authorize the Traffic Engineer to issue permits that provide exceptions to normal stopping or parking provisions in the bylaw, and to charge fees accordingly.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

While developing the revised carshare parking policies, a legal review of Traffic Bylaw 26M96 recommended that bylaw amendments be made that more explicitly define Administration's authority to create dedicated carshare parking spaces, charge fees and enforce parking infractions. Sections 29(3), 29(4) and 29(5) will continue to be included in the bylaw to address unique parking and stopping requirements as they emerge.

Approval of report TT2020-0027 on 2020 February 3 introduced a three-tiered fixed pricing structure for carshare organizations, and the ability for carshare vehicles to park beyond posted time limits of one hour or greater. These two policy changes also require amendments to the Traffic Bylaw to exempt carshare vehicles from normal adherence to time restrictions and parking fee payment.

The proposed bylaw amendments are shown in Attachment 2. The recommended penalty payments for parking infractions in dedicated carshare spaces (page 4 of Attachment 2) are the same as the fines for other parking offences, such as for Taxi Zones.

### **Stakeholder Engagement, Research and Communication**

Previous stakeholder engagement on the revisions to the carshare parking policies included multiple North American cities and carshare companies. As part of developing the proposed bylaw amendments, Administration also reviewed equivalent carshare regulations contained in the bylaws of Vancouver and Toronto.

### **Strategic Alignment**

The recently approved revisions to the carshare parking policies, and the proposed amendments to bylaw 26M96 that implement those policies, will enable new carshare organizations to provide this important mobility option as part of Calgary's transportation network. This is consistent with policy direction on mobility choice and support for preferred parkers contained in the Calgary Transportation Plan.

### **Social, Environmental, Economic (External)**

As identified in report TT2020-0027, multiple studies of Calgary and other North American cities have identified several benefits of carsharing for users and for cities in general. These include:

- reducing the number of vehicles operating and parking on the roads;
- increasing the amount of active transportation used by carshare members;
- reducing greenhouse gas and local air pollution emissions; and
- reducing automobile ownership and the associated costs.

These benefits are all consistent with the goals of the Calgary Transportation Plan.

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### **Financial Capacity**

#### ***Current and Future Operating Budget:***

There are no operating budget implications associated with the recommendations in this report.

#### ***Current and Future Capital Budget:***

There are no capital budget implications associated with the recommendations in this report.

### **Risk Assessment**

There are no significant risks associated with these recommendations.

#### **REASON(S) FOR RECOMMENDATION(S):**

The bylaw amendments are required to properly implement the carshare parking policies contained in the Calgary Parking Policies (TP017).

### **ATTACHMENT(S)**

1. Attachment 1 – Excerpt from Traffic Bylaw 26M96
2. **Attachment 2 – Proposed Bylaw 11M2020**