



# City of Richmond


## Report to Committee

**To:** Public Works and Transportation Committee  
**From:** Victor Wei, P. Eng.  
Director, Transportation  
**Re:** On-Street Motorcycle and Moped Parking

**Date:** January 26, 2016  
**File:** 10-6455-00/Vol 01


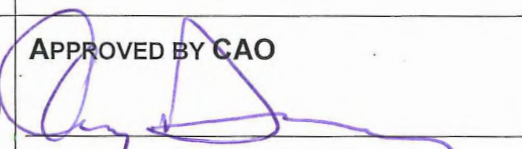
### Staff Recommendation

1. That on-street motorcycle and moped parking spaces located within six (6.0) metres of the far side of an intersection where on-street parking is allowed be established in the City Centre Parking Management Zone and the Steveston Village core; and
2. That staff be directed to bring forth an amendment to Traffic Bylaw No. 5870 to enable implementation of on street motorcycle and moped parking spaces as described in the staff report dated January 26, 2016, from the Director Transportation.



Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)

Att. 4

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Community Bylaws Roads & Construction	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	 FOR JOE ERCPG
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

In March 2015, the Province of BC released “*BC on the Move*,” its new 10-Year Transportation Plan. The staff presented at the April 27, 2015 Council meeting noted that a component of the Plan is to enable municipalities to allow motorcycle parking near intersections and crosswalks. This report recommends that Traffic Bylaw No. 5870 be amended to establish on-street parking for motorcycles, mopeds and scooters near intersections and crosswalks as a means of encouraging the use of these lower impact travel modes.

### Findings of Fact

#### Provincial Motor Vehicle Act Amendment

On April 30, 2015, the Ministry of Transportation and Infrastructure amended a portion of the Motor Vehicle Act to include the following sections:

*189 (3) Despite subsection (1) (f), a municipality may provide by bylaw that, if authorized by a sign posted by the municipality, a person may park a cycle or motorcycle within 6 m of the approach of the approach side of a crosswalk if the cycle or motorcycle is*

*(a) of a size that, and*

*(b) parked so that*

*the cycle or motorcycle does not obstruct a motorist’s view of the crosswalk, flashing beacon, stop sign, traffic control signal or an intersection.*

*(3.1) If a municipality enacts a bylaw referred to in subsection (3), or a treaty first nation enacts a law having the same effect, a person may park a cycle or motorcycle in accordance with the bylaw or law.*

#### Current Provision of Motorcycle Parking in Richmond

Several on-street parking spaces for motorcycles were designated within the Steveston Village core (bounded by No. 1 Road, Bayview Street, 3<sup>rd</sup> Avenue, and Chatham Street) in 2013 as part of a pilot project. In addition, limited designated motorcycle parking is available at City-owned off-street parking lots where it has been requested.

The Traffic Bylaw currently prohibits the parking of a vehicle (which is defined to include a motorcycle) within six metres of a crosswalk, intersecting street, stop sign, or traffic control signal. There is also no provision for the establishment of on-street parking specifically for motorcycles near a crosswalk or intersection.

### Analysis

The City’s Official Community Plan (OCP) encourages the use of alternate transportation methods to single occupant vehicles. A proposed amendment to the Traffic Bylaw to allow on-street parking for motorcycles, mopeds and scooters near intersections and crosswalks would be

consistent with this objective as motorcycles, scooters and electric cycles offer alternatives to the automobile and have smaller footprints that produce fewer or zero emissions.

Based on data provided by ICBC, there were 110,000 motor vehicles registered in the City of Richmond as of December 31, 2015 versus 1,900 motorcycles and mopeds as of August 31, 2015. Given that the number of motorcycles and mopeds is less than two per cent of the number of passenger vehicles, there is an opportunity to expand the use of these modes of transportation.

#### Motorcycle Parking in Other Jurisdictions

In 2004, the City of Burnaby approved a staff report to establish on-street motorcycle parking spaces located at corner clearances at the far side of the intersection with others in City-owned off-street parking lots. Sixteen (16) spaces were established on Hastings Street only, with up to three (3) motorcycles allowed in each space. Each designated space is identified by signage (see Attachment 1). The parking regulations for the parking space are the same as those in the immediate surrounding area (e.g., time limit parking and/or metered pay parking). Current usage of the on-street motorcycle stalls is low due to free parking spaces in adjacent off-street lots.

Similarly, the City of Vancouver established a motorcycle parking program in 2012 that also provides designated parking spaces located at the corner clearances at the far side of an intersection in the direction of travel on the roadway (see Attachment 2) in the downtown area only. These spaces are regularly patrolled by City Parking Enforcement personnel. One motorcycle is allowed in each designated space. Each designated space is identified by specific signage and / or road markings. The parking regulations for these spaces are the same as surrounding traffic controls. There are approximately 230 designated motorcycle parking spaces, of which 100 are metered (see Attachment 3 for example signage).

#### Proposed Locations for On-Street Motorcycle and Moped Parking

Both Vancouver and Burnaby established a specific area for the installation of on-street motorcycle and moped parking rather than having a city-wide blanket policy. Staff propose that on-street motorcycle and moped parking spaces located at corner clearances initially be established in the City Centre Parking Management Zone (Attachment 4) and the Steveston Village core. It is estimated that up to 60 parking spaces for motorcycles could be created. As these locations correspond to where higher residential densities as well as the majority of shopping facilities and restaurants are located, on-street parking is therefore at a premium. Designated on-street parking for motorcycles, mopeds and scooters in these areas would encourage drivers to use vehicles other than automobiles when they are aware that dedicated spaces are available.

The proposed motorcycle parking spaces would be at corner clearances where parking is currently prohibited; thus, where applicable, there would be no impact on the number of pay parking or permit parking spaces in the area. Only registered motorcycles or mopeds, with a valid licence plate, would be able to park in the designated spaces.

Staff propose that these motorcycle parking spaces in pay parking areas initially be exempt from metered or permit zone fees, which would address enforcement concerns of Community Bylaws

regarding how to identify if motorcyclists have paid for parking given there is no place on the motorcycle to display the pay parking ticket or permit. Community Bylaws have received approval to implement pay by licence plate number or parking stall number programs and the 2016 Capital Budget includes the purchase of the required hardware to implement the program. Once the chosen program is initiated then the motorcycle parking stalls could be converted to pay parking stalls as in other jurisdictions and increase revenue for the City.

If approved, staff would monitor these locations to determine if expansion of the program is warranted. If the motorcycle parking stalls are converted to pay parking, staff will bring information on anticipated revenues forward in a future report.

#### Consultation with Richmond Parking Advisory Committee

Staff presented the proposed establishment of motorcycle and moped parking spaces at corner clearances to the Richmond Parking Advisory Committee for feedback at its February 24, 2016 meeting. The Committee was supportive of the initiative and suggested that the pavement markings to delineate the spaces be designed to encourage users to correctly park at a 45 degree angle to the curb.

#### Proposed Amendments to Traffic Bylaw No. 5870

An amendment to Traffic Bylaw No. 5870 is required to support the establishment of on-street motorcycle parking spaces located within six (6.0) metres of the far side of an intersection where on street parking is allowed. In addition, the following definitions would be added to Traffic Bylaw No. 5870:

*“Motorcycle” means a two wheeled self propelled gasoline engine vehicle, or a two wheeled scooter with either gas or electric motor or two wheeled Zero Emission Vehicle powered by an electric motor that is registered, licensed and insured. Drivers require a motorcycle driver’s licence and drivers must wear a helmet.*

*“Moped” (Limited Speed Scooters) means a low powered motorcycle or small scooter that relies on a small conventional gas powered motor (50 cc or less) or a small electric motor (1500 W or less). These vehicles can travel up to 70 Km/h and must be registered, licence and insured. A drivers licence is required and drivers must wear a helmet.*

*“Corner Clearance Parking Area” means an area on a street adjacent to the curb located between a crosswalk and the nearest legal parking space not signed for corner clearance motorcycle parking, and that the Director, Transportation had marked or metered and signed for corner clearance motorcycle parking.*

Staff intend to bring forth the proposed amendments in the second quarter of 2016.

#### **Financial Impact**

The total estimated cost to establish the proposed new on-street motorcycle/moped parking is \$21,000 for the installation of new pavement markings and new parking signs, which would

create approximately 60 parking spaces for motorcycle/moped parking in 2016. The proposed funding source is the current approved 2015 Minor Capital Account. If approved, the on-going budget impact is estimated to be \$3,226.00 commencing in 2017 plus a two to five per cent increase annually.

### **Conclusion**

The installation of on-street motorcycle and moped parking spaces is a proactive step toward reducing the number of automobile trips and GHG emissions. The program is consistent with the objectives of the OCP and will encourage residents to use a cleaner and cheaper method of transportation knowing that dedicated parking spaces will be available.



Robert Gilchrist  
Traffic Supervisor  
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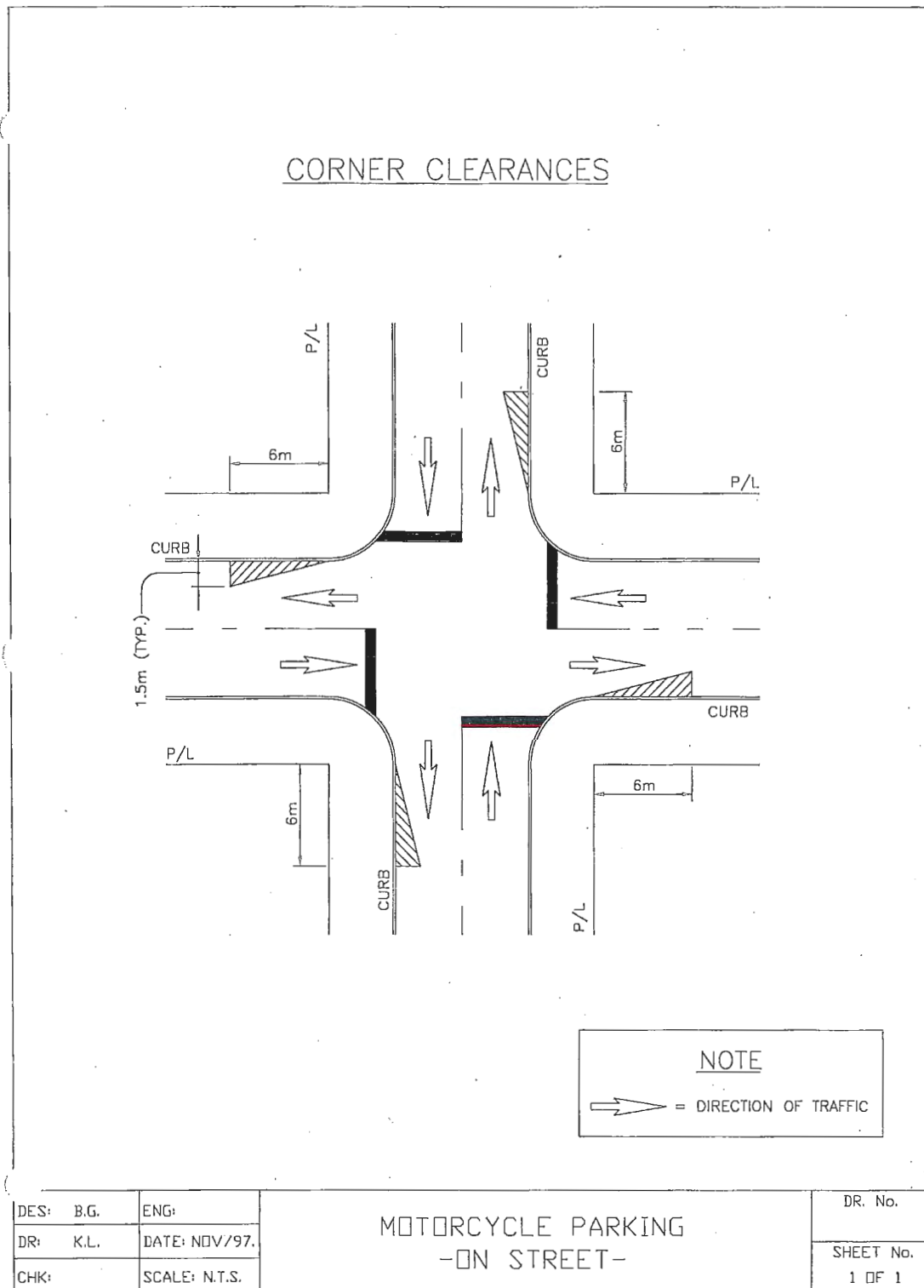
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City of Burnaby: Motorcycle Parking Signage

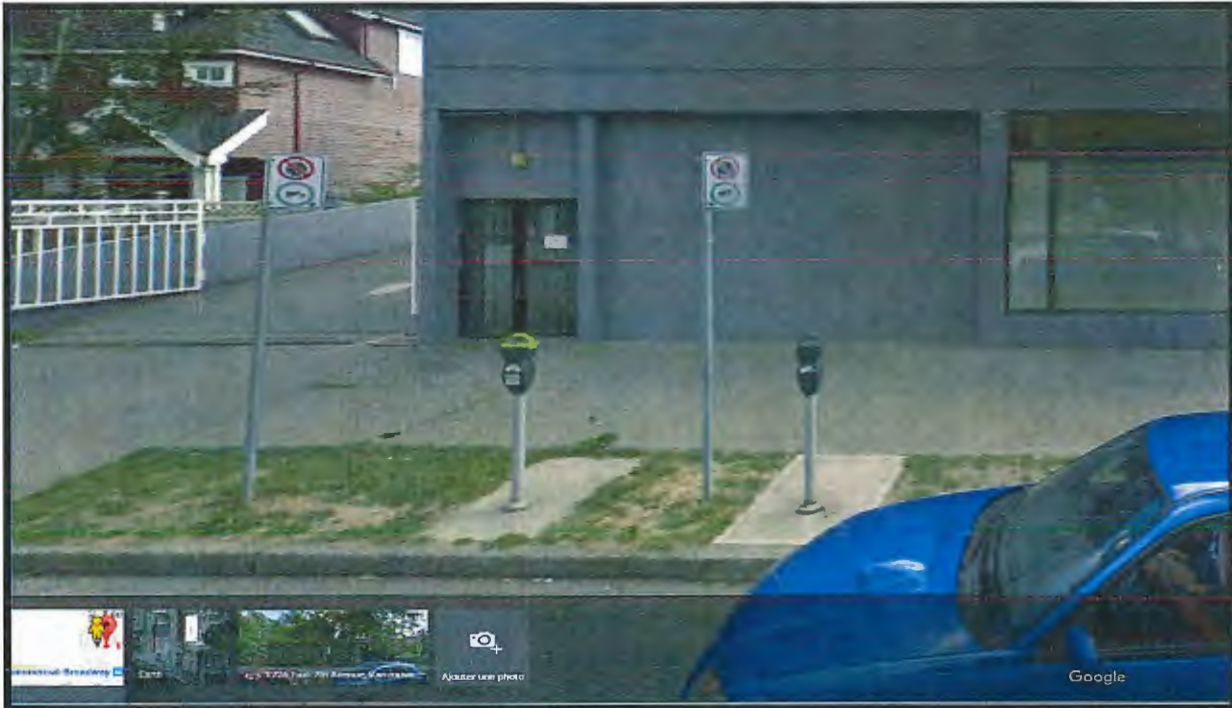


## City of Vancouver: On-Street Motorcycle Parking in Corner Clearances



Motorcycles would be parked within the areas marked by diagonal hatching

City of Vancouver: On Street Motorcycle Parking Signage



Metered Location



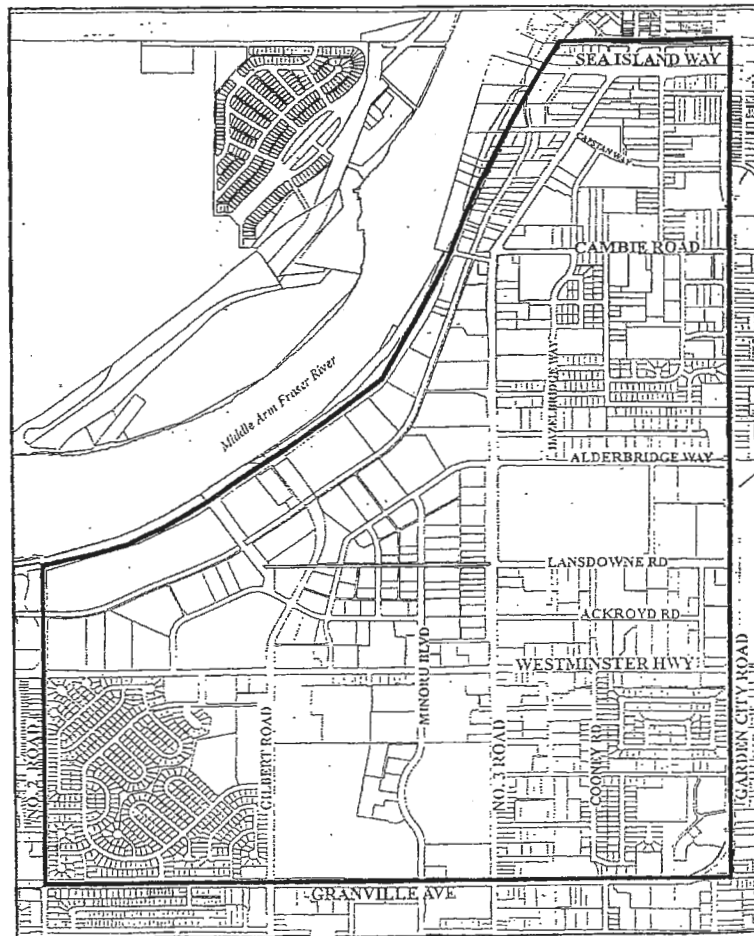
Free Parking Location



BYLAW NO. 5870

45

SCHEDULE K to BYLAW NO. 5870  
CITY CENTRE PARKING MANAGEMENT ZONE



3734514

November 13, 2012