

## City of Vancouver Motorcycle Parking Initiative

Submitted April, 2004

The B.C. Coalition of Motorcyclists have recently been successful in having powered two wheelers included in Translink's 10 Year Plan as well as having the municipality of Burnaby set up 16 "corner clearance" spots along Hastings Street, change their by-law to allow 3 bikes per parking stall, as well as allocate powered two wheeler parking at municipal buildings and recreation centers.

Quote out of Translink's Three-year Plan and 10-year Outlook --February 19<sup>th</sup>, 2004

### *"Powered Two Wheel Vehicles"*

The role of motorcycles and other two-wheeled vehicles has not been adequately addressed in previous transportation plans. These vehicles are widely used by many of the region's residents, and policy direction is lacking concerning their role within the regional transportation system.

To address this, the GVTA will work with the B.C. Coalition of motorcyclists (BCCOM), ICBC and other agencies to develop appropriate policies regarding the role and priority of motorcycles and other two-wheeled vehicles on the regional transportation system. Key issues that should be reviewed include road use priority, parking provisions, safety, emissions and noise.

*End quote*

### Background

Powered two wheelers have been largely ignored in past transportation plans where as in other areas such as Toronto, Barcelona, London, San Francisco and Asia have been promoted successfully as an alternative form of transportation. These areas consider powered two wheelers as part of the solution in dealing with traffic congestion, as well as green house gas production. The Coalition represents 260,000 motorcyclists in the province of B.C. and feels that with the current downtown congestion that the time has come for the City of Vancouver to allow on-street parking by motorcycles, mopeds and scooters to utilize the wasted "corner clearance" spots and to encourage an alternate form of transportation that uses less fossil fuel, takes up less space on the road and uses less man made products. These are the parameters in which the "corner clearances" could be implemented:

- That the City of Vancouver allow parking in the "corner clearance" where there is a minimum of 15 feet between the corner clearance and the end of the metered parking space at the entry and exit ends of city blocks.
- Since some blocks could not afford a parking space at the entry *and* exit end because of public transit vehicles approach to bus stops, which are usually at the entry end of city blocks. In these cases "corner Clearance" parking should only occur at the exit end of city blocks.
- Where business access entries occur in blocks, no "corner clearance" parking should occur because of turn in or out safety, which would preclude interference with business access. Also, as nearly each city block is different in terms of transit stops and business access, each may not afford parking at the entry and exit end of city blocks.

- If the city of Vancouver would consider “corner clearance” parking for motorcycles, scooters and mopeds, BCCOM believes no more than two motorcycles, scooters or mopeds should be allowed to park in a manner that does not pose a safety or visibility problem. With pedestrian safety being the number one concern.
- That the City of Vancouver engineering staff explore appropriate locations at City buildings such as Libraries, Recreation Centers, etc. to identify potential spots where there is surface parking available.

## Noise

The Coalition has long been proactive in the “quieting” of Vancouver neighborhoods. BCCOM sat on the Noise Task Force, participated with Vancouver City Police and have let all motorcyclists know that “loud pipes risk rights”. The Coalition is asking for this parking for the motorcyclists who ride to and from work every day and have no on street parking, which is not to be confused with the few but well noticed that patronize the bars and create a problem late at night in residential areas. BCCOM is prepared to continue working on this problem with the City of Vancouver to discourage this behavior.

In closing the Coalition is prepared to sit down with engineering and/or council to make on street parking a reality in the City of Vancouver.

October 7, 2008

## **IMPORTANT SIDEBAR**

Since this report was issued and after waiting two years for a response the Coalition realizes that the city is not willing to let anyone park for free. With that being understood BCCOM would now like to offer a solution which is in our opinion feasible. The printing of a monthly, bi-monthly, quarterly or perhaps even yearly decal that could be placed on the motorcycle (placement to be discussed) would at this point generate revenue whereas now these spots are either empty or being used illegally.