

Environment, Cycling, & Alternative Modes Of Transportation Focus Group

June 18th 2008, Billings Room, City Hall

General Strategy & High Level Policy

- Would like to see Ottawa take a lead on providing parking to alternative modes of transportation
- Need to revise parking goals, in order of priority:
 - Maximize pedestrian, cyclist, and motorist safety
 - Improve public enjoyment of the urban environment.
 - Encourage walking, cycling, electric vehicles, transit, and taxis in preference to private gas/diesel vehicles
 - Encourage standards in the provision of public parking by the private sector in accordance with the council-approved principles of the Parking Strategy
- The new strategy should specifically address motorcycles and scooters

Rates, Hours, Time limits, Locations & Availability

- The price of parking should reflect demand; this can easily be done with the new Pay and Display machines and should take into account actual versus anticipated, special events and seasonal experience
- Use pricing to encourage using preferred parking places (e.g., not near intersections with streets or pathways)
- Provide convenient short-term parking in support of commercial areas and activities
- Pay and Display is currently not feasible for scooters and motorcycles as there is no method to currently ensure that the proof of payment ticket remains on the vehicle
- Choose parking time limits wisely
- Resolve parking problems within residential areas caused by significant traffic generators (commercial/ institutional/ industrial uses) established parking regulations and conflicting uses of the roadway (maintenance, snow clearing and transportation versus parking)
- Suggest that a sticker on the license plate of scooters and motorcycles can substitute for Pay and Display proof of payment
- Would like to see free parking for scooters and motorcycles; similar to cities like Toronto
- Would like to see designated parking for scooters and motorcycles at a preferred rates
- Suggested using half of the parking spaces on the end of each block to accommodate motor cycles and scooters
- Scooters should be permitted to park on sidewalks
- Long-term parking is non-existent for scooters and motorcycles
- For long-term parking, it is suggested that scooters and motorcycles be allocated designated corner spots in City owned lots
- Do not apply the same standards to motorcycles as are done to cars; motorcycles require less parking space and lower ceilings

Alternative Modes of Transportation

- Consideration should be given to smaller, more environmentally friendly, vehicles like scooters, electronic bicycles, etc.
- Alternative modes of transportation decrease congestion and are fuel efficient vehicles and should therefore be encouraged
- Because alternative modes are not currently encouraged many drivers will avoid driving downtown
- Consideration should be given to pedestrians scooters and motorcycle parked on sidewalks can be dangerous to those walking
- Need to consider preferred parking locations and rates for ride sharing

Transportation Demand Management

- Want to continue to encourage residents to visit the downtown core using alternative modes of transportation but cannot do so without appropriate parking or transit
- Charge higher rates for parking when public transit is available near by