

Re: PW 32.25

**Pilot Project Investigating On-street Parking for Car Share Vehicles**

My name is Kevin McLaughlin, I am the founder of AutoShare, Toronto's original carsharing company which launched in 1998, and which is now part of the Enterprise CarShare network.

I would like to thank this committee for all the great work it has done helping to expand carsharing and other mobility options in the City of Toronto. We at AutoShare are big supporters of improving the options that people have, and allowing them to choose what's right for them.

I am here today because this item has only recently come to our attention, and we think there are a couple of important things for the committee to include with their recommendations to staff.

- 1) Some quick background on the 2 very different types of carsharing, and the very different benefits that they deliver to users and the city that they operate in.

**Return-trip / 2-way / Classic Carsharing (AutoShare, Zipcar, Enterprise CarShare)**

- Cars are picked up and returned to the same spot
- Reservations can be made ahead of time
- Typical trips of 3 – 6 hours
- Extremely well researched environmental benefits: each car removes 9-13 private vehicles from the road<sup>1</sup>

**Free-Floating / 1-way (Car2go, DriveNow, Autolib')**

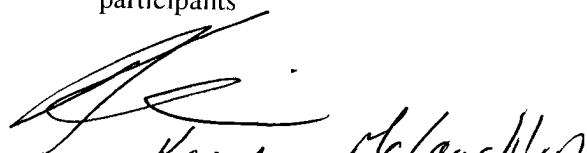
- Cars can be driven from Point A to Point B
- No reservation needed (or possible)
- Typical trips of 20 – 30 minutes
- Initial research suggests very small environmental benefits: primarily replaces taxis, transit and walking<sup>2,3</sup> and is often used for commuting within the inner suburbs and the city<sup>5</sup>.

- 2) As AutoShare was not aware of this item before the committee until this week, we hope that the committee would ask staff to include all members of the industry in any research and future consultations for new or changes to existing programs.

- 3) I wanted to bring to the Committee's attention that there is an existing program, the CarShare Vehicle Parking Areas, that provides up to 40 on-street reserved parking spaces a year for carsharing companies (at a range of approximately \$1,300 to \$4,000 annually).

**In conclusion, we would ask the Committee today to consider amending this item to**

- 1) Recognize that different types of carsharing may deliver different benefits to users and the City
- 2) Include all members of the industry in consultation for programs to increase access to on-street parking
- 3) Address how this new program might impact or affect the existing CVPA program and participants



# Does 1-way (eg Car2go) reduce or encourage driving?

What transportation mode was replaced by a "1-way carsharing" service\*

