



**RE: PW23.8**

# Free-Floating Car-Share Pilot and Interim Policy

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# PRESENTATION OVERVIEW

1. What is Car-Sharing – Existing Model
2. Benefits of Car-Sharing
3. Free-Floating Models & Other Major Cities
4. Proposed Policy & Pilot
5. Next Steps

# What is Car-Sharing – Existing Model



# EXISTING MODEL

- Car-Share Vehicle Parking Areas Program
- Dedicated on-street car-sharing spaces to serve a round-trip car-sharing model.
- 80 on-street spaces designated for exclusive use by car-share vehicles
- Limit of additional 40 spaces per year
- \$100,000 in annual revenue for the City



# EXISTING MODEL CONTINUED...

- Allowed in residential permit parking areas, however, not in-front of single family homes and not in areas where there is an existing waitlist
- Three tiers of annual fees (plus HST):
  1. **Tier 1 - \$799.57:** Space does not impact a residential parking space or paid parking space.
  2. **Tier 2 - \$1,449.02:** Space will eliminate or reduce a residential permit parking space.
  3. **Tier 3 - \$4,964.08:** Space will eliminate or reduce a paid parking space.

# Benefits of Car-Sharing

# BENEFITS OF CAR-SHARING



Reduced vehicle ownership rates



Reduced household transportation costs



Reduced vehicle kilometres travelled



Reduced greenhouse gases and emissions



Increase in walking, cycling, and transit use

# Free-Floating Programs & Other Major Cities

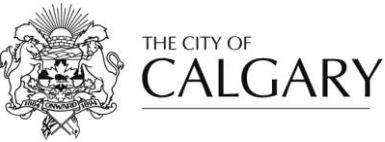


# FREE-FLOATING CAR-SHARING

Members pick-up and drop-off a car-share vehicle parked anywhere within the designated zone (no longer just from a designed car-share space)



# FREE-FLOATING PROGRAMS IN OTHER MAJOR CITIES

| JURISDICTION  | PERMITTED PARKING AREAS  | ANNUAL FEES  | COMMENTS  |
|---|--|--|---|
|    | <ul style="list-style-type: none"> <li>Residential Permit Parking</li> <li>Spaces with parking time limit &gt;2 hours</li> </ul> | <ul style="list-style-type: none"> <li>\$450 for Residential Parking Permit</li> <li>Designated Spaces                             <ul style="list-style-type: none"> <li>\$50 application fee</li> <li>Cost of signage and markings</li> <li>\$1,000 for rental cost for full-size vehicle</li> <li>\$500 for rental cost of small vehicle</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Posted time restrictions and pay parking rates still apply</li> <li>Car-share operators required to redistribute vehicles under certain circumstances</li> </ul> |
|    | <ul style="list-style-type: none"> <li>Residential Only parking</li> <li>No Parking Except with Permit</li> </ul>                | <ul style="list-style-type: none"> <li>\$64.76 for Residential Permit Parking areas</li> <li>Area-Based Designated spaces                             <ul style="list-style-type: none"> <li>Varies \$300 - \$1,320</li> </ul> </li> </ul>   |   |
|   | <ul style="list-style-type: none"> <li>Restricted Parking Zones</li> <li>Metred Parking</li> </ul>                               | <ul style="list-style-type: none"> <li>Up to \$1,730 (USD)                             <ul style="list-style-type: none"> <li>\$930 (USD) - actual meter use in paid parking areas</li> <li>\$700 (USD) – Restricted Parking Zones</li> <li>\$100 (USD) – admin. fee</li> </ul> </li> </ul>  | <ul style="list-style-type: none"> <li>No more than 4 potential operators with maximum 500 permits each (or 750 if providing citywide service)</li> </ul>   |
|  | <ul style="list-style-type: none"> <li>Residential parking</li> <li>Metered parking</li> </ul>                                   | <ul style="list-style-type: none"> <li>\$2,890 (USD) for residential and metered space permit</li> </ul>   | <ul style="list-style-type: none"> <li>Company must provide at least as many vehicles available to members in private parking locations as public parking locations</li> </ul>                          |

# Proposed Policy & Pilot

# PROPOSED FREE-FLOATING CAR-SHARE POLICY AND PILOT

## Rules of Operation

- Parking allowed in residential permit parking locations, exempt from the three-hour time limit
- Clustering of vehicles must be avoided – operators responsible for redistribution
- Maximum of 2,000 permits issued (500 per operator)
- Pilot proposed to run March 1, 2018 – April 30, 2019

# PROPOSED FREE-FLOATING CAR-SHARE POLICY & PILOT CONTINUED...



## Monitoring

- Car-share organizations required to provide information on fleet, usage (origin & destination, % of time vehicle used, Vehicle Kilometres Travelled, geographical distribution of members) and membership on a quarterly basis



## Non-Compliance

- Breaches to be discussed with the organization, if resolution not reached free-floating parking permits to be revoked



## Enforcement

- Car-share vehicles subject to all parking regulations, unless exempt by free-floating permit
- Toronto Police Service enforces the Permit Parking By-law

# Issues & Concerns



# POSSIBLE ISSUES & CONCERNS

## Raised by Residential Permit Holders

- Clustering of car-share vehicles
- Insufficient enforcement
- Key destinations (hospitals and stadiums) and special events bringing more car-share vehicles to an area (e.g., Canadian National Exhibition)
- Over-subscribed permit areas / streets

Next Steps...

# Next Steps...



## Fees

- To be determined as part of 2018 budget process – would be based on current Tier 2 fee for residential spaces plus additional amount to reflect market value for ability to park in any permit parking area
  - Permit fees could range from \$1,500 to \$2,000 per vehicle and revenue from \$3 to \$4 million annually (based on 2000 permits)



## Consultation

- Public consultation will be undertaken as part of the fee determination, will also target residents and car-share industry



## Evaluation of Pilot

- Data will be collected on complaints and compliance/enforcement and car-share operators will conduct survey about travel behaviour, vehicle ownership, and car-share use. This will be used to evaluate the free-floating car-share pilot and identify further improvements



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