



Re:PW28.11



Revised Free-Floating Car-Share Pilot and Interim Policy

Barbara Gray, General Manager of Transportation Services, City of Toronto

April 11, 2018

PRESENTATION OVERVIEW

1. Background
2. Revised Policy & Pilot
3. Issues and Concerns
4. Next Steps

Background



BENEFITS OF CAR-SHARING



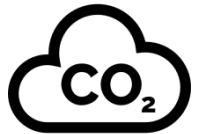
Reduced vehicle ownership rates



Reduced household transportation costs



Reduced vehicle kilometres travelled



Reduced greenhouse gases and emissions



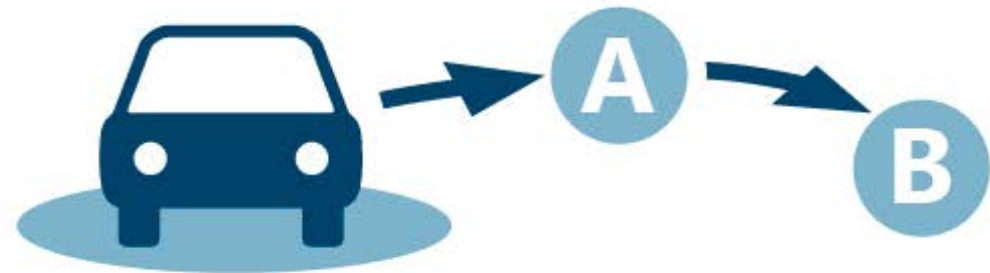
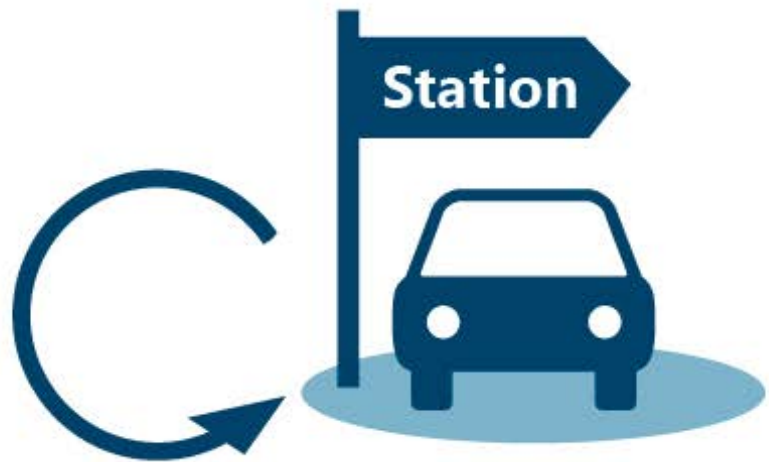
Increase in walking, cycling, and transit use



CAR SHARE OPERATING MODELS

In recent years, operational models for car-share vehicles have evolved:

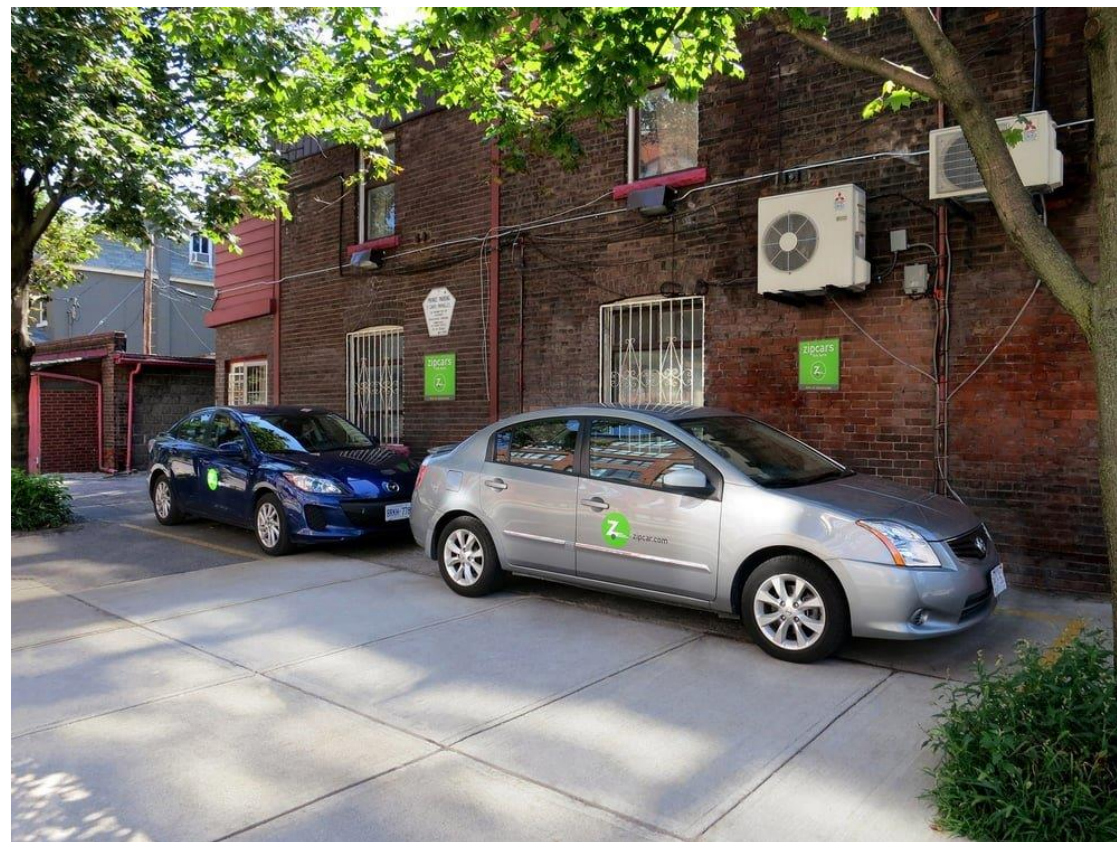
- **Round-trip car-sharing:** allows its members to undertake trips beginning and ending at the same location.
- **Free-floating car-sharing:** allows its members to undertake one-way trips, beginning in one location and terminating in another.





EXISTING FRAMEWORK

- 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
- Additional dedicated spaces provided in TPA 'Green P' Lots:
 - Generation of over \$720,000 in revenue annually





HOW WE GOT HERE

- Free-Floating Car-Share Pilot & Policy:
 - Directed by PWIC in February 2017 to develop a Pilot, and report back by Q3 2017
 - Brought forward to PWIC in September and directly to Council in January
 - Number of concerns raised at Council including:
 - Proposed Area and Time Exemptions
 - Compliance Standards
 - Monitoring & Enforcement
 - Data requirements for participants and Open Data
 - Revised Policy Developed

Revised Policy & Pilot



REVISED FREE-FLOATING CAR-SHARE POLICY & PILOT

Revised Elements

The revised pilot continues to exclude waitlisted residential permit-parking locations.

Revision

Previous



Time Exclusions

Allowed for longer than 3 hours **only**
in residential permit-parking locations

Exempt from the three-hour time limit
in **any** area



Area Exclusions

Wait-listed permit-parking locations to
be excluded – **updated semi-annually**

Wait-listed permit-parking locations to
be excluded – set at beginning of pilot



Timeframe

June 1, 2018 - 18 months

March 1, 2018 – 13 months



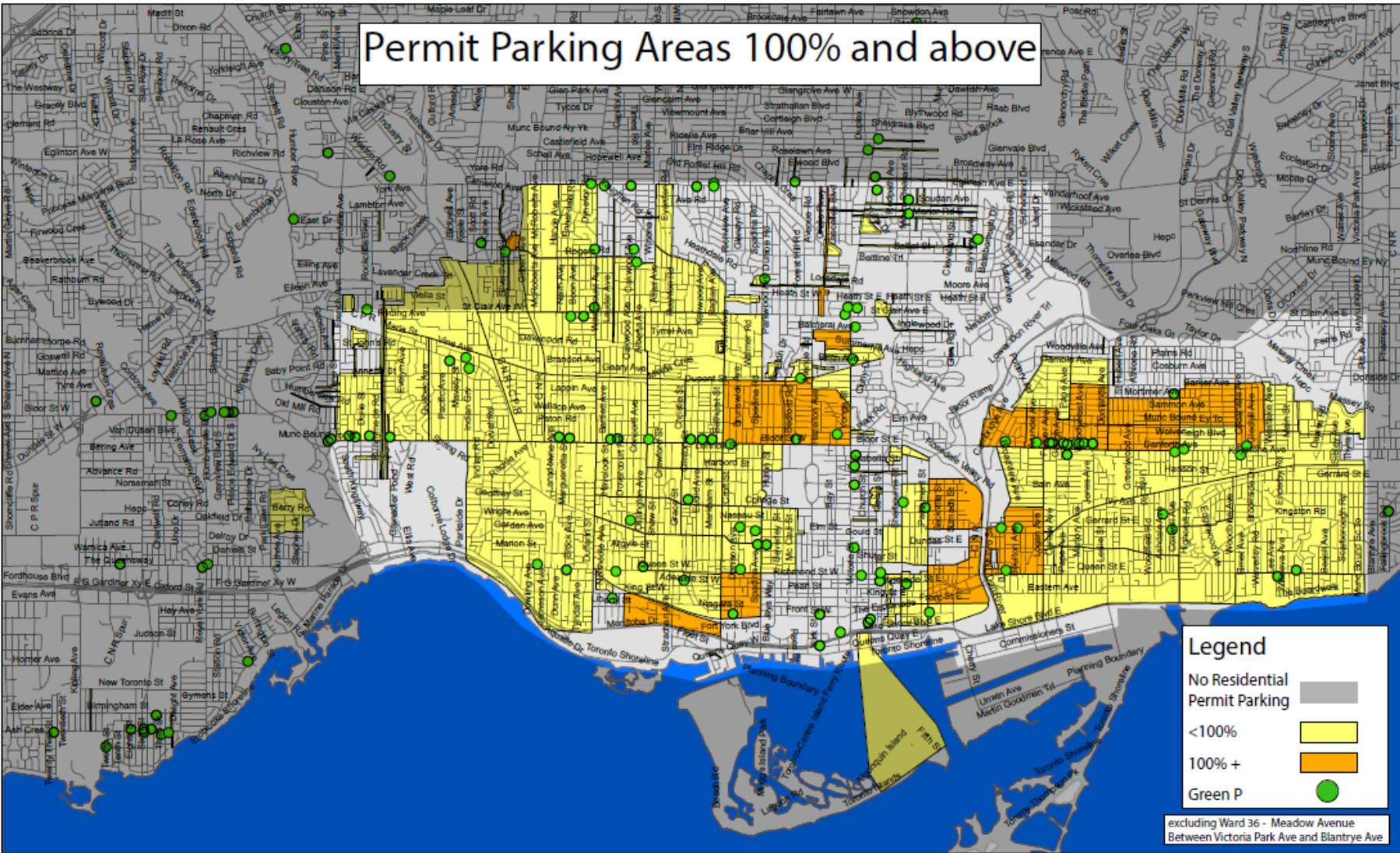
REVISED FREE-FLOATING CAR-SHARE POLICY & PILOT



Service
Area

The revised pilot continues to exclude waitlisted residential permit-parking locations through geo-fencing in the car-share company App

Waitlisted refers to 110% capacity for areas and 100% capacity for street-specific – this would exclude 7,700 parking spots



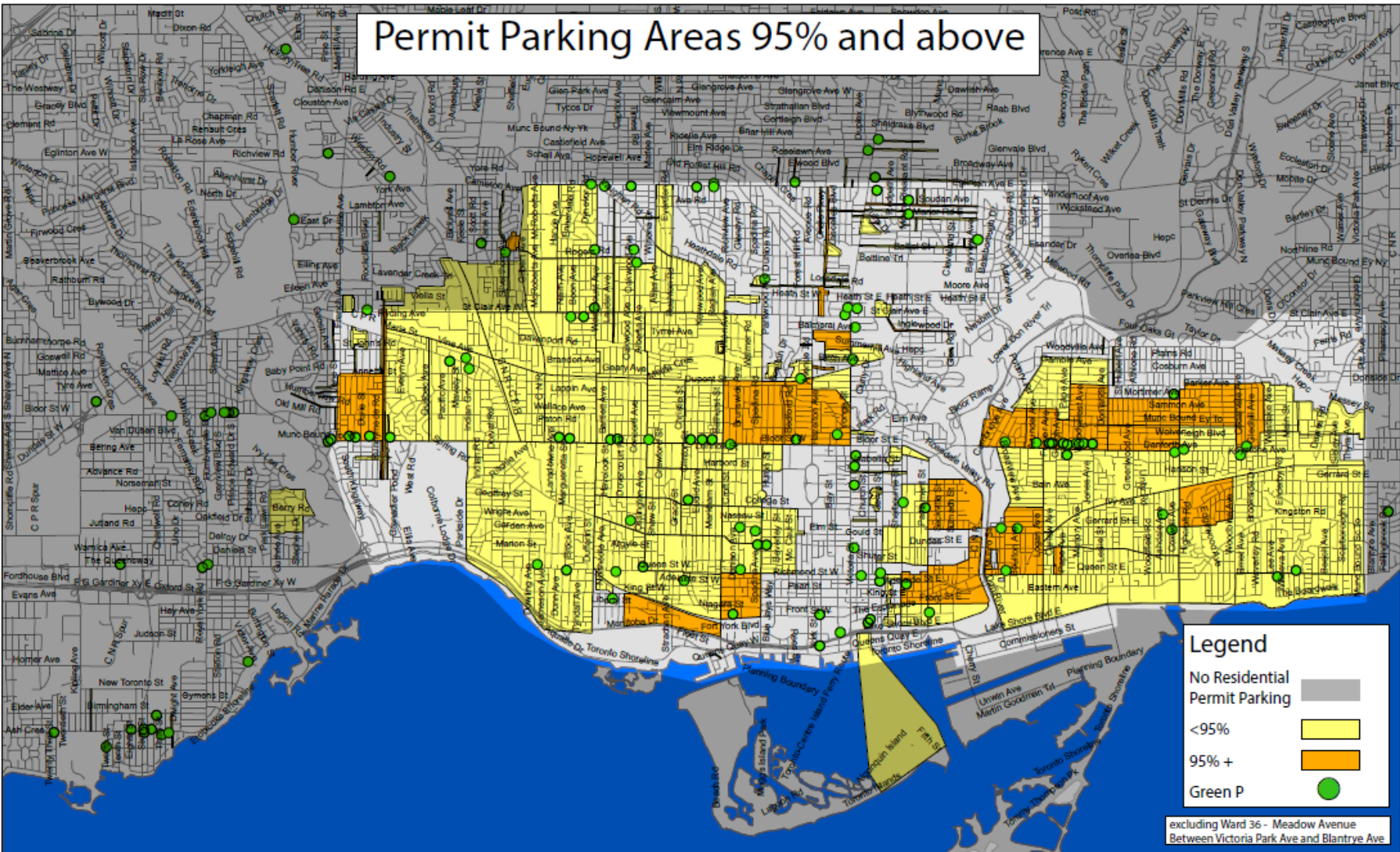


REVISED FREE-FLOATING CAR-SHARE POLICY & PILOT



Service
Area

Reducing the service area
to exclude 95% capacity or
higher would exclude
9,900 parking spots





REVISED FREE-FLOATING CAR-SHARE POLICY & PILOT

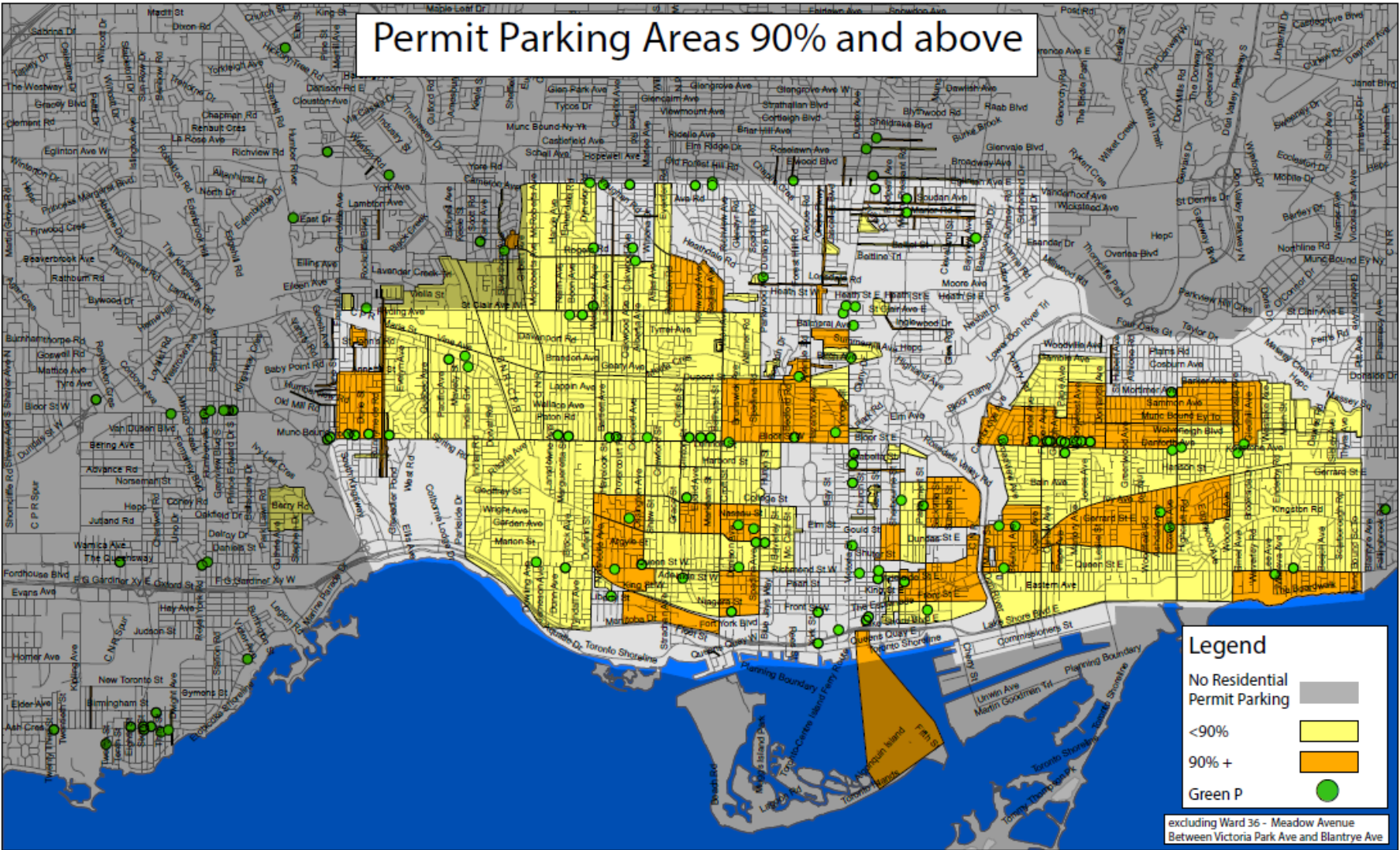


Service Area

Reducing the service area to exclude 90% capacity or higher would exclude 17,000 parking spots

This would substantially reduce the size of the service area for the pilot

Not recommended





REVISED FREE-FLOATING CAR-SHARE POLICY & PILOT

Additional Elements



Compliance Standards

Development for the pilot pertaining to permit issuance and termination



Open Data

Anonymized data made available on the City's open data catalogue, where possible



REVISED FREE-FLOATING CAR-SHARE POLICY & PILOT

Unchanged Elements



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



Enforcement

- Car-share vehicles subject to all parking regulations, unless exempt by free-floating permit
- Toronto Police Service Parking Enforcement officers enforce the Permit Parking By-law
- Clustering - more than one vehicle from the same company, within a street block, for any length of time. Required to re-distribute within two hours of receipt of notification.

Next Steps...



NEXT STEPS...



Fees

- Addition of new fee to 2018 Operating Budget for Transportation Services – would be based on current Tier 2 fee (\$1,499.02 annually plus HST in 2017). Total estimated revenue of \$1,000,000.



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

NEXT STEPS...



Ongoing Improvements to Car-Sharing Policies and Regulations

Work with City Planning, the TPA, and the car-share industry to identify additional solutions, including consideration of:

- The CPVA program;
- Car-share parking spaces on private property as part of the development approval process; and
- Car-share parking in parking lots operated by the TPA.



Report Back

- PWIC Report in Q2 2019 (12 months into pilot) to provide an interim update



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