



Adapting to Provincial Legislative changes relating to  
Passenger Directed Vehicles

Presentation to Council, October 2, 2019

# Presentation Outline

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1. Provincial Ride-hailing Overview
2. Council Approved Principles
3. Recommendation:
  - Licensing Framework
  - Street Management
4. Stakeholder Feedback



# New Provincial Legislation for Ride-hailing

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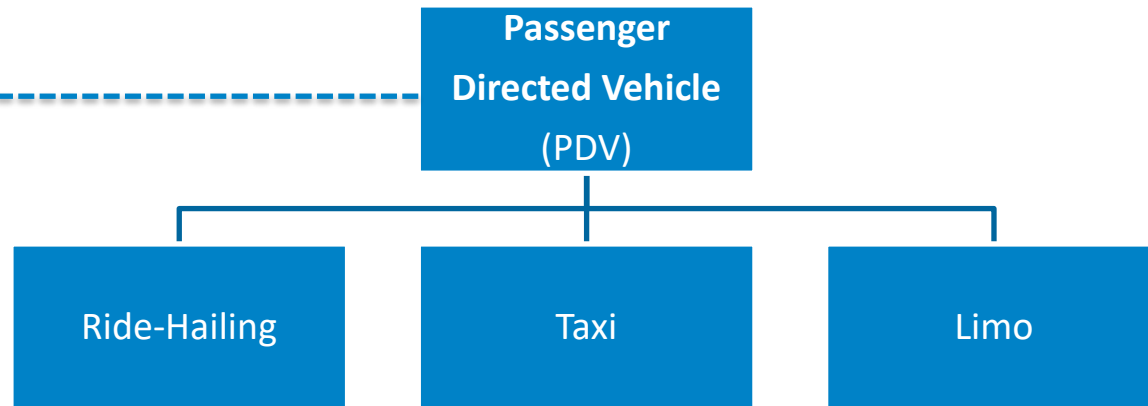


- The Province has introduced ride hailing in British Columbia and regulations are in force as of September 16, 2019
- Regulation details were released in July and August of 2019
- The Province has reduced municipal authority to regulate
- The Province has been accepting applications for ride hailing since Sept 3, 2019
  - Eleven companies have applied to operate in Region 1 (Lower Mainland, Whistler) which includes Vancouver

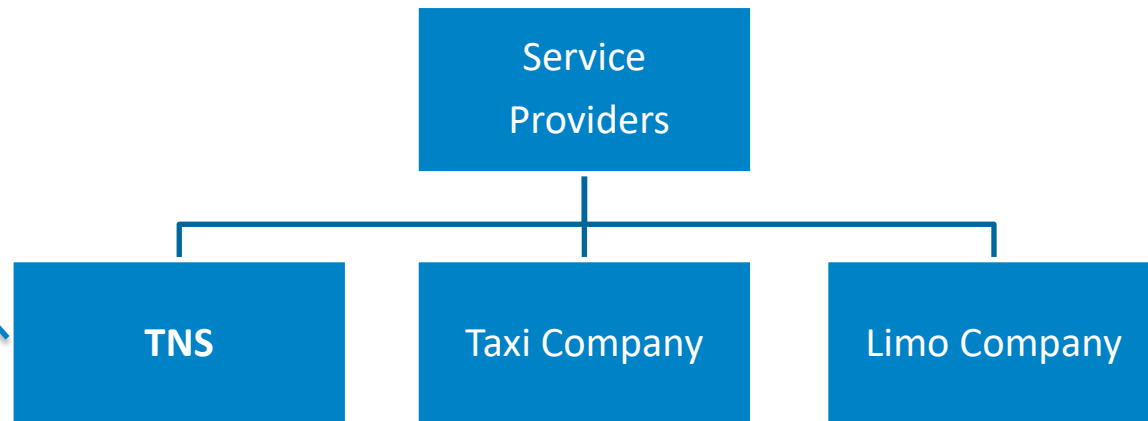


# Regulatory Definitions

**PDV** - vehicle operating to or from locations determined by or on behalf of the passengers



**Transportation Network Service (TNS)** - services connecting drivers and passengers who hail and pay through the use of an online platform





## Licensing Fee

### Ride-Hailing

- \$200 application fee & \$5,000 annual license
- \$0.30 / trip if non-accessible vehicle

### Taxi & Limousine

- \$200 application fee
- \$100 per vehicle fee annual license



## Driver Requirements

### Ride-Hailing & Taxi & Limousine

- Class 4 license
- Criminal Record Check
- Clean driving record



## Vehicle Requirements

### Ride-Hailing

- Maximum age - 10 years
- Annual Inspection
- Vehicle Identifier
- No fleet caps

### Taxi & Limousine

- No maximum age, new vehicle must be low emission
- Annual Inspection
- Vehicle Identifier
- Fleet caps



## Operating Restrictions

### Ride-Hailing

- Cash & Street hail not allowed
- Boundary – Whistler, Lower Mainland
- Min fare to match taxi \$3.35
- Dynamic/surge pricing

### Taxi

- Cash & street hail allowed
- Municipal boundaries (Vancouver)
- Provincially determined fare based on time and distance



## Audit, Enforcement, Fines

### Ride-Hailing, Taxi & Limousine

- Audit and inspection PTB function
- Maximum of \$5,000/day for drivers & \$100,000/day for unlicensed company



## Data Requirements

### Ride-Hailing & Taxi

- Data to be submitted to Province on trips and drivers
- Examples of data that will be collected:
  - Date, time, pick up location, drop off location, trip duration, trip distance

# Regulatory Authority – All PDVs

	Province	City Current authority	City Remaining authority
Vehicles - number operating in Vancouver	✓	✓	X
Vehicles - service area/operating boundary	✓	✓	X
Vehicle - standards (e.g. age, accessibility, emission standards)	✓	✓	X
Driver - chauffer permit requirements including criminal and driving record checks and training	✓	✓	X
Vehicle - safety standards and inspection requirement	✓	✓	X
Fare rates	✓	X	X
License companies and vehicles	✓	✓	✓*
Manage street use and traffic	X	✓	✓ 7

# Benefits & Challenges

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## Benefits

- Increased travel options
- Late night service
- Could reducing driving under the influence
- May support first and last mile service
- Could promote a car free lifestyle

## Challenges

- Increased congestion
- Without data, difficult to monitor and understand impacts
- Accessible vehicles – uncertain supply
- Advancing Climate Emergency Response:
  - Big move #2- 2/3 trips by active transportation and transit by 2030
  - Big move #3 - 50% vehicle kilometers travelled by Zero Emission Vehicles by 2030



# Council Approved Principles

Regional  
Co-ordination



Passenger  
Safety



Enhanced  
Accessibility



Enhanced  
Mobility



Reduced  
Carbon  
Emissions



Economic  
Viability



Affordability





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# LICENSING

## **Why license:**

- Licensing businesses is standard City practice – consistent across all business types and models
- Ride-hailing is an addition to the existing passenger directed vehicle industry
- Maintaining even playing field
- Tool to incentivize and collect information about operations
- Working towards a Inter Municipal Business Licence (IMBL)

## **Current state (taxi & limousines):**

- Company and each vehicle is licensed
- Determine the number of taxis & maximum age of the vehicles
- Issue licence plate to each vehicle
- Semi-annual inspection

# Proposed Licensing Framework – All PDV



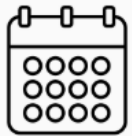
\$155 Company Business Licence + \$100 Per vehicle fee



No fee for accessible and zero emission vehicles



Require submission of data to the City on a regular basis.  
Data consistent with Provincial requirements



Monthly update of net new vehicles will be provided to the City, including type of vehicle (Accessible/Zero Emission/Other) and vehicle licence plate number



Other considerations:

- Working groups- Province, Municipalities, TransLink
- Working towards an Inter-Municipal Business Licence

# Proposed Licensing Framework

## Changes to Taxi & Limousine licensing:

<b>Current (2019)</b>	<b>Proposed (2020)</b>
Taxi \$616 per vehicle + \$151 office fee Limo \$235 per vehicle + \$151 office fee	\$100 per vehicle fee + \$155 company fee \$0 fee for accessible & zero emissions vehicle
Annual inspections & Meter testing (taxi)	No inspection
City issued licence plate + renewal decal	No plates or decals





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# STREET MANAGEMENT



## Current Tools

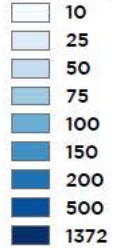
- Passenger Zones
- Rush Regulations
- Commercial laneways
- Transit Priority Lanes
- Granville Mall Regulations
- Taxi Stands
- Taxi access to transit priority lanes
- Electric Vehicle Charging Network

## High Activity/Congestion Areas

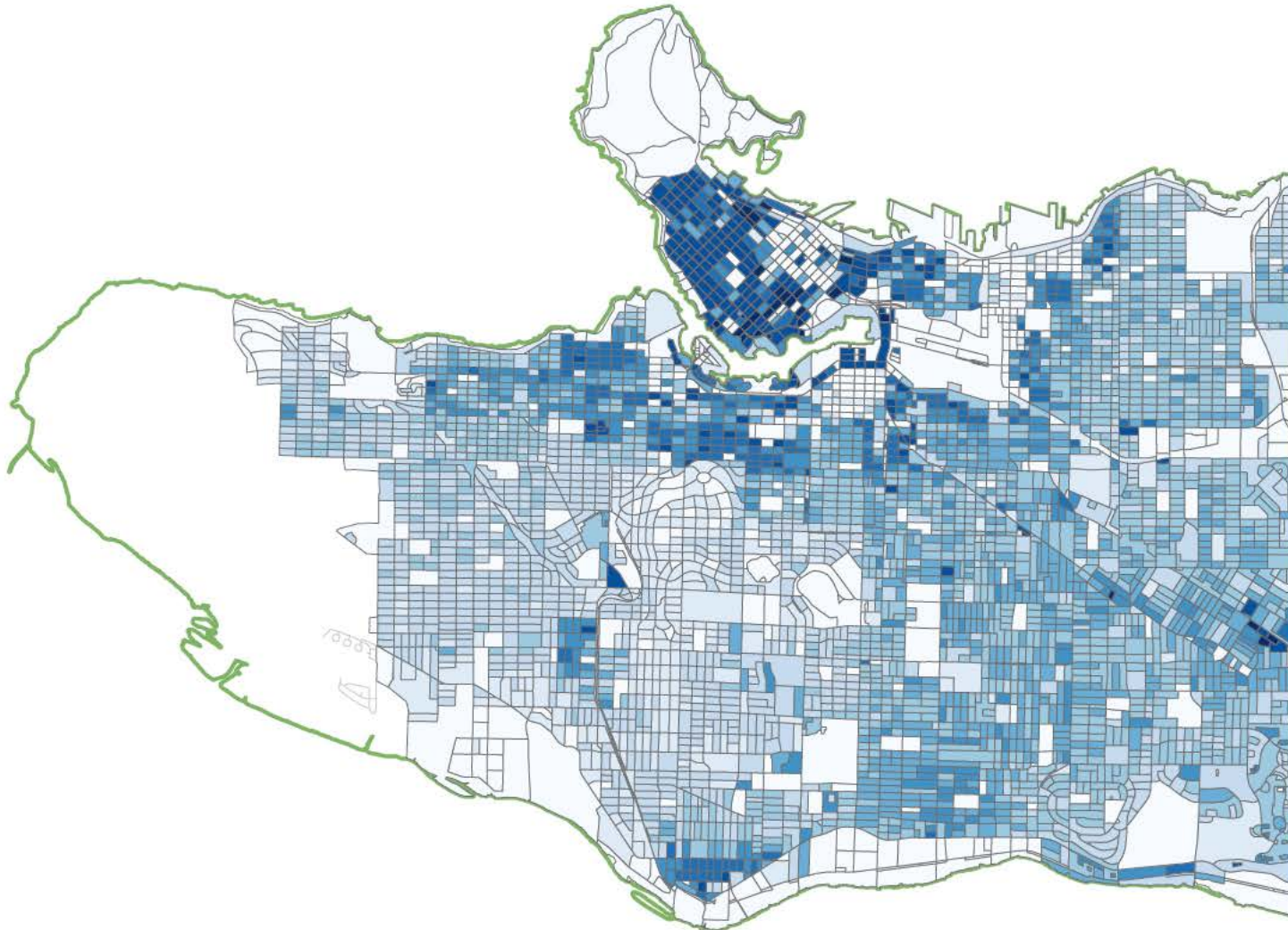
- Metro Core
- Canada Place/Cruise Ship Terminal
- Granville Entertainment District
- Stadiums
- Rapid transit stations
- Special events – fireworks, marathons, Canada etc.
- Major arterials

# Population Density - 2016

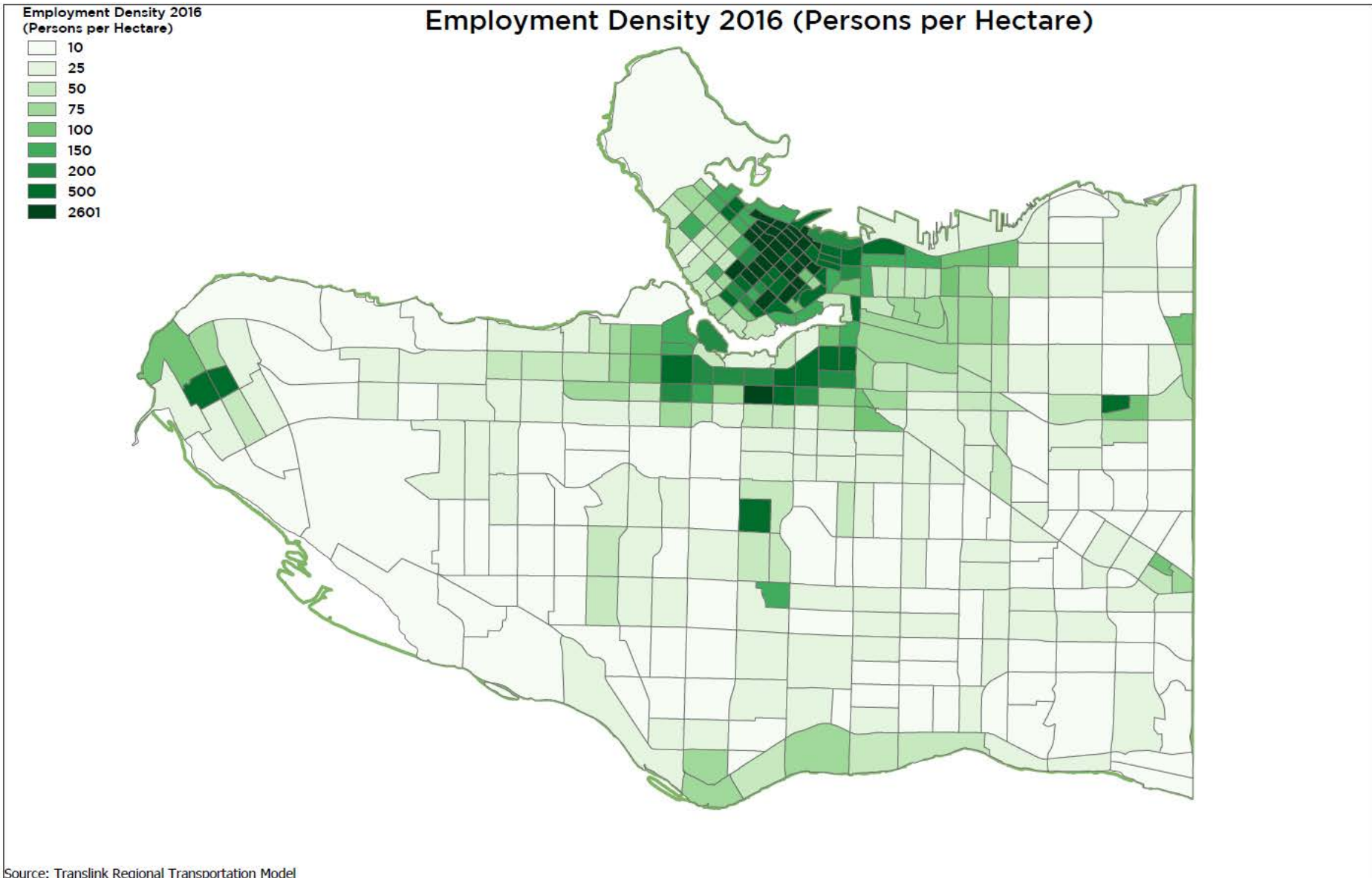
Population Density 2016  
(Persons per Hectare)



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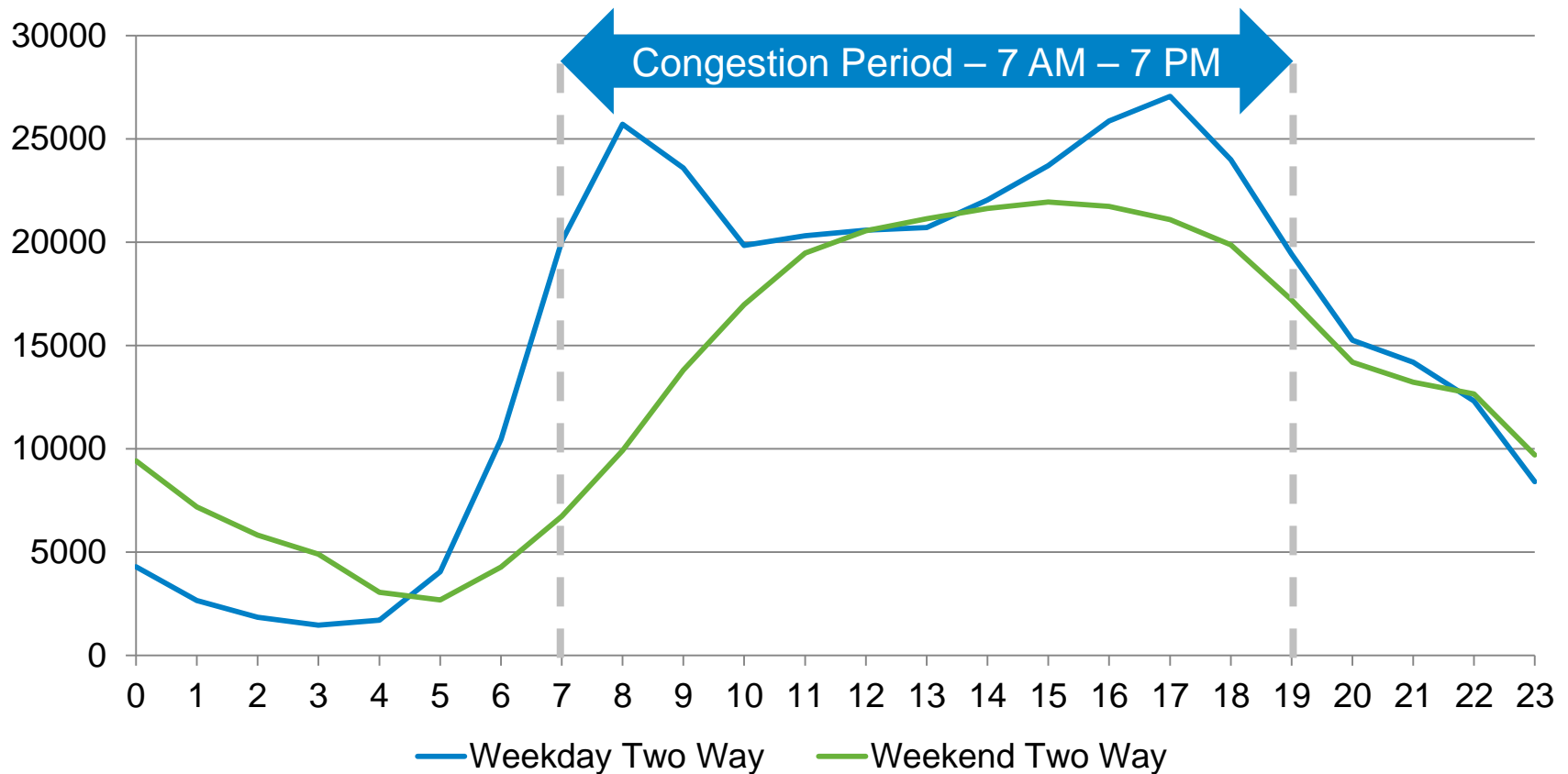


# Employment Density - 2016



# Downtown Traffic Volume

## Downtown Screenline Traffic Volumes Fall 2017



# Congestion and Curbside Management Permit

## What:

- Fee based permit required for TNS vehicles to stop on City streets in Metro Core

## Why:

- Manage street use
- Manage congestion

## Hours in Effect:

- Everyday, 7 AM to 7 PM

## Cost:

- \$0.30 per pick up
- \$0.30 per drop off

## Discount:

- 50% discount for zero emission vehicles
- 100% discount for accessible vehicles



Vancouver's Metro Core



## GEOFENCING

Optimizing pick-up and drop off through app technology  
– in specific locations and during major events



## TAXI STANDING ZONES

For taxi only

**TAXIS IN BUS LANES**  
Access for taxis only, with further review

\*Boundaries & caps remain



## PASSENGER ZONES

for all users;  
Adjust additional zones as demand increases



# By-law requiring amendment

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- Street and Traffic By-law No. 2849
- Licence By-law No. 4450
- Vehicles for Hire By-law No. 6066
- Parking Meter By-law No. 2952
- Granville Mall By-law No. 9978

## RIDE HAILING COMPANIES

- Kater
- Lyft
- TappCarr
- Uber

## TAXI & LIMOUSINE COMPANIES

- Aerocar
- Griffin
- Pearl
- Sunshine Cabs
- Vancouver Taxi Association

## *WHO WE MET WITH*

### ADVISORY COMMITTEES

- Persons with Disabilities Advisory Committee
- Transportation Advisory Committee

### INTEREST GROUPS

- Business Improvement Associations
- Rideshare Now
- Tourism Vancouver
- Vancouver Board of Trade

## RIDE HAILING COMPANIES

- Support regional licensing approach
- General preference for the CCMP as a per-trip fee integrated into the company app

## TAXI & LIMOUSINE COMPANIES

- Concerned about loss of business, congestion impacts and reduced supply of accessible vehicles
- Requested City maintains taxi-supportive street assets (such as taxi stands)

# *WHAT WE HEARD*

## ADVISORY COMMITTEES

- Concerns about impacts to mobility including safety for vulnerable road users, accessibility, congestion and increased carbon emissions
- Encourage City to explore options for increasing accessible vehicle supply and improving service

## INTEREST GROUPS

- Support ride-hailing to improve travel choice for residents, workers and visitors
- Economic viability for full and part time drivers
- Support regional coordination

# Key Dates

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Staff will report back on progress in 2020

THANK YOU