

## MOTION

### 7. Supporting Additional Transportation Options to Reduce Reliance on Vehicle Ownership (Member's Motion B.2)

At the Council meeting on January 25, 2022, Council referred the following motion to the Standing Committee on Policy and Strategic Priorities meeting on January 26, 2022, in order to hear from speakers, followed by debate and decision.

MOVED by Councillor Dominato

#### WHEREAS

1. Whether it be land use, urban design, housing, or transportation, Vancouver City Council strives at all times to respond to the needs of the city's residents and foster positive change and innovation. Our primary mission is to create a great city that cares about its people, the environment, and opportunities to live, work, and prosper;
2. On November 14, 2018, Vancouver City Council initiated a City-Wide Plan process that will guide the city to 2050 and beyond. Core considerations propelling the plan include the city's housing affordability challenges and an accelerating global climate change crisis;
3. On November 17, 2020, Council approved a Climate Emergency Action Plan that builds upon previous climate plans. The focus of the plan is to cut carbon pollution from the city's biggest local sources (i.e., vehicles at 39% and buildings at 54%);
4. The Vancouver Plan process, *Planning Vancouver Together*, has developed 10 Provisional Goals for the city based upon "a year of listening to Vancouver's hopes, fears, joys and struggles", including a goal to create complete, connected, walkable, accessible, culturally vibrant neighbourhoods where every resident can meet their daily needs without relying on private transportation;
5. Notwithstanding the goal to meet the daily needs of residents without relying on private transportation, in practical terms, not every transportation need of residents can be met by walking, cycling, or making use of transit;
6. Car-sharing networks provide a cost-effective, transportation option for residents which spreads the use of a small number of vehicles between many drivers, thereby saving on the expense of maintaining a private vehicle, as well as contributing to a more sustainable and livable city by eliminating the need to own a private vehicle. The car-sharing model offers residents access to a wide array of vehicles they can rent including electric vehicles;
7. A number of car-sharing organizations operate in Vancouver. These organizations are encouraged and supported by the City of Vancouver. Examples include Evo and Modo;<sup>i</sup>

8. In addition to car-sharing companies and organizations such as Evo and Modo, peer-to-peer car-sharing has emerged as an option for residents to consider when the need to access a vehicle arises. Unlike traditional car-sharing, peer-to-peer car-sharing – for example Turo which launched in Vancouver in June 2020 – connects private vehicle owners with those seeking to rent a specific vehicle via an online platform;
9. ICBC has embraced peer-to-peer car-sharing and offers basic blanket insurance products to companies such as Turo to cover drivers while a vehicle is being rented. The basic blanket insurance offered by ICBC provides coverage for accident benefits and \$200,000 third party liability;
10. The City’s existing policy and regulatory frameworks may not fully account for rapidly emerging car-sharing innovations and trends such as peer-to-peer car-sharing. Policy and regulatory opportunities might include:
  - Listing city owned vehicles on peer-to-peer car sharing platforms and allowing City employees to use peer-to-peer cars for business related travel;
  - Updating the Street and Traffic By-law No. 2849 to enable peer-to-peer car-share parking in “resident only” and “no parking except with permit” areas (currently applies to car-share);
  - Creating opportunities for low-carbon vehicles to park in the city (T2040 M 5.2.3) – enable parking for peer-to-peer car-sharing EVs;
  - Supporting access for peer-to-peer car-sharing at VYR, Pacific Central, and at mobility and transit centers;
  - Adding Turo and other peer-to-peer car-sharing platforms to the City’s website; and
  - Partnering on charging stations throughout the city for EVs (T2040M 5.1.3.) – affordable access to charging for peer-to-peer car-sharing EVs.

THEREFORE BE IT RESOLVED THAT Council direct staff to engage with peer-to-peer car-sharing companies and organizations, such as but not limited to Turo, and explore opportunities for encouraging peer-to-peer car-sharing through adaptation of the City’s regulatory framework;

FURTHER THAT staff report back with their findings and recommendations in Q2 2022.

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<sup>i</sup> As of September 12, 2019, Evo Car Share has an agreement in place with the City to allow its members to end their one-way car-sharing trips in metered parking spaces. As part of this

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agreement, Evo is covering the full cost of using the metered parking.

<https://vancouver.ca/streets-transportation/car-sharing-carpooling-and-ride-sharing.aspx>