Minute No. 186
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – January 13, 2022

Item No. 2 Updates on a Permanent Carshare Parking Program

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the draft amending by-law attached as Appendix A, which includes amendments to the Winnipeg Parking By-law and the Municipal By-law Enforcement Act Enabling By-law, be approved and that these amendments come into effect 30 days after enactment.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – January 13, 2022

DECISION MAKING HISTORY:

Moved by Councillor Allard,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 19, 2022, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

The following persons submitted communications:

- Philip Mikulec, Managing Director, Peg City Car Co-Op, submitted a communication dated January 7, 2022, in support of the matter
- David Grant submitted a communication dated January 18, 2022, in opposition to the matter.

STANDING COMMITTEE RECOMMENDATION:

On January 13, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

Philip Mikulec, Managing Director, Peg City Car Co-Op, submitted a communication dated January 7, 2022, in support of the matter.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – January 13, 2022

DECISION MAKING HISTORY (continued):

COUNCIL DECISION:

On June 24, 2021, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the carshare pilot project be extended for a period of one year to July 31, 2022.

2. That enforcement of section 12 of the Winnipeg Parking By-law (time-limited parking) and section 14 (paid parking) remain suspended for one additional year in the designated parking spaces located at 100 Hargrave Street (paid parking location), 200 Hanbury Street, 575 McGee Street, and 81 Roslyn Road, allowing permitted carshare vehicles to remain in their on-street reserved parking location for an unlimited amount of time with no requirement to pay for parking (where applicable), providing the following conditions are met:

    A. a pilot project parking permit has been issued by the Winnipeg Parking Authority, and

    B. all other parking regulations are adhered to.

3. That a separate report providing any updates on the success of the pilot and recommendations on the terms of a permanent carshare parking program that supports mode shift and sustainable transportation by designating on-street parking spaces for exclusive use by carshare organizations be submitted to the Standing Policy Committee on Infrastructure Renewal and Public Works in January, 2022.

4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

ADMINISTRATIVE REPORT

Title: Updates on the Success of the Carshare Parking Permit Pilot and Recommendations on the Terms of a Permanent Carshare Parking Permit Program

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
R. Topolniski	J. Berezowsky	C. Kloepfer	M. Jack

EXECUTIVE SUMMARY

Carsharing is a practice that allows multiple occasional users to access a fleet of shared vehicles on an as-needed basis, thereby reducing or completely eliminating their need for individual, privately-owned vehicles. Carsharing supports Winnipeg's Climate Action Plan by reducing greenhouse gas emissions and provides more mobility options for those who want an alternative to owning a vehicle.

In response to a request from the Peg City Car Co-op (PCCC) and the direction of the Standing Policy Committee on Infrastructure Renewal and Public Works (SPC-IRPW), the Winnipeg Parking Authority (WPA) has undertaken a pilot project to support carsharing by providing dedicated parking spaces for the exclusive use of carshare vehicles. The pilot, which includes four on-street spaces and one off-street space in a City-owned lot, has been running successfully since June 2020.

This report recommends the establishment of a permanent carshare parking permit program (with permit fee structure) that supports mode shift and sustainable transportation by designating on-street parking spaces for exclusive use by carshare organizations. Carshare vehicles parked in off-street parking spaces will continue to be managed through separate arrangements between carshare organizations and private property owners.

Should Council approve the permit fee structure proposed in this report, the average annual net cost to the City over the next five years will be approximately $32,647 per year (to be managed within existing WPA's operating budget). This figure is based on the City absorbing 75 percent of the total parking revenue loss for dedicated carshare spaces in paid parking areas, with the remaining 25 percent recouped through the carshare parking permit fees. The subsidy is meant to help encourage the use of carsharing in Winnipeg as a means of increasing mode shift and decreasing personal vehicle ownership that contributes to traffic congestion, greenhouse gas emissions, and excessively high demand for on-street parking. The estimate also accounts for the current inventory of on-street spaces allocated to PCCC during the carshare parking permit pilot, plus the additional spaces they anticipate requesting within the next five years.

To discourage drivers from parking unauthorized vehicles in spaces reserved for carshare vehicles, this report also proposes a set fine of $70 for this offence be added to the Municipal By-law Enforcement Act Enabling By-law. This would enable the WPA's parking enforcement officers to issue penalty notices for this offence in the same manner as other parking offences. The penalty would be eligible for an early payment amount of $52.50. These amounts are in line with the penalties for parking where parking is prohibited, parking in a designated bus parking space, and parking in a taxi loading area.

RECOMMENDATIONS

1. That the draft amending by-law attached as Appendix A, which includes amendments to the Winnipeg Parking By-law and the Municipal By-law Enforcement Act Enabling By-law, be approved and that these amendments come into effect 30 days after enactment.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

REASON FOR THE REPORT

At its June 24, 2021 meeting Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the carshare pilot project be extended for a period of one year to July 31, 2022.

3. That a separate report providing any updates on the success of the pilot and recommendations on the terms of a permanent carshare parking program that supports mode shift and sustainable transportation by designating on-street parking spaces for exclusive use by carshare organizations be submitted to the Standing Policy Committee on Infrastructure Renewal and Public Works in January, 2022.

Only Council has the authority to change by-laws.

IMPLICATIONS OF THE RECOMMENDATIONS

Should Council approve the permit fee structure proposed in this report, the average net cost to the City will be approximately $32,647 per year over the next five years (to be managed within existing WPA's operating budget). This figure accounts for the current inventory of on-street spaces allocated to PCCC during the carshare parking permit pilot and the additional spaces they anticipate requesting within the next five years. Please note, the cost may change based on the actual expansion of carsharing in Winnipeg as well as any amendments to the City's on-street parking rates during this period.

HISTORY/DISCUSSION

Carsharing Definition and Purpose

Carsharing is a practice that allows multiple occasional users to access a fleet of shared vehicles on an as-needed basis, thereby reducing or completely eliminating their need for individual, privately-owned vehicles. Carsharing operations can be classified as either station-based or free-floating. In a station-based model, specific parking spaces are designated for carshare vehicles; in a free-floating system, carshare vehicles are generally allowed to park at any space within a designated zone. While the Public Service may consider a free-floating system in the future, this report proposes a station-based carshare program.

Carsharing supports Winnipeg's Climate Action Plan by reducing greenhouse gas emissions and provides more mobility options for those who want an alternative to owning a vehicle. Encouraging mode shift is a key consideration in the Transportation Master Plan and the upcoming Winnipeg Parking Strategy.

Carshare Parking Permit Pilot Project

PCCC has identified parking availability as a barrier to the expanded use of carsharing in Winnipeg. Since the areas with the densest population in the city tend to be those in which parking time restrictions are in place to address the high demand for on-street spaces, PCCC struggles to find parking in the neighbourhoods where demand for their service is growing fastest. Generally, PCCC must enter into arrangements with private land owners, apartment management firms, or parking management firms to secure the required spaces. However, off-street options on private property are not always available in the most desirable locations. The carshare pilot project was designed to accommodate PCCC's need for parking throughout the city by providing designated on-street spaces in locations where off-street spaces are not available and carshare membership is high.

Timeline & Terms

In response to a request from the PCCC and a November 4, 2019 motion from SPC-IRPW, the WPA proposed a one-year pilot project to support carsharing. On March 20, 2020, Council approved the proposal and directed that the pilot be implemented within two months. Council also directed the Public Service to report back on the results of the pilot upon its completion.

On May 6, 2020, Council directed the Public Service to delay the implementation of the pilot project due to COVID-19, until social distancing restrictions within the City of Winnipeg were drastically reduced or removed. On June 26, 2020, at the request of PCCC, Council directed the Public Service to carry on with implementing the one-year carshare parking pilot, following the Province's lifting of several public health restrictions. The pilot project began on August 1, 2020. PCCC was the only carshare organization participating in the pilot, as no other carshare companies or co-operatives expressed interest at that time. On June 24, 2021, Council agreed with the Public Service's recommendation to extend the pilot project by one year in order to allow for additional benchmarking and data collection outside the period during which major public health restrictions related to COVID-19 were in effect.

Council originally approved six on-street spaces and one off-street space for use during the pilot. However, only four on-street spaces and one off-street space were ultimately designated for exclusive use by PCCC. Designated carshare parking spaces are located at the following addresses:

- 100 Hargrave Street (on-street, paid parking location)
- 200 Hanbury Street (on-street)
- 575 McGee Street (on-street)
- 81 Roslyn Road (on-street)
- 625 Osborne Street (off-street)

Throughout the pilot, PCCC carshare vehicles had exclusive use of designated on-street spaces. Enforcement of authorized PPCC vehicles was suspended so they could remain in these reserved on-street parking locations for an unlimited time with no requirement to pay for hourly parking. As there was no approved regulatory sign to designate on-street parking spaces for carshare vehicles, the pilot project operated with a temporary carshare sign and temporary 'no stopping' signage.



Figure 1: Carshare Signage

Under the pilot project, PCCC paid an annual fee of $100 for the Use-of-Street permit, plus a one-time fee for installing the required signage. PCCC was also charged a separate, annual per-vehicle parking permit administrative fee of $25 for spaces in non-paid parking areas and $100 for spaces in paid parking areas. Use-of-Street permits were valid for all designated on-street spaces while the individual parking permits were valid only in the specific location where the co-op vehicle was assigned.

Carshare Parking Permit Pilot Results

Over a sixteen-month timeframe, from August 1, 2020, to November 30, 2021, PCCC vehicles included in the pilot:

- Made 3,865 trips.
- Were used for 17,763 hours.
- Travelled 120,659 km.

While PCCC did experience reduced demand early in the pandemic, their bookings from October 2020 to September 2021 were slightly higher than anticipated for the year. Notwithstanding COVID-19's impact, the pilot provides a useful dataset to inform decisions regarding the City's ongoing support for carsharing in Winnipeg.

Internal research sourced by PCCC indicates carsharing reduces congestion by eliminating as many as 15 personal vehicles per carshare vehicle. Varying degrees of benefits are cited from other organizations in terms of the number of vehicles one carshare vehicle can replace, but the consensus is that there are tangible reductions in greenhouse gas emissions resulting from carsharing.

Details of all metrics tracked by location from August 1, 2020, to November 30, 2021, are as follows:

Location	Total Bookings	Hours Booked	Distance (km)	Tickets Issued
575 McGee Street	**640**	**2764**	**20,732**	**1**
200 Hanbury Street	**552**	**3,566**	**24,549**	**3**
625 Osborne Street (Fort Rouge Centre)	**595**	**3,574**	**22,619**	**-**
81 Roslyn Road	**936**	**3,995**	**24,761**	**80**
100 Hargrave Street	**1,142**	**3,864**	**27,998**	**14**
Total	**3,865**	**17,763**	**120,659**	**98**

*Please note: 'Ticket Issued' includes both warning tickets and penalty notices with monetary fines attached.

Throughout the pilot, four cars at on-street locations served more than 400 members. The largest number of bookings were made through the Roslyn Road and Hargrave Street locations. These two areas have the highest user density of PCCC members.

In terms of compliance, most locations have had no major issues. However, throughout the pilot, unauthorized vehicles have occasionally parked in spaces reserved for PCCC. In those instances, a warning ticket is issued for the first offence and a brochure describing the parking restrictions and reason for the reserved space is left on the vehicle's windshield. If the same vehicle parked in the reserved space a second time, a penalty notice is issued. Ninety-eight tickets have been issued so far, 62 of which were warnings with no fine attached. Of the 98 tickets issued, 80 were given at the Roslyn Road location. This is most likely because the Roslyn Road location has less on-street parking available than the other locations in the pilot, so there is added incentive for unauthorized parkers to use the designated carshare space

improperly. There is signage in place designating the spaces as reserved for carsharing and the WPA distributed Parksmart brochures at the onset of the pilot to help educate motorists about the terms of the pilot and locations that were reserved for carsharing vehicles.

The WPA has received only two complaints through 311, both of which were at the onset of the pilot and pertained to concerns around dedicated reserved spaces for carshare vehicles in areas that already had limited parking availability. This suggests that reserving the on-street spaces for carshare vehicles did not have a significant impact on other users of the curbside space. While the higher volume of tickets issued at the Roslyn Road location may be seen as an indication that a dedicated carshare space located here on a permanent basis would adversely impact the ability of motorists to access on-street parking, it also suggests that the presence of a carshare vehicle could be particularly beneficial if it does indeed reduce the total number of vehicles on the road in the area.

Key takeaways from the pilot are as follows:

- Carsharing is one tool that can be used to improve parking availability in areas with high parking demands by allowing multiple local residents to share one vehicle.
- Working with carshare organizations to select locations for reserved parking spaces maximizes the use of the carshare vehicles while balancing the needs of other users of the curb space.
- Public and stakeholder communications should occur prior to the launch of any new dedicated spaces so that the public is well aware of their locations and the purpose of reserving parking for carshares.
- A cost structure for on-street carshare permits should balance supporting this sustainable transportation mode with some level of cost recovery, and take into consideration what other Canadian municipalities charge for this service.
- Annual reporting on the usage of carshare spaces should take place to ensure the spaces are being used for their intended purpose.
- Regular reviews of ticket issuance in carshare spaces should be conducted to identify whether further public communications need to be implemented to raise awareness of the spaces or whether some other compliance measure is required.

Overall, the pilot is considered a success. Carshare members were able to make use of carshare vehicles, supporting mode shift and sustainable transportation. Sufficient trips were taken to understand some of the potential impacts on other users with larger scale expansion of carsharing in Winnipeg.

Proposed Framework for Long-term Carshare Parking Permit Program

PCCC is the only carshare organization operating in Winnipeg. PCCC's long-term vision for carsharing in Winnipeg, including considerations for an on-street parking regulatory framework, is attached as Appendix B and was taken into consideration when developing the carshare permit program for Winnipeg. Leading up to 2020, PCCC was growing at a rate of 30 percent each year and, in 2020, membership increased by 50 percent. By 2022, PCCC expects to grow their fleet of vehicles and increase their member base from 1,900 to 3,250-3,500. With this level of expansion, PCCC has expressed interest in having further on-street spaces reserved for carsharing, as the organization has identified parking availability on city streets as a barrier to

carshare growth in Winnipeg. Based on the results of the pilot project, this report recommends the establishment of a permanent carshare parking permit program.

Amendments to the Winnipeg Parking By-law

In order to establish a new class of on-street parking permits for carshare vehicles, this report proposes adding the following items to the Winnipeg Parking By-law:

1. Definitions for 'carshare vehicle' and 'carshare organization' to Part 1.
2. A prohibition against any vehicle other than a carshare vehicle with a valid permit parking in a designated carshare parking space.
3. A clause empowering the General Manager of the WPA to issue a permit exempting a carshare vehicle from on-street parking time limits and payment requirements.
4. A clause limiting the scope of that exemption to specific areas and times.

A draft amending by-law is attached as Appendix A.
Selection and Allocation of On-Street Parking Spaces

The selection of locations for dedicated on-street carshare spaces will be based on demand. Carshare organizations will be asked to submit requests for additional spaces to the WPA, with their preferred locations indicated. The WPA will review the traffic regulations in place for that space to determine whether or not they can be safely waived to accommodate 24-hour parking for the carshare vehicle. In the event that a regulation is in place which cannot be waived (e.g. a dedicated accessible space, rush-hour no-stop, etc.), the WPA will work with the carshare organization to find the closest available alternative. Preference will be given to spaces at the corner of a block, in order to maximize the convenience of access for the widest possible user base and minimize the impact on area residents by avoiding additional restrictions on spaces directly in front of building entrances, between loading zones, etc.

Once the WPA and the applicant have agreed on an appropriate location for a designated carshare space, the WPA will consult with anyone whose property has a frontage directly adjacent to the space. Subsequent communications, including a letter with background information on carsharing and the details of the permit program, will be sent to other property owners who may be impacted (e.g. those on the same block as the proposed dedicated carshare parking space). These individuals will also receive a survey package giving them an opportunity to voice any concerns or objections. The WPA will consider any feedback from the surveys and notification letters, but neither will be binding on the final decision.

At this time, the WPA is not proposing any specific cap on the number of carshare spaces for which a carshare organization may apply. Given the fact that each space will be tied to a specific licence plate, it is unlikely that an organization would apply for a new space unless there was already sufficient demand from local users to warrant the purchase of a new vehicle.

Permit Fees

This report proposes a three-tiered fee system for carshare parking permits (GST will be added to the fees noted below):

1. A Tier 1 permit will be valid at a designated on-street space located in a non-paid parking area. The annual cost for a Tier 1 permit will be $25. There will also be a one-time $25 fee charged for the initial permit application (these amounts are consistent with other WPA parking permit fees).
2. A Tier 2 permit will be valid at a designated on-street space in a low-demand paid parking area. The annual cost of a Tier 2 permit will be $1,341.95. This amount includes 25 percent of the revenue that would normally be generated by a low-demand paid parking space ($1,316.95) plus a $25 permit fee. There will also be a one-time $25 fee charged for the initial permit application.
3. A Tier 3 permit will be valid at a designated on-street space in a high-demand paid parking area. The annual cost of a Tier 3 permit will be $2,207.75. This amount includes 25 percent of the revenue that would normally be generated by a high-demand paid parking space ($2,182.75) plus a $25 permit fee. There will also be a one-time $25 fee charged for the initial permit application.

Toronto and Calgary both use the same type of tiered permitting system. Toronto's annual permit fees range from $884 to $5,490, while Calgary's begin at $450 and top out at $1,440. Montreal employs a different model in which carshare operators may purchase a permit to park in areas normally reserved for local residents. They have also undertaken a pilot that allows carshare users finishing their trips in designated paid parking areas to leave their vehicles for a flat rate of $5. The City of Victoria offers a single-tiered permit for $2,000 annually while Halifax charges a flat rate of $40 per vehicle for an annual permit as a means of encouraging mode shift. This report proposes permit costs ranging from $25 to $2,316.90.

In the event that on-street parking fees are changed, the fees for Tier 2 and Tier 3 permits will be adjusted accordingly for subsequent years. The subsidy provided through the discounted amounts for Tier 2 and Tier 3 permits is meant to help encourage the use of carsharing in Winnipeg as a means of increasing mode shift and decreasing personal vehicle ownership that contributes to traffic congestion, greenhouse gas emissions, and excessively high demand for on-street parking. A map indicating the areas where low-demand and high-demand parking prices are in effect is attached as Appendix C.

As an interim measure, any carshare organization wishing to secure designated on-street spaces will also need to purchase a $100 use-of-streets permit issued by the Public Works Department. In keeping with the terms of the pilot project, this permit will be valid for all of a carshare organization's designated spaces. Once the carshare parking permit class is added to the Winnipeg Parking By-law and the new signage for designated carshare spaces has been approved by the Province of Manitoba, this annual fee will be replaced by a one-time signage installation fee.

Permits will be valid from January 1 to December 31 each year. Permit fees in the first year will be prorated from the date of issuance to December 31 and any fees paid during the pilot will be applied to the carshare organization's account.

Terms & Conditions

At the time of the initial application for its first carshare parking permit, and once per year thereafter, a carshare organization shall be required to provide the WPA with any documentation required to confirm it still meets the criteria for a carshare organization, as laid out in the attached draft amending by-law. Specifically, the by-law would require that a carshare organization be "a legal entity, approved by the City, whose business includes providing its members with exclusive access to a fleet of not less than ten dedicated carshare vehicles which may be booked for a fee on an hourly basis through an online platform."

In the event that a dedicated carshare parking space is rendered unusable by another temporary but long-term parking prohibition (e.g. a use-of-streets permit issued for a construction project), the WPA will work with the carshare organization to find the nearest suitable on-street alternative. The City will bear any costs associated with relocating the space (i.e. signage relocation costs). For short- and medium-term prohibitions such as parking bans for snow-clearing and street-cleaning operations, the carshare organization shall be responsible for finding another location to park the vehicle. However, in these cases, the WPA may agree to extend the exemption from time limits and paid parking that would normally apply in the designated space so that the vehicle can remain in an alternate on-street location.

These terms and conditions may be amended by the General Manager of the WPA from time to time, as required to ensure the effective administration of the carshare parking permit program.

Signage

Any traffic control devices posted on City streets must be approved by the Province of Manitoba. The interim signs employed during the pilot will remain in use until the Province approves a permanent design. Pending Council's enactment of the draft amending by-law attached as Appendix A, the Public Service will make an application to the Province for approval of a new regulatory sign to indicate that a parking space is reserved for exclusive use by a carshare vehicle holding a valid permit from the City. The proposed sign design is attached as Appendix D to this report. Once approved, each of these regulatory signs will be accompanied by informational signs bearing the logo of the carshare organization that owns the vehicle assigned to a given space. The carshare organization logo signs will be mounted on the same post, below the approved regulatory signs. Signage installation costs will be added as a one-time fee.

Enforcement

To discourage drivers from parking unauthorized vehicles in spaces reserved for carshare vehicles, this report proposes a set fine of $70 for this offence be added to the Municipal By-law Enforcement Act Enabling By-law (Appendix A). This would enable the WPA's parking enforcement officers to issue penalty notices for this offence in the same manner as other parking offences. The penalty would be eligible for an early payment amount of $52.50. These amounts are in line with the penalties for parking where parking is prohibited, parking in a designated bus parking space, and parking in a taxi loading area.

FINANCIAL IMPACT

Financial Impact Statement

Date: December 13, 2021

Project Name:

First Year of Program

Updates on the Success of the Carshare Parking Permit Pilot and Recommendations on the Terms of a Permanent Carshare Parking Permit Program

	2022	2023	2024	2025	2026
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs/Lost Revenues	$ 15,749	$ 26,248	$ 36,747	$ 47,246	$ 57,745
Less: Incremental Revenue/Recovery	5,000	4,500	4,000	3,500	3,500
Net Cost/(Benefit)	$ 10,749	$ 21,748	$ 32,747	$ 43,746	$ 54,245
Less: Existing Budget Amounts	10,749	21,748	32,747	43,746	54,245
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional comments: Lost revenue above represents revenue lost due to the City subsidizing 75 percent of revenue normally received from on-street parking spots that would be now occupied by carshare vehicles. Remaining 25 percent is recouped through carshare permit sales. It is anticipated that number of carshare spots will increase each year. Numbers are net of GST.

Incremental revenue represents estimated revenue from proposed fine meant to discourage unauthorized parkers from using spaces reserved for carshare. It is anticipated that overtime compliance with new carshare designated spots will increase resulting in reduction of fine revenue. Above net costs will be managed within existing WPA's operating budget.

original signed

Lioubov Gavrilova-Crozier, CPA, CA
Manager of Finance, WPA

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services (as to legal issues)
- Public Works Department - Transportation Division

OURWINNIPEG POLICY ALIGNMENT

Developing a long-term carshare permit program will support the following objectives under OurWinnipeg Key Directions 01-1b:

- Create a safe, efficient and equitable transportation system for people, goods and services.
- Create a transportation system that supports active, accessible and healthy lifestyle options.
- Dynamically integrate transportation with land use.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

The recommendations in this report support the following strategic opportunities in Winnipeg's Climate Action Plan that relate to the carshare industry:

- Strategic opportunity #1 includes direction to create a corporate culture that values climate action and acknowledges City leadership in climate action is essential to creating momentum for broad uptake and action in the community. The recommendations in this report position City staff taking the initiative to bridge corporate and community climate leadership to jointly work on solutions.
- Strategic opportunity #2 states that amplifying and aligning the knowledge and efforts of community organizations and citizens can help to generate additional momentum for climate action.
- Strategic opportunity #3 aims to advance sustainable transportation and shift to zero emissions vehicles, including access to mobility options.

Winnipeg's Climate Action Plan also cites the following actions that align with initiatives such as Peg City Car Co-op:

- "Explore a partnership between carshares, other transportation providers and Winnipeg Transit to help incentivize both modes of transportation" (Action 3.1.4).
- "Develop and implement a strategy to empower and celebrate community-led climate action successes by advising on funding opportunities, technical expertise and facilitating organization/industry/government linkages" (Action 2.3.1).

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

The recommendations in this report support the following goals and objectives of Winnipeg's Poverty Reduction Strategy:

- Goal 5, Objective A: The affordability and accessibility of transportation and transit service is increased.
- Goal 5, Objective C: Increase collaboration with community partners improves access to safe and secure transportation by all residents.

Providing dedicated on-street spaces for carsharing vehicles in some of the City's most densely-populated neighbourhoods will offer many residents an affordable alternative to personal vehicle ownership. This will be of particular value for those essential trips that are not easily supported by public transit or active transportation.

SUBMITTED BY

Department: Public Works
Division: Winnipeg Parking Authority
Prepared by: D. Locke/A. Williams/R. Maxwell
Date: December 13, 2021
File No: WPA-021-2021

Attachments:
Appendix A - Winnipeg Parking By-law Draft Amending By-law

Appendix B - PCCC Submission: Considerations for On-Street Parking Regulatory Framework

Appendix C - Map of Low-Demand and High-Demand Parking Areas

Appendix D - Carshare Parking Space Regulatory Sign Design