

**City of Kelowna
Regular Council Meeting
AGENDA**



Monday, January 15, 2018

9:00 am

Knox Mountain Meeting Room (#4A)

City Hall, 1435 Water Street

Pages

1. Call to Order

2. Confirmation of Minutes

3 - 4

Regular AM Meeting - January 8, 2018

3. Reports

3.1 Provincial Consultation on Ride-Hailing Policy

15 m

5 - 7

To receive Council endorsement on feedback to be provided to the Provincial Governments call for consultation on policy development for Ride-hailing services and Transportation Network Companies in BC.

**3.2 Infrastructure Operations Department Manager, re:
Verbal Report - Snow Clearing Update**

15 m

4. Resolution Closing the Meeting to the Public

THAT this meeting be closed to the public pursuant to Section 90(1) (c), (e) (f) of the Community Charter for Council to deal with matters relating to the following:

- Employee Relations
- Acquisition, Disposition or Expropriation of Land or Improvements
- Law Enforcement

5. Adjourn to Closed Session

6. Reconvene to Open Session

7. Issues Arising from Correspondence & Community Concerns

7.1 Mayor Basran, re: Issues Arising from Correspondence

30 m

8. Termination



City of Kelowna Regular Council Meeting Minutes

Date: Monday, January 8, 2018
 Location: Knox Mountain Meeting Room (#4A)
 City Hall, 1435 Water Street

Members Present Deputy Mayor Tracy Gray, Councillors, Ryan Donn, Charlie Hodge, Gail Given, Brad Sieben and Mohini Singh

Members Absent Mayor Colin Basran, Councillors Maxine DeHart and Luke Stack

Staff Present City Manager, Ron Mattiussi; City Clerk, Stephen Fleming, Divisional Director, Infrastructure, Alan Newcombe*; Integrated Transportation Department Manager, Rafael Villarreal*; Policy & Planning Department Manager, Danielle Noble-Brandt*

(* Denotes partial attendance)

1. Call to Order

Deputy Mayor Gray called the meeting to order at 11:00 a.m.

2. Confirmation of Minutes

Moved By Councillor Donn/Seconded By Councillor Singh

R001/18/01/08 THAT the Minutes of the Regular AM Meeting of December 11, 2017 be confirmed as circulated

Carried

3. Resolution Closing the Meeting to the Public

Moved By Councillor Donn/Seconded By Councillor Sieben

R002/18/01/08 THAT this meeting be closed to the public pursuant to Section 90(1) (g) of the Community Charter for Council to deal with matters relating to the following:

- Potential Litigation

Carried

4. Adjourn to Closed Session

The meeting adjourned to a closed session at 11:02 a.m.

5. Reconvene to Open Session

The meeting reconvened to an open session at 11:11 a.m.

6. Issues Arising from Correspondence & Community Concerns

6.1 Deputy Mayor Gray, re: B.C. Select Standing Committee on Crown Corporations – Ride-Hailing

Deputy Mayor Gray:

- Made reference to an invitation from BC Select Standing Committee on Crown Corporations - Ride-Hailing and Mayor Basran's three key points.
- Would like to see municipalities have the authority to locally regulate.

Staff:

- Made comments on Policy recommendations based on staff research to date.
- Made reference to Provincial authorities that would be applicable throughout B.C. and to City authorities such as Chauffeur Permit and business licensing; the Province is looking for input on BC wide regulations.

Moved By Councillor Donn/Seconded By Councillor Sieben

R003/18/01/08 THAT Council participate in the B.C. Legislative Assembly consultation process and direct staff to draft a letter of support for ride-hailing in B.C.;

AND THAT staff report back to Council at the January 15, 2018 AM Meeting.

Carried

6.2 Councillor Donn, re: Snow Removal

Councillor Donn:

- Asked for an update on snow removal efforts over the holidays.

City Manager:

- Provided comments on recent snow removal efforts.
- Will have staff report back to Council on snow removal efforts.

6.3 Councillor Sieben, re: BC Housing Shelter Updater – Leon Avenue

Councillor Sieben:

- Referenced earlier memo from Divisional Director, Corporate and Protective Services.
- Would like another update on any issues.

City Manager:

- Will have staff provide an update at a future meeting.

7. Termination

The meeting was declared terminated at 12:02 p.m.

Deputy Mayor Gray

/sf/acm


City Clerk



January 15, 2018

Select Standing Committee on Crown Corporations
c/o Parliamentary Committees Office
Room 224, Parliament Buildings
Victoria, BC V8V 1X4

Dear Sir or Madam,

Please accept the City of Kelowna Council 's feedback for the Select Standing Committee on Crown Corporations inquiry into ride-hailing.

The City of Kelowna supports the introduction of Transportation Network Companies (TNC) that facilitate car sharing, as it aligns with the City's goals to reduce car dependency, prepares the City for new mobility and technology change in transportation, reduces the need for parking, and increases mobility options for residents.

In our preliminary work to understand the impact of TNC such as Uber and Lyft, the City of Kelowna examined the ways other municipalities are permitting this new service for their citizens. Some are experimenting by using TNC service as a supplement or replacement to transit in areas where the built environment doesn't support efficient transit service. These experiments have little bearing on larger cities, but mid-size and small cities have potential to deliver more transportation freedom for similar or lower cost than the traditional fixed-route/fixed-schedule transit models. We expect these opportunities to enable us to address transportation challenges that will grow in the future.

Many TNC feature lower costs, convenience and increased user safety. Companies that don't work to deliver safe, convenient and affordable service will fail in a competitive marketplace. Many of the elements for consideration in the provincial government's TNC/ride-hailing legislation consultation have the potential for the market to self-regulate. In the future, we expect a diverse number of competitors to emerge. Because of this, the City of Kelowna believes regulations shouldn't focus on regulating the biggest current players, Uber and Lyft. Instead, the focus should be broad, considering the larger ride-hailing market and all offerings of rides through mobile devices.

For each trip, TNCs record time, location, route, car, and the name of both passenger and driver. They do this with no effort on the part of the customer. The trip record is a powerful tool to guarantee safety. Some studies have found that TNCs increase vehicle kilometres travelled which is a rough measure of pressure on our road network. Those studies don't account for a household's ability to live a car-light or car-free lifestyle.



With lower cost and increased reliability, ride-hailing becomes a viable transportation option for residents to supplement that lifestyle. Those who don't own a car or share cars among their household can delay or eliminate a purchase of another one. This has the potential to lower pressure on our transportation network. Unfortunately, this has not been integrated into many studies on the subject.

Small and mid-sized cities with fewer dependable transportation options will likely see significantly more impact with the introduction of TNC as a mobility option compared to larger cities. It is imperative that their feedback is incorporated.

TNCs are a different offering than traditional taxi service. This offering should not be merged into existing regulations, as they require unique consideration. While TNC and taxis are different services that need to be regulated differently, there should be a focus on ensuring a level playing field is maintained for both offerings to compete.

As such, the City of Kelowna asks these specific items be taken into account for policy consideration:

Criminal/Vulnerable sector checks – The *Criminal Records Review Act* doesn't stipulate taxi drivers as employment that requires a criminal record check. TNC's should be treated similarly with municipalities having the discretion to apply additional regulations through specific bylaws.

Cameras – Cameras in taxis in some cities work as a safety tool for both driver and passengers. TNCs replicate this safety feature by recording time, location, route, car, and the name of both passenger and driver for each trip. We believe this system is more robust than safety features in taxis today. Safety must be a major consideration in any policy creation.

Limiting numbers of drivers – In the past, jurisdictions often chose to limit taxi licenses to ensure every taxi driver/owner was able to make a living with the fares available to them. Unfortunately, taxi demand is not static throughout a day. Demand spikes at specific times. Limiting the number of vehicles available for hire has the effect of the taxi system being unable to meet the demand when residents need them the most. Limiting the number of drivers is not advisable to achieve a dependable and reliable service. This is especially critical with respect to late evening service and options to prevent drinking and driving.

App features – The City of Kelowna believes regulating the features provided within ride-hailing applications is unnecessary. The market will innovate without government telling them how, as operators will want to provide features that their users value to retain customers in a competitive landscape.

Street hails and taxi stands –The City of Kelowna believes TNCs should not be permitted to pick up from taxi stands or accept street hails without a prior digital connection.

A key benefit of TNCs is the amount of detail created through trip records which provides a level of safety rivaling what the taxi industry delivers today. Enabling a TNC driver to perform street hails is not advisable because that digital connection is never established to generate robust trip records.



Drop off and pick up conflicts – Service vehicles sometimes illegally block bike, bus and traffic lanes. Ride-hailing areas (shared service areas) need to be considered prior to the introduction of ride-hailing.

Small and mid-sized community issues – TNC service is most helpful in smaller and mid-sized communities where dependable public transportation options are less developed. There is future opportunity to complement or deliver public transportation services in some areas in a more responsive and efficient way through special application of TNCs. Policy creation must not limit the ability of TNCs to enter the traditional transit field.

Consideration for all abilities - Transportation needs to be inclusive and consider the transportation requirements for all segments of our population, which may include the provision of specialized vehicles for mobility-challenged residents. TNCs in other jurisdictions e.g., Toronto, provide accessible service for the differently abled. The City of Kelowna would like this to be required in BC.

Data collection – All TNCs should be required to share data with their host municipalities.

Costs and funding for municipalities – If there is a ride-hailing fee or tax, this should be allocated to municipalities to mitigate problems created by ride-hailing such as congestion, illegal blocking of traffic, bike and bus routes and fund infrastructure and enforcement requirements.

City's ability to regulate – Municipalities shall keep some ability to regulate and enforce TNCs. There should be clarity on the abilities left to each municipality to enforce and regulate TNC.

Thank you for accepting our feedback and we look forward to future correspondence.

Sincerely on behalf of Kelowna City Council,

Colin Basran
MAYOR