

## The Car Share Program

The San Francisco Municipal Transportation Agency (SFMTA) created a Car Sharing Policy and Pilot Project in July, 2013 with the stated goals:



- To better utilize transportation demand management strategies, improve parking management, and make transit, walking, and bicycling more attractive
- To expand the availability of car sharing across San Francisco, increase the usage of car sharing, and preserve or increase choice of car share organizations (CSOs)

The car sharing organizations currently approved for this SFMTA pilot program are Zip Car and City Carshare which own fleets of cars for car sharing. Also included is Getaround, which is a peer-to-peer service. Currently, these CSOs are renting parking spaces in city-owned parking lots and from non-city owned spaces such as motels, gas stations and private residences. The exception is a small pilot program for renting street parking spaces from the city for 12 spaces by City Carshare.

We have been working with Supervisor Farrell to understand which spots are being designated in our neighborhood. To date we have been able to relocate and limit spaces in Cow Hollow to two or less. Additional spaces, no doubt, will be recommended as the program rolls out, but we will continue to work with our Supervisor and keep you informed.

This car sharing pilot project allocates street parking in addition to the parking lot and rented spaces currently being used. The project plans to allocate 900 street parking spaces over the next few years and will have the effect of removing and reserving these spaces from the current users.

The belief by SFMTA and the CSOs is that, by providing fleets of cars for sharing and parking spaces to put them in, San Francisco's existing car owners will sell their cars and use these shared cars. Their stated belief is that for each carshare car, and parking spot reserved for them, there will be 9-13 private vehicles taken off the streets of San Francisco. This belief implies that, if for example 10 individuals or families sell their private car and if there is an

average of 1.5 drivers per private car now, about 15 current private car users will share one car. This is a remarkable statistic.

Another assumption of the program is that many of the people that sell their cars will use more public transportation, walk more places, ride more bicycles and take more taxi rides.

Parking spaces that are being made available to CSOs will require a permit fee use to remove the space from public use and designate it for CSO use, and then the CSO will pay a monthly fee for the space. Given that the vast majority of spaces being planned for this pilot program are currently not metered spaces, it gives the city another source of income from parking in San Francisco.

The process of allocating parking spaces is done within SFMTA based on requests for spaces by CSOs. There appears to be no public forum for residents to influence this process. This SFMTA process will allocate up to two spaces per block (these are known as "parking pods").

There appears to be no requirement that the residents get notice, just "neighborhood associations". There appears to be no requirement that there be a proof that no off-street parking spaces are available for rent in commercial or city lots or garages, or private property.

Once the CSOs receive their allocation from SFMTA, they are then responsible for sponsoring individual spaces through the public outreach and implementation process, including:

- Providing outreach to Supervisors' offices, residents, merchants, and other community groups.
- Attending community group meetings to inform residents/merchants of proposed spaces
- Attending SFMTA public hearings to address questions/concerns
- Once spaces are approved, publicizing upcoming spaces (e.g., attending meetings, street fairs, publications in local newsletters, and other marketing and outreach)

So it appears it is up to individual residents to make themselves continuously aware of the allocation process within SFMTA if they have some reason to object to parking spaces being taken away for CSOs on their block.

The Board of Cow Hollow Association will maintain a dialog with Supervisor Farrell to attempt to notify Cow Hollow residents when CSOs request spaces in our neighborhood.