



SFMTA
Municipal
Transportation
Agency

One-Way Shared Vehicles

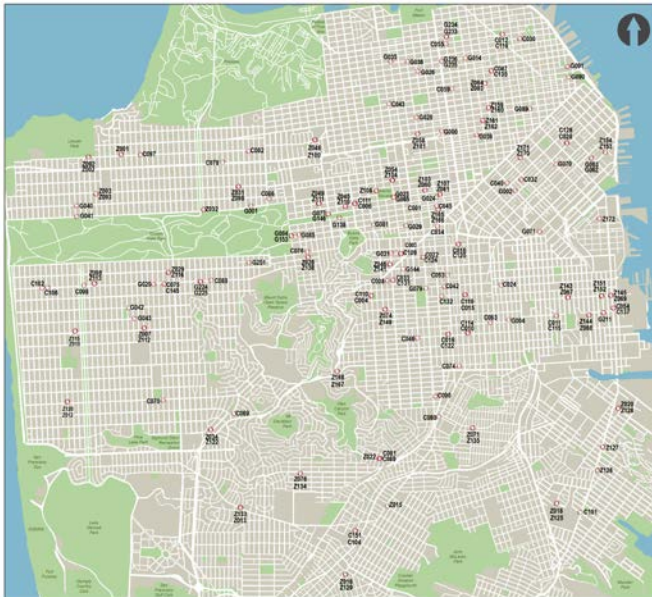
San Francisco Municipal Transportation Agency
Board of Directors
Policy and Governance Committee

July 21, 2017

Two Types of Vehicle Sharing

Round-trip

Vehicle returned to the same designated on-street or off-street space



Existing on-street
vehicle share pilot

One-way (free-floating)

Vehicle parked in any legal parking spot within “home zone”



Oakland's Gig one-way vehicle
share program



SFMTA Strategic Plan: FY 2013-FY2018

- *Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel.*

Transit-First Policy

- *The City and County shall encourage innovative solutions to meet public transportation needs.*

Vision Zero Policy

- *Reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations.*

Emerging Transportation Services Guiding Principles (draft)

- *Safety*
- *Transit*
- *Equity*
- *Disabled Access*
- *Clean Air/Sustainability*
- *Congestion*
- *Data Transparency*
- *Labor and Consumers*
- *Financial Impact*

Potential Benefits

- Added mobility
 - First/last mile solution
- Fewer vehicles on the road
 - Members sell cars
 - Members don't buy cars
- Economical
 - Low cost per ride
 - Pay-as-you-go

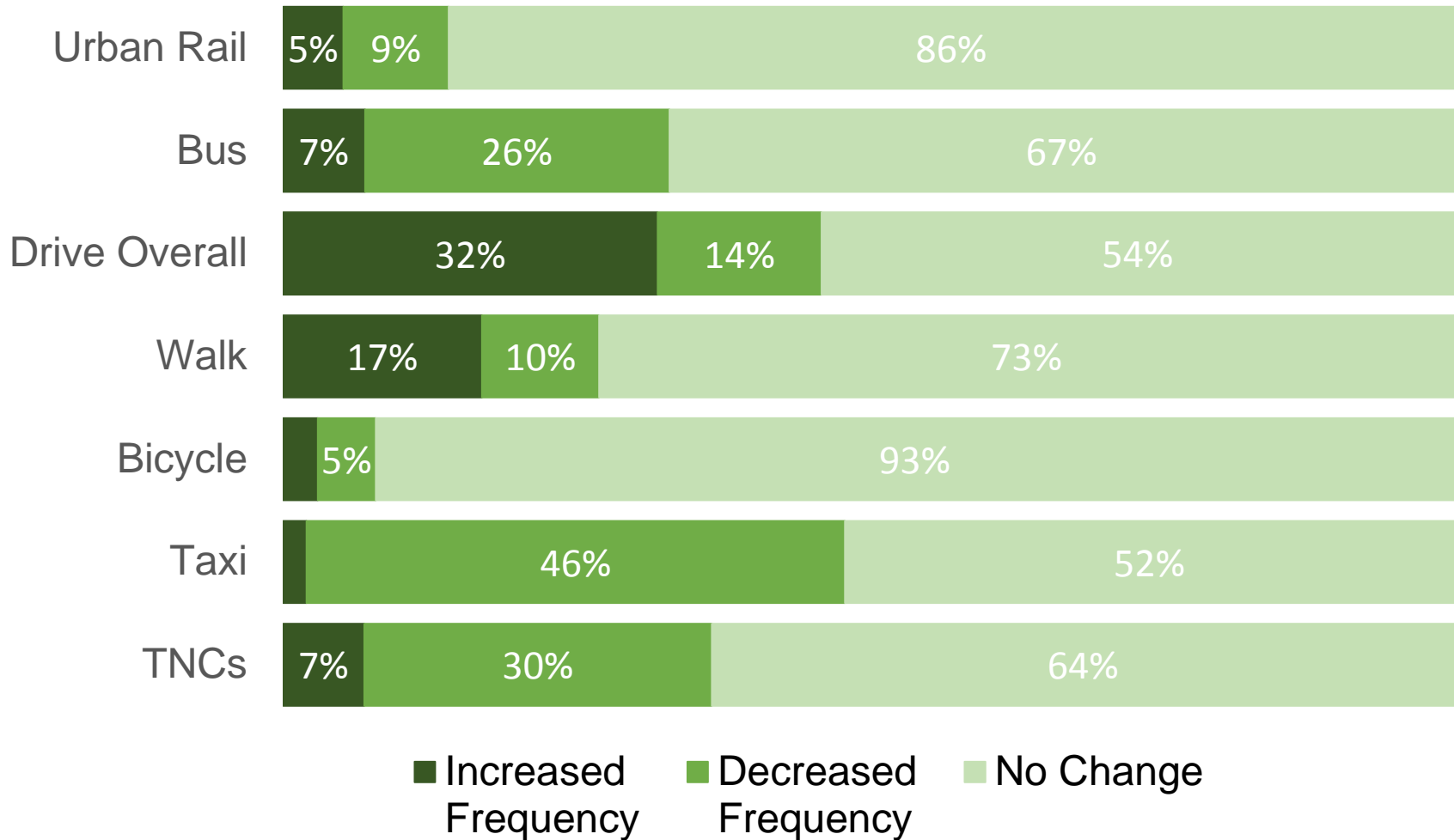
Potential Concerns

- Potentially adding vehicles to streets
- Competition with transit and other modes
- Community sensitivity
 - Clustering
 - Dwell time
 - RPP and meter exemptions

- **Martin & Shaheen (2016): Analysis of one-way vehicle share in:**
 - Calgary
 - San Diego
 - Seattle
 - Vancouver
 - Washington, D.C.
- **Found that one-way car sharing led to:**
 - Decrease in vehicle ownership
 - Decrease in vehicle miles traveled (with some questions about the conclusions)
 - Fewer GHG emissions

Academic Research

Mode Change Attributed to car2go in Washington, DC and Seattle



- Fleet of 250 cars; service started April 30
- “Free-Floating Zone Parking” Permit (FFZP)
- “Master Residential Parking” Permit (MRPP)
- Spatial equity and curbside access
- Clustering



- Possibility to reduce number of vehicles
- Increased transportation options or adding unnecessary capacity?
- Potential test of cordon/congestion pricing
- Potential geo-fencing to address clustering
- Neighborhood equity

Parking Policy Team
Sustainable Streets Division | Parking
San Francisco Municipal Transportation Agency