

**THIS PRINT COVERS CALENDAR ITEM NO. : 14**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Amending Transportation Code, Division II to make permanent existing On-Street Vehicle Sharing Parking Permit requirements; revise the (1) definitions used for permit program terms, (2) existing parking permit fees, and (3) terms and conditions for the parking permit program including designating up to 1,000 on-street parking spaces; adopt a Vehicle Sharing Parking Permit Policy to guide SFMTA’s on-street and off-street vehicle sharing programs; and recommend that the Board of Supervisors approve amendments to Transportation Code, Division I to change the term “Car Share Vehicle” to “Shared Vehicle.”



**SUMMARY:**

- The SFMTA conducted a pilot program to evaluate the feasibility and effectiveness of on-street shared vehicle parking spaces.
- SFMTA proposes an operational permit program for on-street shared vehicle parking, based upon the experience of the on-street pilot and the existing off-street program.
- Transportation Code Division I and II modifications are necessary to make permanent the existing on-street vehicle share parking permit program.
- The proposed amendments to Transportation Code, Division II revise existing Vehicle Sharing Parking Permit Requirements by amending the (1) definitions used for permit program terms, (2) existing parking permit fees, and (3) terms and conditions for the parking permit program including designating up to 1,000 on-street parking spaces.
- Amendments to Transportation Code, Division I require S.F. Board of Supervisors approval.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Transportation Code Division I and II modifications
3. Vehicle Sharing Parking Permit Policy

**APPROVALS:**

	<b>DATE</b>
DIRECTOR 	7/11/2017
SECRETARY 	7/11/2017

**ASSIGNED SFMTAB CALENDAR DATE:** July 18, 2017

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### **PURPOSE**

Amending Transportation Code, Division II to make permanent existing On-Street Vehicle Sharing Parking Permit requirements, revise the (1) definitions used for permit program terms, (2) existing parking permit fees, and (3) terms and conditions for the parking permit program including designating up to 1,000 on-street parking spaces, adopt a Vehicle Sharing Parking Permit Policy to guide SFMTA's on-street and off-street vehicle sharing programs, and recommend that the Board of Supervisors approve amendments to Transportation Code, Division I to change the term "Car Share Vehicle" to "Shared Vehicle."

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

#### Strategic Plan Goals

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.3: Increase use of all non-private auto modes.

Objective 2.5: Manage parking supply to align with SFMTA and community goals.

Objective 2.4: Improve parking utilization and manage parking demand

Goal 3: Improve the environment and quality of life in San Francisco

Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise.

#### Transit First Policies

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

### **DESCRIPTION**

Vehicle sharing can help the SFMTA achieve the City's "Transit First" policy and other goals including reduced automobile ownership, reduced vehicle miles traveled, fewer greenhouse gas emissions, and more walking, biking, and transit use. Cities such as Los Angeles, Portland, and Washington, D.C. have implemented programs to allocate on-street parking spaces for car sharing. San Francisco's pilot program established more than 200 dedicated parking spaces for shared vehicles across the city.

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In 2013, the SFMTA launched an On-Street Shared Vehicle Pilot (Pilot) to test the efficacy and public benefits of on-street vehicle sharing in San Francisco. Participating vehicle sharing organizations were required to share utilization data with the SFMTA for each permitted space, administer member surveys, and provide other data for analysis. The SFMTA conducted an evaluation using the utilization data and survey data and published the findings in January 2017.

In the member surveys conducted for the pilot, San Francisco vehicle sharing members reported that on-street parking spaces made vehicle sharing more accessible and attractive to the public. Many respondents (17%) reported that they had gotten rid of at least one private vehicle as a result of access to vehicle sharing (both on- and off-street). Academic research suggests that access to car sharing allows up to 25% of members to forgo the purchase of an additional vehicle. When applied to San Francisco's car share membership, this suggests that approximately 36,000 vehicles were potentially not purchased. Combined with about 24,000 vehicles possibly sold or donated, in total, approximately 60,000 additional vehicles could be on the city streets if car sharing did not exist in San Francisco.

Utilization data showed that on-street parking spaces were shared by an average of 19 different people each month and used for an average of six hours per day. Each permitted parking space served many people, rather than just one private vehicle at a time. Programs like the shared vehicle permit program reduce the amount of private cars while using a minimal amount of the public parking supply, a limited resource in San Francisco. For these reasons, SFMTA staff concluded that permitting on-street parking spaces for vehicle sharing is a valid and Transit-First policy supportive use of on-street parking.

Placing designated car share parking spaces on neighborhood streets increases access to, and visibility of, car sharing in a simple and direct manner. The Pilot effectively addressed the SFMTA's Strategic Plan goal to encourage the use of car sharing by those who live and work in San Francisco.

Based on the experience of that Pilot, as well as the SFMTA's ongoing car share parking program in designated off-street parking facilities, the SFMTA proposes to adopt an updated on-street and off-street Vehicle Sharing Parking Permit Policy and establish a permanent Shared Vehicle Parking Permit program.

Based on evaluation of the Pilot, the staff recommendation is to limit participation in the permanent program to Vehicle Sharing Organizations that provide shared vehicles 100% of the time. While promising as a shared mobility model, "peer-to-peer" vehicle sharing (privately owned vehicles shared through a vehicle sharing organization's brokerage system) has structural issues that present challenges to equitable and efficient utilization of public right-of-way. Peer-to-peer vehicles did not perform well enough in the Pilot to justify permitted parking spaces in the proposed on-street vehicle sharing program. They were shared by fewer individual users, used less often, and their availability was too unpredictable to ensure a net public benefit. Only vehicles that are shared 100% of the time produced enough public benefit to justify use of public right-of-way.

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In order to create a program that supports the City's goals and objectives, SFMTA staff proposes the following amendments to the Transportation Code:

- Amend Section 7.2.52 to change the term "Car Share Vehicle" to "Shared Vehicle." (Note: Board of Supervisors' Approval is required.)
- Amend Section 901 to eliminate definitions for "Car Share Organization" and "Car Share Vehicle" and establish definitions for "On-Street Shared Vehicle Parking Permit," "Shared Vehicle" and "Vehicle Sharing Organization."
- Amend Section 902 to revise the permit fees applicable to the three zones defined in section 911(a)(6).
- Amend Section 911(a) to change references to "Car Share Organization" and "Car Share Vehicle" to "Vehicle Sharing Organization" and "Shared Vehicle," provide that any issued permit is for a specific parking space, eliminate the pilot program termination date, and correct the boundary description of permit Zone 1.
- Amend Section 911(b) to change references to "Car Share Organization" and "Car Share Vehicle" to "Vehicle Sharing Organization" and "Shared Vehicle," eliminate the requirement that shared vehicles may available to members on an hourly basis, and require that vehicles parked in a permitted space be available to members at all times.
- Add Section 911(b)(7) to establish a cap of 1,000 On-Street Shared Vehicle Parking Permits that may be issued by the SFMTA at any one time.
- Amend Section 911(c) to change references to "Car Share Organization" and "Car Share Vehicle" to "Vehicle Sharing Organization" and "Shared Vehicle," and require that any vehicle parked in a permitted space will be used for only vehicle sharing related purposes at all times.
- Amend Section 911(d) to change references to "Car Share Organization" and "Car Share Vehicle" to "Vehicle Sharing Organization" and "Shared Vehicle."
- Amend Section 911(e) to change references to "Car Share Vehicle Parking Permit" to "Shared Vehicle Parking Permit."

To summarize the permit program requirements and conditions:

- Permits may be granted to qualified Vehicle Sharing Organizations (VSOs).
  - "Vehicle Sharing Organization" is an entity that provides preapproved members access to a citywide network of at least ten motor vehicles in the City and County of San Francisco and meets the requirements set forth in the Transportation Code.
  - Shared Vehicles must be available to members at unstaffed self-service locations and available for pick-up by members on a twenty-four hour, seven days per week basis.
  - Shared Vehicles must be available to members for rental at all times when the vehicle is parked in a designated on-street Shared Vehicle Parking Space.
- Permit grants exclusive use of an on-street Shared Vehicle Parking Space to the permittee to park Shared Vehicles without being subject to enforcement of certain parking restrictions.
  - Permit exempts a Shared Vehicle from applicable time limits for Residential

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Parking Permit areas, street cleaning parking restrictions, and payment at parking meters when parked at a designated on-street Shared Vehicle Parking Space.

- Permit does not exempt the Shared Vehicle from any other parking restrictions.
- Three Shared Vehicle Parking permit zones are designated, dividing the City into a northeastern section (Zone 1), a mid-city section (Zone 2), and a western-southern section (Zone 3).
  - The monthly fee for each designated parking space is determined by its location within one of the three zones. The monthly fee for spaces in Zone 1 is proposed to be \$285, \$180 in Zone 2, and \$50 in Zone 3.
- Shared Vehicles must be less than seventy-two (72) inches in height, and emit low levels of emissions for the applicable vehicle class.
- SFMTA will issue a maximum of 1,000 On-Street Shared Vehicle Parking Permits at any one time.

Permit conditions specified on the SFMTA's On-street Shared Vehicle permit application:

- VSOs must locate a minimum of 15% of their on-street spaces in each of Zone 2 and Zone 3.
- The emblem of the Vehicle Sharing Organization must be prominently displayed on both the driver and passenger sides of any vehicle parked in the permitted space.
  - A VSO must give the SFMTA 30 days' written notice to abandon a shared vehicle space. If a permittee VSO abandons a permitted parking space, the SFMTA will then offer that space to other VSOs (on a first come, first serve basis). If another VSO does not want to place a shared vehicle in that space, the SFMTA will consider what other use of the curb would provide the most benefit (e.g., taxi stand, commercial loading zone, bicycle parking, intersection daylighting, etc.).
- The SFMTA will require the permittee to gather and share utilization data as specified on the written application.
- The SFMTA will periodically review the usage of all shared on-street parking spaces to reassess performance standards, evaluate shared spaces, and revoke a VSO's permit for some spaces if, in the SFMTA's judgment, their usage is too low.

The *SFMTA Car Sharing Policy* document, approved by the SFMTA board in July 2013, has been updated and presented here as *SFMTA Vehicle Sharing Parking Permit Policy*. This document sets out policy context and operational guidance for SFMTA's on- and off-street shared vehicle parking programs, and will be maintained and updated periodically to reflect policy and practice as it changes. In addition to eliminating references to the on-street pilot permit program, changes have been made to policy and guidance for siting and reviewing on-street permit proposals and other operational guidance for the proposed on-street permit program, as well as updates to policy guidance for shared vehicle space allocation in SFMTA garages and parking lots.

## STAKEHOLDER ENGAGEMENT

Outreach during the implementation of the Pilot was extensive, including meetings and correspondence with:

- Members of the Board of Supervisors and their staff

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- Policy and Governance Committee of the SFMTA Board of Directors
- SFMTA Citizens Advisory Council
- San Francisco Chamber of Commerce
- San Francisco Small Business Commission
- The San Francisco Council of District Merchants Associations
- Castro Merchants Association
- West Portal Merchants Association
- The Mayor's Office
- Haight Ashbury Neighborhood Council
- Planning Association for the Richmond
- Noe Valley Association
- Outer Sunset/Parkside Residents Association
- Marina Community Association
- Shared vehicle organizations
- SFMTA enforcement

Throughout the Pilot, outreach letter with SFMTA contact information was provided to neighbors, merchants, and other stakeholders, generating substantial correspondence, questions and input. Most feedback fell into these general categories:

- Neighbors who support vehicle sharing in all locations
- Neighbors who support vehicle sharing in general but not on their block
- Neighbors who dislike on-street vehicle sharing as a use of public space
- Vehicle sharing members who would like an on-street space on their block
- Concerns/objections around a private business operating on public streets
- Concerns that on-street shared vehicle spaces were empty when vehicle was in use

The Pilot program received extensive media coverage, with front-page stories in the Chronicle and Examiner and television news and blog posts throughout the pilot run.

Since the Pilot evaluation, staff have met with various stakeholders to discuss the proposal for an on-street shared vehicle permit program:

- Haight Ashbury Neighborhood Council on November 11, 2016
- The SFMTA Policy and Governance Committee on January 1, 2017
- Participating shared vehicle organizations in July and August of 2016 to get feedback on the Pilot
- Supervisor Peskin's office on January 9, 2017
- The San Francisco Board of Supervisors Government Audit and Oversight Committee on January 12, 2017
- SFMTA Citizens Advisory Council's Operations & Customer Service Committee (OCSC) on March 14, 2017
- Supervisor Peskin's office on May 22, 2017

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## **ALTERNATIVES CONSIDERED**

Staff considered the following alternatives:

- End the program and eliminate all existing vehicle sharing parking spaces. This alternative was rejected because of the benefits of vehicle sharing described above.
- Incorporate other types of vehicle sharing into the permit program, such as “one-way” car sharing where vehicles are “free floating,” without designated on-street spaces. While staff believes that there are possible benefits from one-way car sharing, that model of vehicle sharing is distinct enough that it merits consideration of a pilot or program separate from this proposed round-trip vehicle sharing program.

## **FUNDING IMPACT**

The permit fees are restricted to cost recovery for operation and administration of the proposed program.

## **PUBLISHED NOTICE**

Charter Section 16.112 requires published notice and a hearing before the SFMTA may institute or change any fare, fee, schedule of rates or charges which affect the public. The Board's Rules of Order require that the advertisement run for at least five days and not less than fifteen days prior to the SFMTA Board meeting. In compliance with both Charter Section 16.112 and the Board's Rules of Order, advertisements were placed in the City's official newspaper, the San Francisco Chronicle, to provide published notice for the July 18, 2017 public hearing. The advertisements ran in the San Francisco Chronicle for five consecutive days, starting on June 26, 2017.

## **ENVIRONMENTAL REVIEW**

The proposed amendments to the Transportation Code for the on-street shared vehicle parking permit program are subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for minor alteration of existing public facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On June 23, 2017, the Planning Department determined (Case Number Case No. 2017-005615ENV) that the proposed program is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

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**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this calendar item.

Amendments to Transportation Code Division I require San Francisco Board of Supervisors approval.

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors amend Transportation Code, Division II to make permanent existing On-Street Vehicle Sharing Parking Permit requirements, revise the (1) definitions used for permit program terms, (2) existing parking permit fees, and (3) terms and conditions for the parking permit program including designating up to 1,000 on-street parking spaces; adopt a Vehicle Sharing Parking Permit Policy to guide SFMTA's on-street and off-street vehicle sharing programs; and recommend that the Board of Supervisors approve amendments to Transportation Code, Division I to change the term "Car Share Vehicle" to "Shared Vehicle."



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, In 2013, SFMTA began a Pilot program to evaluate the feasibility and effectiveness of on-street shared vehicle spaces; and,

WHEREAS, SFMTA proposes an operational permit program for on-street shared vehicle parking, based upon the experience of the on-street pilot and the existing off-street program; and,

WHEREAS, Transportation Code Division I and II modifications are necessary for the SFMTA to make permanent the existing on-street vehicle share parking permit program; and,

WHEREAS, The proposed amendments to Transportation Code, Division II revises existing Vehicle Sharing Parking Permit Requirements by amending the (1) definitions used for permit program terms, (2) existing parking permit fees, and (3) terms and conditions for the parking permit program including designating up to 1,000 on-street parking spaces; and,

WHEREAS, Amendments to Transportation Code, Division I requires San Francisco Board of Supervisors approval; and,

WHEREAS, Pursuant to Charter Section 16.112 and the Rules of Order of the Board of Directors, published notice was placed in the City's official newspaper to provide notice that the Board of Directors will hold a public hearing on July 18, 2017, to consider the proposed establishment of Shared Vehicle Parking Permit fees, and

WHEREAS, The proposed amendments to the Transportation Code for the on-street shared vehicle parking permit program are subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for minor alteration of existing public facilities as defined in Title 14 of the California Code of Regulations Section 15301; and

WHEREAS, On June 23, 2017, the San Francisco Planning Department determined that the program is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; therefore be it

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RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts the Vehicle Sharing Parking Permit Policy to guide SFMTA's vehicle sharing program; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II to make permanent existing On-Street Vehicle Sharing Parking Permit requirements, revise the (1) definitions used for permit program terms, (2) existing parking permit fees, and (3) terms and conditions for the parking permit program including designating up to 1,000 on-street parking spaces; and recommend that the Board of Supervisors approve amendments to Transportation Code, Division I to change the term "Car Share Vehicle" to "Shared Vehicle"; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors recommends that the San Francisco Board of Supervisors amend San Francisco Transportation Code Division I to change the term "Car Share Vehicle" to "Shared Vehicle."

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 18, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

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Enclosure 2 (Transportation Code Amendments for Division I and II)

[Transportation Code - Shared Vehicle Parking Restrictions]

**Ordinance amending the Transportation Code to change the term “Car Share Vehicle” to “Shared Vehicle” and permit Shared Vehicles to Park in designated Parking Spaces; and affirming the Planning Department’s determination under the California Environmental Quality Act.**

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
**Additions to Codes** are in *single-underline italics Times New Roman font*.  
**Deletions to Codes** are in ~~*strikethrough italics Times New Roman font*~~.  
**Board amendment additions** are in double-underlined Arial font.  
**Board amendment deletions** are in ~~strikethrough Arial font~~.  
**Asterisks (\* \* \* \*)** indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_ and is incorporated herein by reference. The Board affirms this determination.

Section 2. The Transportation Code is hereby amended by revising Section 7.2.52 to read as follows:

**SEC. 7.2.52. ~~CAR SHARED~~ VEHICLE PARKING RESTRICTIONS.**

To Park a vehicle in a Parking Space designated by the Municipal Transportation Agency's Board of Directors for the exclusive use of ~~car share vehicles~~Shared Vehicles ~~which have been issued a Car Share Vehicle Parking Permit by the Municipal Transportation Agency~~ when Municipal Transportation Agency signs or markings are posted giving notice. Vehicles Parked in violation of this section are subject to removal pursuant to Section 8.1(a)(12) of this Code.

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Section 3. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

Section 4. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY  
Deputy City Attorney

**Resolution amending the Vehicle Sharing Parking Permit Requirements by revising the (1) definitions used for permit program terms, (2) parking permit fees, and (3) terms and conditions for the parking permit program including designating up to 1,000 on-street parking spaces.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 900 of Division II of the Transportation Code is hereby amended by revising Sections 901, 902, and 911, to read as follows:

**Sec. 901. DEFINITIONS.**

As used in this Article 901, the following words and phrases shall have the following meanings:

~~**Car Share Organization.** A public, private, or non-profit entity that provides preapproved members access to a citywide network of at least 10 motor vehicles in the City and County of San Francisco and meets the requirements set forth in the Transportation Code.~~

~~**Car Share Vehicle.** A motor vehicle for which a Car Share Vehicle Parking Permit is issued by the SFMTA that authorizes the vehicle to Park in a designated on-street car share Parking Space.~~

\* \* \* \*

**On-Street Car Shared Vehicle Parking Permit.** A permit issued by the SFMTA that authorizes a Vehicle Sharing Organizations such vehicle to Park Shared Vehicles in a designated on-street ~~car share~~ Shared Vehicle Parking Space without being subject to enforcement of ~~Car Shared~~ Vehicle parking restrictions.

**Park.** To park or stop a vehicle, as defined in the Vehicle Code, or to cause or permit a vehicle to be parked or stopped, unless the context requires a different meaning.

**Parking Space.** A space demarcated by painted lines or other indicators for the parking of a single vehicle.

\* \* \* \*

**Shared Vehicle.** A motor vehicle made available by a Vehicle Sharing Organization for use by its members and authorized to Park in a designated on-street Parking Space.

\* \* \* \*

**Vehicle Sharing Organization.** An entity that provides preapproved members access to a citywide network of at least 10 motor vehicles in the City and County of San Francisco and meets the requirements set forth in the Transportation Code.

**Sec. 902. GENERAL PERMIT CONDITIONS.**

The following general provisions apply to all permits issued under this Article 900.

\* \* \* \*

**Table 902(d)  
Permit Fee Schedule**

	<b>Effective July 1, 2016</b>	<b>Effective July 1, 2017</b>
* * * *	* * * *	* * * *
<b>On-Street <del>Car-Shared</del> Vehicle Parking Permit</b> (§ <a href="#">911</a> )		
<del>Base Permit Fee</del> —One time set up fee	\$416	\$431
Zone 1	\$2,808 (\$234 per month)	\$2,916 (\$243 per month)
Zone 2	\$1,872 (\$156 per month)	\$1,944 (\$162 per month)
Zone 3	\$624 (\$52 per month)	\$648 (\$54 per month)
* * * *	* * * *	* * * *
<b>Bus Substitution Fee</b> (Division I, Article 6.2(f))	\$32.75	\$33.75

\* \* \* \*

**SEC. 911. ON-STREET ~~CAR SHARED~~ VEHICLE PARKING PERMIT.**

(a) **General Permit Requirements.**

(1) The SFMTA shall issue a ~~SFMTA~~ permit for use by a ~~Car Share Vehicle~~ a Shared Vehicle Parking Space upon receipt of a written application from a qualified ~~Car Vehicle~~ Shareing Organization on a form prescribed by the SFMTA.

(2) The permit ~~shall be displayed on the Car Share Vehicle when Parked in a designated on-street car share Parking Space~~ grants exclusive use of an on-street Shared Vehicle Parking Space to the permittee to Park Shared Vehicles without being subject to enforcement of Shared Vehicle parking restrictions.

~~(3) The SFMTA shall implement a pilot program until August 31, 2015, and may impose additional terms and conditions for permit eligibility during the pilot program including limiting the number of Car Share Organizations which can participate, the time period for any permit issued, and a prorated permit fee based on the number of months the permit is issued for.~~

~~(43) The SFMTA reserves the right to revoke a Car-Shared Vehicle Parking Permit at any time upon written notice of revocation. The Permittee shall surrender such permit in accordance with the instructions in the notice of revocation.~~

~~(54) The qualified Car Vehicle Shareing Organization must pay the applicable On-Street Car-Shared Vehicle Parking Permit fee, based upon the location of the designated on-street car share Shared Vehicle Parking Space in either Zone 1, Zone 2, or Zone 3 as defined in subsection (65), and a one-time set-up and installation fee of \$400 per designated on-street car share Parking Space before a permit may be issued.~~

~~(65) The applicable Car Share Vehicle On-Street Shared Vehicle Parking Permit fee shall be based upon the location of the designated Parking Space as follows:~~

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(A) Zone 1 shall include that portion of the City and County of San Francisco not under the jurisdiction of the Port of San Francisco north and east of a line commencing at a point located at N 37° 48' 24.4" W 122° 26' 55.0", thence south to Yacht Road, thence southerly along the easterly line of Yacht Road to the ~~easterly line of Lyon Street, thence southerly along the easterly line of Lyon Street to the southerly line of Lyon Street, thence westerly along the southerly line of Lyon Street to the southerly line of Palace Drive,~~ thence southerly along the easterly line of Lyon Street to the southerly line of Bay Street, thence southerly along the easterly line of Lyon Street to the southerly line of O'Farrell Street, thence southerly along the easterly line of Sonora Lane to the southerly line of Terra Vista Avenue, thence westerly along the southerly line of Terra Vista Avenue to the easterly line of Encanto Avenue, thence southerly along the easterly line of Encanto Avenue to the northerly line of Anza Vista Avenue, thence southerly along the easterly line of Arbol Lane to the southerly line of Turk Street, thence southerly along the easterly line of Lyon Street to the southerly line of Haight Street, thence southerly to the northern end of the easterly line of Douglas~~s~~ Street, thence southerly along the easterly line of Douglas~~s~~ Street to the northerly line of 25th Street, thence easterly long the northerly line of 25th Street to the easterly line of Potrero Avenue, thence northerly along the easterly line of Potrero Avenue to the northerly line of 25th Street, thence easterly along the northerly line of 25th Street to the eastern end of 25th Street.

(B) Zone 2 shall include that portion of the City and County of San Francisco not included within the boundaries of On-Street ~~Car Share~~ Shared Vehicle Parking Permit Zone Number One and Three. It excludes any part of the City and County of San Francisco under the jurisdiction of the Port of San Francisco.

(C) Zone 3 shall include that portion of the City and County of San Francisco not under the jurisdiction of the Port of San Francisco south and west of a line commencing at a point located at N 37° 47' 26.9" W 122° 29' 8.8", thence southerly to the



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northern end of the westerly line of 22nd Avenue, thence southerly along the westerly line of 22nd Avenue to the southerly line of Ocean Avenue, thence easterly along the southerly line of Ocean Avenue to the easterly line of 19th Avenue, thence easterly to the western end of the southerly line of Upland Drive, thence easterly along the southerly line of Upland Drive to the easterly line of Faxon Avenue, thence easterly to the western end of the southerly line of Greenwood Avenue, thence easterly along the southerly line of Greenwood Avenue to the westerly line of Hazelwood Avenue, hence southerly along the western line of Hazelwood Avenue to the southerly line of Judson Avenue, thence easterly along the southerly line of Judson Avenue to the westerly line of Phelan Avenue, thence southerly along the westerly line of Phelan Avenue to the southerly line of Judson Avenue, thence easterly along the southerly line of Judson Avenue to the southerly line of US Route 280, thence along the southerly line of US Route 280 to the Islais Creek Channel.

**(b) Criteria for Granting an On-Street Car-Shared Vehicle Parking Permit.**

The requirements for Car-Vehicle Shareing Organizations to be eligible to obtain an On-Street Car Shared Vehicle Parking Permit include the following, which must be demonstrated to the SFMTA's satisfaction:

~~(1) Car Share Vehicles may only be available to members by reservation on an hourly basis, or in smaller intervals, and at rates which vary by time or by time and distance.~~

(21) Car-Shared Vehicles are available to members at an unstaffed self-service location and available for pick-up by members on a twenty-four hour, seven days per week basis.

(32) Automobile insurance must be provided for each Car-Shared Vehicle for each member using the vehicle during the period of use.

(43) The emblem of the Car-Vehicle Shareing Organization must be prominently displayed on both the driver and passenger sides of the vehicle.

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(54) ~~Car-Shared~~ Vehicles must be less than seventy-two (72) inches in height, and emit low levels of emissions for the applicable vehicle class. Preference will be given to ~~Car-Shared~~ Vehicles that meet the California Air Resources Board's standard for a Super Ultra Low Emissions Vehicle.

(65) A ~~Car-Shared~~ Vehicle must be available to members for rental at ~~least seventy five percent of the time during any given month~~ all times when the vehicle is Parked in a designated on-street ~~car s~~Shared Vehicle Parking Space ~~at any time during that month.~~

(76) Citywide distribution of ~~Car-Shared~~ Vehicles available to members as determined by the SFMTA.

(7) The number of On-Street Shared Vehicle Parking Permits issued by the SFMTA at any one time shall not exceed 1,000.

(c) **Application Requirements.** Each application for a permit or renewal of a permit shall contain information sufficient to:

- (1) Identify the ~~Car~~Vehicle Shareing Organization applicant;
- (2) Identify the location where the ~~Car Share Vehicle~~Shared Vehicle Parking Space is to be located; and
- (3) Establish that the on-street Shared Vehicle Parking Space ~~applicant owns the Car Share Vehicle and the vehicle will be used for only car-vehicle shareing related purposes at~~ all times.

(d) **Permit Privileges.**

(1) Any ~~Car-Shared~~ Vehicle registered to the Permittee ~~that displays a valid Car Share Vehicle Parking Permit~~ shall be permitted to Park at a designated ~~on-street car share Parking Space~~ on-street Shared Vehicle Parking Space established by the SFMTA.

(2) The ~~Car-Shared~~ Vehicle Parking Permit exempts a ~~Car-Shared~~ Vehicle from applicable time limits for Residential Parking Permit areas (Div. I, Section 7.2.20), street cleaning parking restrictions (Div. I, Section 7.2.22), and payment at parking meters

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(Div. I, Section 7.2.23) when Parked at a designated on-street ~~car-~~Shared Vehicle Parking Space.

(3) The ~~Car-Shared~~Vehicle Parking Permit does not exempt the ~~Car-Shared~~Vehicle from any other Parking restrictions.

(e) **Duration of ~~Car-Shared~~Vehicle Parking Permit.** ~~Car-Shared~~Vehicle Parking Permits may be issued by the SFMTA at any time during the fiscal year but every permit shall expire on June 30 of each calendar year unless otherwise renewed or revoked.

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY  
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of July 18, 2017.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

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Enclosure 3 (SFMTA Vehicle Sharing Parking Permit Policy)

## **Vehicle Sharing Parking Permit Policy**

San Francisco Municipal Transportation Agency  
July 18, 2017

## Introduction

The San Francisco Municipal Transportation Agency (SFMTA) 2013-2018 Strategic Plan states as a goal: “Make transit, walking, bicycling, taxi, ride sharing, and car sharing the preferred means of travel.” To this end, the SFMTA has adopted policies to encourage and facilitate vehicle sharing (commonly referred to as “car sharing,” high-frequency short-term self-service rental of cars, trucks, and vans) because it delivers significant social, environmental, and transportation benefits to the City, the SFMTA, and the people it serves, all at very little cost to the SFMTA.

### Benefits of shared vehicles

- **Reduce automobile ownership rates and parking demand in residential areas.** By having access to a vehicle, households often give up a second or third vehicle. Some forego vehicle ownership entirely. A comprehensive study showed that every shared vehicle replaces as many as 13 private vehicles.<sup>1</sup> Lower vehicle ownership rates reduce overall parking demand, especially in residential and mixed use areas.
- **Reduce vehicle miles traveled (VMT).** Overall, members of vehicle sharing organizations (VSOs) drive fewer miles, which helps to reduce local congestion and parking demand.<sup>2</sup> One estimate concluded that each shared vehicle leads to about 18,000 fewer VMT every year.<sup>3</sup>
- **Improve Muni performance.** Muni performance is supported by reduced congestion and therefore on-time performance.
- **Increase the equity of curb access.** On-street spaces that are repurposed for vehicle sharing increases the equity of curb use – using parking in the public right of way to store shared vehicles rather than private vehicles means more people can benefit, not just those who own and park private vehicles.
- **Reduce greenhouse gas and other emissions.** Reducing VMT translates to reducing greenhouse gas emissions. On average, by reducing VMT and using fuel efficient vehicles with low emissions profiles, it is estimated that each shared vehicle reduces carbon dioxide emissions by about seven tons every year.<sup>4</sup> Shared vehicles tend to be used more frequently, reducing the number of cold starts, contributing to lower overall emissions when compared to private automobiles.
- **Reduce household transportation budgets and increase economic reinvestment.** Bay Area residents spend up to \$12,000 annually per household vehicle. Households that forego owning and operating a car and instead use vehicle sharing and a combination of walking, bicycling, taxi, and

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1 Martin, Elliot, Susan Shaheen, and Jeffrey Lidicker. 2010. Impact of Carsharing on Household Vehicle Holdings: Results from North American Shared-Use Vehicle Survey. *Transportation Research Record: No. 2143*: 150–158.

2 Martin, Elliot, and Susan Shaheen. 2011. The Impact of Carsharing on Public Transit and Non-Motorized Travel: An Exploration of North American Carsharing Survey Data. *Energies* 2011, 4: 2094-2114. Cervero, Robert and Yushin Tasi. 2004. City CarShare in San Francisco, California: Second-Year Travel Demand and Car Ownership Impacts. *Transportation Research Record No. 1887*: 117-127. Cervero, Robert, Aaron Golub, and Brendan Nee. 2006. San Francisco City CarShare: Longer-Term Travel-Demand and Car Ownership Impacts. Working Paper.

3 Osgood, Andrea. 2007. Curb Dreams: Allocating On-Street Parking for Carsharing. Unpublished master’s thesis. University of California, Los Angeles.

4 Martin, Elliot, and Susan A. Shaheen. 2011. Greenhouse Gas Emission Impacts of Carsharing in North America, *IEEE Transactions on Intelligent Transportation Systems*, Vol. 12, No. 4: 1074-1086.

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transit to meet their transportation needs spend as little as one-third of what they would by owning and operating a private vehicle. Some of these savings are reinvested in the local economy.

- **Make it easier to move about without using a private vehicle.** Access to a shared vehicle increases mobility of San Franciscans who already walk, bike, and use public transit more than most people in the nation. However, those who are members of VSOs do so more than non-members (77 percent of trips compared to 67 percent, respectively).<sup>5</sup> This suggests that members of VSOs tend to walk, bike, or take transit for more trips than non-members.

## Goals of SFMTA vehicle sharing policy

The SFMTA seeks to facilitate and encourage vehicle sharing with these primary strategies:

- Make it easy for vehicle sharing organizations to place vehicles in San Francisco, addressing a key obstacle to their success and increasing the convenience and attractiveness of vehicle sharing.<sup>6</sup>
- Minimize requirements and limitations on VSO operations so they can move nimbly to maximize the social benefits they deliver.
- Make the program as simple and efficient to administer as possible.
- Make vehicle sharing widely available to as many people as possible.

## Eligibility to participate in SFMTA's vehicle sharing program

SFMTA has two vehicle sharing programs, one for off-street spaces and another for using on-street spaces.

To participate in the on-street program, a vehicle sharing organization must first meet the SFMTA's requirements as specified in Division II of the Transportation Code (SFTC Section 901) that include:

- An entity that provides preapproved members access to at least ten vehicles in San Francisco.
- Vehicles must be shared 100% of time (i.e., no exclusive or private use of the vehicles).
- Vehicles are available to members at an unstaffed self-service location and available for pick-up by members on a twenty-four hour, seven day per week basis without assistance or key exchanges or hand-offs with owner, operator, lot, stations or garage or any other paid or contracted personnel.
- Vehicles parked in permitted spaces must prominently display the VSO's emblem on both sides.

## SFMTA Approval of On-Street Share Vehicle Parking Spaces

SFMTA's role:

- The SFMTA will accept requests for on-street parking space permits on a rolling basis from certified VSOs that meet the requirements of the on-street program.
- SFMTA will provide VSOs with a letter describing the on-street shared vehicle permit program, and providing SFMTA contact information, for distribution during outreach.

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<sup>5</sup> Cervero, Robert, Aaron Golub, and Brendan Nee. 2006. San Francisco City CarShare: Longer-Term Travel-Demand and Car Ownership Impacts. Working Paper.

<sup>6</sup> Transit Cooperative Research Program. 2005. Report No. 108: Car Sharing: Where and How it Succeeds. Interviews with local vehicle sharing organizations.

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- SFMTA staff will support each space based on technical merit and the stated goal of advancing vehicle sharing citywide.
- If a VSO abandons a parking space, the SFMTA will then offer that space to other VSOs (on a first come, first serve basis). If another VSO does not want to place a shared vehicle in that parking space, the SFMTA will consider what other use of the curb would provide the most benefit (e.g., taxi stand, commercial loading zone, bicycle parking, intersection daylighting, etc.).
- SFMTA will grant a maximum of 1,000 (one thousand) on-street shared vehicle parking permits.
- SFMTA will not consider applications for shared vehicle parking space permits on block faces where it anticipates a high likelihood of street closures and/or temporary space closures for construction. The intent is to reduce the administrative burden that results for both SFMTA staff and VSOs and protect the reliability of vehicles sharing service to users.
- SFMTA will not consider applications for shared vehicle parking permits at metered parking spaces in most cases, given the need for business-serving metered parking on neighborhood commercial corridors.
- SFMTA staff will evaluate the technical, regulatory, and operational feasibility of each space request.
- The SFMTA reserves the right to reject an application for a proposed parking space at any time.
- Once a permit application for a shared vehicle on-street parking space has received preliminary SFMTA staff approval, the permit application undergoes the following approval steps (which is similar to the process for establishing other uses of the curb such as motorcycle spaces and color curb changes):
  - Review by SFMTA transportation engineering staff to avoid conflict with other projects and initiatives or other regulations (e.g., locating a space in a tow away zone).
  - Review by the Transportation Advisory Staff Committee (TASC) to notify relevant SFMTA divisions and other City departments (e.g., Planning Department, DPW, SFPD).
  - An SFMTA Transportation Engineering Public Hearing.
  - Approval of the designated parking space by the SFMTA Board of Directors

## Permit Conditions for On-Street Share Vehicle Parking Spaces

- VSOs are responsible for sponsoring individual parking spaces through the public outreach and implementation process, including:
  - Conducting all outreach for the spaces, including communicating with Supervisors' offices, residents, merchants, and community groups, as well as attending community group meetings to inform residents/merchants of proposed spaces.
  - Contacting the owner and occupants of any building fronting the proposed shared vehicle parking space, and the owner and occupants of any building on either side of the fronting property, sharing SFMTA permit program and contact information prepared and provided by the SFMTA.
  - Conducting all required public noticing of the proposed on-street space requests.

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- Attending SFMTA public hearings as the sponsor for their request, representing those spaces at public hearings, and addressing questions/concerns.
- VSOs must agree to keep the shared on-street parking space and surrounding area (defined as 25 feet on both sides) clean and free of debris, trash, glass, garbage, or other obstacles at a level consistent with the surrounding parking spaces to the satisfaction of the SFMTA and DPW. This is necessary so that on-street vehicle share parking spaces can be exempt from street sweeping regulations.
- VSOs must provide SFMTA with data, per SFMTA specifications, to monitor performance of shared vehicles stationed in permitted parking spaces and periodically evaluate the public utility of shared vehicle permits. At a minimum, data shall include, for each on-street vehicle location:
  - The total number of member reservations made each month
  - The average vehicle miles travelled (VMT) for member reservations in each month
  - The total hours which a vehicle was available for use by members, the total hours a vehicle was in use by members, and the number of unique users in the month.
- VSOs must agree to have no less than 15% of its on-street shared vehicle fleet in Zone 2 and no less than 15% of that fleet in Zone 3 (see Figure 1 above).

### **SFMTA's Responsibilities/Goals Under the Program**

The SFMTA will maintain curb painting and signage for the permitted space.

SFMTA uses a three-tiered geographic "Pricing Zone" system (Figure 1) to incentivize equal distribution across the city. Permits for Zone 1 are most expensive, Zone 2 second most expensive and permits for Zone 3 are least expensive. The pricing incentivizes VSOs to place their vehicles in outer areas where the population is less dense and where transit coverage is thinner.





Figure 1: Shared Vehicle Parking Permit zones for parking lot and on-street permits

### On-street permits and enforcement

- SFMTA will issue an On-Street Shared Vehicle Parking Permit that restricts the use of a permitted parking space to a member-available vehicle of the permittee VSO. VSO member-available vehicles parked at a permitted on-street parking space will be exempt from street sweeping, RPP, and other time limit restrictions.
- On-Street Shared Vehicle Parking Permits may be issued by the SFMTA at any time during the fiscal year but every permit shall expire on June 30 of each calendar year unless otherwise renewed or revoked.
- Shared Vehicles are subject to all parking rules and regulations when parked anywhere other than a permitted on-street shared vehicle parking space.
- A vehicle parked illegally in a designated on-street shared vehicle parking space may receive a citation (Transportation Code Section 7.5.52), for which the penalty is currently \$110, and may be towed (per Transportation Code Section 8.1).

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- The SFMTA reserves the right to revoke a VSO's permit issued for a particular parking space at any time. The VSO will be provided with the option for a pre-revocation hearing within five business days. In the event that the SFMTA revokes a permit, the VSO must promptly remove the vehicle from the space within five business days of notice. In circumstances that pose a serious threat to public health or safety, the SFMTA reserves the right to immediately revoke the permit and/or remove the vehicle.

### On-Street Permit Pricing

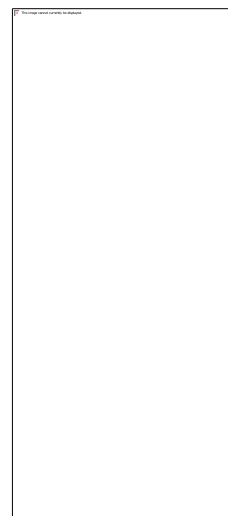
- The monthly fee for each space is determined by its location. The monthly fee for spaces in Zone 1 shall be \$285, \$180 in Zone 2, and \$50 in Zone 3.
- The intent of the price differences is to provide incentive to VSOs to place vehicles in less dense parts of the City that typically have less frequent transit service.
- SFMTA will bill VSOs for on-street shared vehicle parking space permits on a monthly basis, in advance of the nominal billing month. Permit invoice payments are due in full by the first day of the nominal billing month (e.g. June 1 for June permit fees). Late fees will be applied to permit invoices past due. Billing disputes will be heard and addressed, but invoices must be paid in full by date due; any adjustments will be applied to the next permit invoice.

### On-street signage and markings

- The SFMTA may paint the curb a distinctive color, outline the parking space with a white stripe, and install stencils and signage to clearly identify that the space is to be used for shared vehicle parking only. The SFMTA will also post a sign designed by VSOs to identify the space.
  - The SFMTA will produce a 12" x 5" red and white "No Stopping" sign indicating that the parking space is for permitted shared vehicle use only, all other vehicles subject to towing (see Figure 2). VSOs will produce and provide the SFMTA with a square sticker showing the VSO's emblem, which will be attached to the sign by the SFMTA before installation. This sign will be installed to face the street.
  - VSOs will produce and provide the SFMTA with one 12" x 5" sign per space, displaying the VSO's emblem and identifying text (see example at Figure 3). This sign will be installed to face the sidewalk.



**Figure 2: Shared Vehicle parking space sign (street-facing)**



**Figure 3: Shared Vehicle parking space sign (sidewalk-facing)**

### **Parking space closures**

- On-street parking lot spaces can be temporarily closed for construction or special events, with signs typically posted 72 hours in advance.
- SFMTA will endeavor to notify VSOs of these closures with as much advance notice as possible. However, not all space closures are communicated to SFMTA.
- VSO vehicles are subject to the same rules and restrictions as other vehicles, and are not exempt from temporary street closures.
- VSOs will be responsible for moving their vehicles from closed spaces and finding an alternate location, if necessary.
- The VSOs will be responsible for paying any parking citations received or any tow fees and fines associated if vehicles are towed.
- For space closures permitted by the Department of Public Works longer than a week in duration, DPW permitting will endeavor to establish a temporary shared vehicle parking space near the closed parking space as a condition of the closure permit. Tow requests called for closures which fail to meet this requirement will not be honored by the SFMTA.
- In addition, SFMTA staff will have the authority to create temporary on-street parking spaces when construction projects close existing parking spaces for a significant period of time (which is akin to the process used to issue the construction permits that cause the issue).

### **Performance monitoring**

- The SFMTA seeks to ensure that these vehicles are well-utilized and are contributing the benefits to the public.
- The SFMTA will periodically review the usage of all shared on-street pods to reassess its performance standards, evaluate shared spaces, and revoke a VSO's permit for some spaces if, in the SFMTA's judgment, their usage is too low.

## Policy for off-street permits

### Application and approval process

- The SFMTA will accept requests from qualified VSOs for parking permits in SFMTA-administered parking lots and garages on a rolling basis.
- In SFMTA parking lots, no more than 30 percent of the spaces may be allocated for shared vehicles.
- In SFMTA parking garages, no more than 20 percent of the spaces may be allocated for shared vehicles.
- No one VSO may occupy more than 66 percent of spaces available for shared vehicles in any lot or garage.
- For garage permit requests, the SFMTA will allocate reserved monthly parking spaces depending on space availability and other constraints, at the SFMTA's discretion; not all requests may be granted, and a waiting list may be maintained. For garage permit allocations granted, the SFMTA will instruct garage operators to sell VSOs permits and facilitate VSO markings of permitted spaces (at VSOs' expense and in coordination with the garage operator). Shared vehicle parking permit fees shall be determined by the SFMTA and communicated to VSOs as those rates would be communicated to any other monthly-parking customer.
- For parking lot permit requests, the SFMTA will grant permits depending on space availability and other constraints, at the SFMTA's discretion; not all requests may be granted, and a waiting list may be maintained.

### Parking space closures

- Off-street parking lot spaces can be temporarily closed for construction or special events, with signs typically posted 72 hours in advance.
- SFMTA will endeavor to notify VSOs of these closures with as much advance notice as possible. However, not all space closures are communicated to SFMTA and there is not yet a centralized source for space closure information.
- VSO vehicles are subject to the same rules and restrictions as other vehicles, and are not exempt from space closures, regardless of how little advance notice was provided.
- VSOs will be responsible for moving their vehicles from closed spaces and finding an alternate location, if necessary.