

# San Francisco Chronicle

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## S.F. experiment to create parking for car sharing



Carlos Avila Gonzalez, The Chronicle

*Traditional car-sharing operators such as City CarShare (above) and Zipcar, and businesses such as Getaround, might soon be able to park in city-created parking spaces.*

As many as 900 on-street parking spaces in San Francisco will be reserved for car-sharing vehicles as soon as January under a two-year experiment approved Tuesday by the Municipal Transportation Agency.

The test, which aims to increase the number of people using car sharing and expand it to all neighborhoods of the city, will set aside as many as 450 spaces for the first year of the program and up to 900 during the second. There are 281,000 on-street spaces in the city.

Car sharing is thriving in San Francisco, and rising in popularity, so the city wants to accommodate that growth by making it easier for the car sharing services to find parking spaces. Except for a small experiment involving a dozen on-street spaces sprinkled across the city, operators park their shared vehicles in city garages and lots but mainly in spaces rented from private property owners.

But in San Francisco, where parking is at a premium, taking away hundreds of parking spaces is certain to engender controversy. Each parking space converted for car share use will require neighborhood outreach, a public hearing and approval by the MTA Board of Directors.

"It will take months," said Andy Thornley, the project manager, who said he was ready to start the bureaucratic process immediately.

"Everybody feels a proprietary connection to that parking spot" in front of their home or business.



Paul Chinn, The Chronicle

*A parking ticket is left on a car parked at an expired meter on Harrison Street in San Francisco, Calif. on Friday, June 28, 2013. The violation for parking at expired meters jumps to \$74 on July 1, making it the most expensive fine in the country.*

### ***Dividing up the spaces***

Any business that meets the city's definition of a car sharing service is eligible to apply for the parking spaces, which will be divided evenly among the participants. They will pay an annual fee for each space, ranging from \$600 a month in the outer reaches of the city to \$1,800 in more populous neighborhoods to \$2,700 in the downtown area.

San Francisco will allow traditional car sharing operators such as City CarShare and Zipcar, and businesses such as Getaround, in which people rent out their personal vehicles when they're not using them, to participate as long as they meet certain requirements. The services need to charge in hourly increments, to exclude rental cars from usurping city street parking, and must be available for sharing at least 75 percent of the time to prevent car owners from using it as a ruse to get cheap parking.

Thornley has already started soliciting interested parties. Once the list of eligible car sharing services is approved, they'll be able to start selecting spaces anywhere in the city - with a few caveats. No more than two spaces per block can be set aside for car sharing, and busy commercial streets will be excluded.

Participants will also have to agree to serve all areas of the city, which has been divided into three zones - downtown, an L-shaped district including the Presidio and inner Sunset and Richmond districts, and a zone encompassing the outer Richmond and Sunset and southern reaches of the city, including the Bayview. Residents outside the central core have often complained they have no car sharing options. The new program requires that at least 15 percent of the spaces will have to be located in each zone outside the central core.

### ***A big shopping spree***

Otherwise, any space in the city is potentially up for grabs.

"It's going to be quite a shopping spree," Thornley said. "They'll go out across the city and come back with a list."

The agency will plot the spaces on a map, decide whether they're appropriately distributed and then begin the approval process. Thornley expects the first wave of spaces, probably about 100, to be ready to go in early January if all goes smoothly.

He knows it may not.

Still, some neighborhoods and business districts have expressed interest in forfeiting some parking spaces to get car sharing, he said, and he invited interested parties to contact the MTA.



Paul Chinn, The Chronicle

*Cars and vans are parked in metered spaces on Main Street in San Francisco, Calif. on Friday, June 28, 2013. The violation for parking at expired meters jumps to \$74 on July 1, making it the most expensive fine in the country.*

<http://www.sfchronicle.com/bayarea/article/S-F-experiment-to-create-parking-for-car-sharing-4669388.php?t=f8c9f16fff7bf3eaf9>