



CITY OF SANTA BARBARA

ORDINANCE COMMITTEE AGENDA REPORT

AGENDA DATE: September 15, 2015

TO: Ordinance Committee

FROM: Transportation Division, Public Works Department

SUBJECT: Ordinance To Permit Carshare Operations On City-Owned Properties And Within The Right Of Way

RECOMMENDATION:

That the Ordinance Committee forward to Council for introduction An Ordinance of the Council of the City of Santa Barbara Adding Chapter 10.73 to the Santa Barbara Municipal Code to Establish a Carshare Vehicle Permit Program.

DISCUSSION:

The 2011 General Plan Program Environmental Impact Report (EIR) identified up to 27 intersections where significant traffic congestion either exists or is expected to occur by the year 2030 during peak travel times due to limited intersection capacity. Carshare was identified as one of the mitigation measures that can offset this traffic impact. Accordingly, Council created Policy C1.2 of the General Plan to implement a Carshare Program. The purpose of the Carshare Ordinance is to enable the City to designate parking spaces for the sole use of Carshare Program Vehicles, consistent with Section 22507.1 of the California Vehicle Code.

In addition to traffic mitigation, Carshare is anticipated to have other benefits to the transportation infrastructure and for Santa Barbara residents, including reduced parking demand, lower automobile ownership, and reduction of personal transportation costs associated with vehicle ownership. Additionally, private companies are more likely now than in the past to implement a Carshare Program at no cost to the City. Staff is therefore recommending moving forward with a Carshare Ordinance that is necessary to implement the program.

Carshare is a form of car rental whereby people rent cars for short periods of time, often by the hour, and typically via membership to the Carshare provider. They are attractive to customers who make only occasional use of a vehicle, as well as others who need a car or additional household vehicle for occasional trips, but may prefer a Carshare membership rather than owning a second or third vehicle.

Over the last year, staff has researched Carshare practices in other California cities (Santa Monica, Los Angeles, Pasadena, West Hollywood, Berkeley, San Francisco, and Sacramento) and has found that successful statewide Carsharing Programs are broadly accepted. Members of Carshare organizations are finding greater convenience, lower driving costs, and increased ease of parking. In many cases, these factors decrease the need for automobile ownership while maintaining public access to cars when needed.

Other cities and their residents are benefiting from more transportation options, lower automobile ownership rates, and fewer vehicle miles traveled. Furthermore, because most Carshare members often sell an unneeded vehicle shortly after joining, the program has proven successful in decreasing parking demand in neighborhoods and downtowns. Zipcar, one of the leading Carshare companies has collected data showing that each Carshare vehicle eliminates about 10-15 vehicles from city streets. Zipcar currently leases cars to members at the Santa Barbara Airport, in Isla Vista and at both SBCC and UCSB.

Carsharing is a viable option for Santa Barbara's residents and is a critical component of the City's Traffic Congestion Mitigation program. Instituting carsharing in downtown Santa Barbara and nearby neighborhoods would augment existing Carshare services at the Santa Barbara Airport and promote the General Plan's Circulation Element goals and policies:

Goal – Integrated Multimodal Transportation System. Create a more integrated multimodal transportation system to connect people, places, goods and services. Provide a choice of transportation modes and decrease vehicle traffic congestion.

Policy C1.2 – Personal Transportation. In partnership with private interests, promote and provide incentives, including the provision of funding for shared-cost personal transportation options such as carsharing and bikesharing to increase personal mobility, reduce air pollution and greenhouse gas emissions, reduce parking demand, and decrease the cost of transportation to individuals.

COMMITTEE REVIEW

Staff has reviewed Carshare and the concept of the Carshare Ordinance with the Transportation Circulation Committee (TCC), the Downtown Parking Committee (DPC), and the Sustainability Committee. The Sustainability Committee discussed the issue on two occasions as an information item and did not take any action. The TCC unanimously found that a potential Carshare partnership between a private company and the City of Santa Barbara is consistent with the Circulation Element. The DPC unanimously supported the concept of a Carshare program in Santa Barbara.

BUDGET/FINANCIAL INFORMATION:

Carsharing companies pay for the right to use City (or public) spaces to make vehicles available to members. Any member of the public with a valid drivers license is eligible to enroll. Staff plans to release a Request for Proposals for a qualified Carshare company to meet all of the provisions of the Ordinance. As a starting point, staff will likely designate up to 10 spaces citywide in the initial phase of the Carshare Program, with approximately 6 in the downtown core (possibly in City parking lots) and 4 in surrounding residential neighborhoods to allow for easy access to members.

In return for the leasing of these spaces, the City would receive a modest net gain in annual parking revenue.

SUSTAINABILITY IMPACT:

Both nationally and internationally, Carsharing has been shown to have sustainability benefits. Examples include academic and independent studies documenting reductions in automobile ownership rates and increases in transit ridership among Carshare members; decreased vehicle miles traveled within cities where Carsharing is prevalent; reductions in parking demand; and lower energy consumption.

ATTACHMENT(S): Draft Ordinance

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SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA ADDING CHAPTER 10.73 TO THE SANTA BARBARA MUNICIPAL CODE TO ESTABLISH A CARSHARE VEHICLE PERMIT PROGRAM

The City Council of the City of Santa Barbara does ordain as follows:

Section 1. Findings

California Vehicle Code section 22507.1 authorizes cities and counties, by ordinance or resolution, to designate certain streets or portions of streets for the exclusive parking privilege of motor vehicles participating in a carshare program. The City Council finds and determines that it is in the public interest to make street space available to promote sustainable transportation practices, alleviate traffic congestion, decrease automobile ownership and decrease vehicle miles of travel. Moreover, the carshare requirements established in this chapter are intended to achieve the goals of the Circulation Element of Plan Santa Barbara, the City's General Plan.

Section 2. The Santa Barbara Municipal Code is amended to add Chapter 10.73 to read as follows:

Chapter 10.73 Carshare Vehicle Permit Program

10.73.010 Definitions.

The following words or phrases as used in this chapter shall have the following meanings.

(a) Carshare Vehicle. "Carshare vehicle" shall mean a motor vehicle that is operated as part of a regional fleet by a public or private car sharing company or organization which provides hourly or daily car sharing service to its members.

(b) City Carshare Program. "City Carshare Program" shall mean a program under which the City designates on-street parking spaces or portions of streets, or publicly owned off-street parking facility spaces or portions of such facilities, for the exclusive use of vehicles displaying a Public Works Department issued Carshare Permit.

(c) Carshare Permit. "Carshare Permit" shall mean a permit issued by the City for a carshare vehicle operated by a Carshare Organization.

(d) Carshare Organization. "Carshare Organization" shall mean a public or private carsharing company or organization that is operating within the City pursuant to

the authority granted by a duly authorized written agreement with the City of Santa Barbara.

10.73.020 Designation of Carshare Parking Spaces.

The City Traffic Engineer is authorized to designate, via posting of signs and/or curb markings, streets or portions of streets, or publicly owned off-street parking facilities or portions of the facilities, to be reserved for the exclusive parking of carshare vehicles.

10.73.030 Issuance of Permits.

The Public Works Director shall issue carshare permits to qualifying vehicles of a carshare organization. The number of permits issued to a carshare organization shall be made at the sole discretion of the Public Works Director.

10.73.040 Carshare Permit Required.

No person shall stop, park or leave standing any vehicle in a place designated for the exclusive parking of carshare vehicles participating in the City carshare program, unless the vehicle has a valid carshare permit displayed as directed by the City.

10.73.050 Posting of Carshare Vehicle Parking Spaces.

The City Traffic Engineer shall cause appropriate signs to be erected and/or markings in such street or publicly owned off-street parking facilities, indicating prominently thereon the parking restrictions and stating that motor vehicles with valid permit or designation shall be exempt from the restrictions. The City Traffic Engineer is further authorized to include notice on any sign installed pursuant to this section that vehicles left standing in violation of such sign may be removed and towed pursuant to California Vehicle Code section 22651. The provisions of this section shall not apply until signs or markings giving adequate notice thereof are in place.

Section 3. CEQA

This ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to Section 15060(c)(2) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations) because the activity will not result in a direct or reasonable foreseeable indirect physical change in the environment, and Section 15060(c)(3) because the activity is not a project as defined in Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change to the environment, directly or indirectly.