

CITY OF MINNEAPOLIS

# Car Share Program

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# Overview of Car Share Types

- Round-trip
- Station-based
- Point-to-point
- Peer-to-peer



# November 10 Presentation

- Pilot Program
- Lessons Learned
- Discussions with Car Share Operators (CSO's)
- The Advisory Committee
- What other cities are doing
  
- These pilot program results were documented in the Pilot Program Summary Report.

# November 10 Next Steps

- Develop policy for future Council action
- Policy would include:
  - Annual permitting approach (vs. negotiating contracts)
  - Annual reporting vs. quarterly reporting
  - Coverage area – citywide vs. selected areas
  - Simplified flat-rate pricing
    - Exploring any incentives/discounts
  - Number of vehicles
    - Minimums and/or maximums

# Car Share Program

- Since T&PW Briefing, Nov. 10
  - Continuing discussions with Car Share Operators
  - Developing policy
  - Consulted Legal: Ordinance vs. Policy
    - Determination: Ordinance is required
  - Notice of Intent – November 20
- TODAY
  - Ordinance
    - Public Hearing request
    - Why and What
  - Policy
    - Key Elements

# Why Ordinance

- Policy Only:
  - If only distributing permits
- Ordinance:
  - If “Regulating how business is done”
    - Approving service area plans
    - Requiring reporting
    - Requiring consensus from abutting property owners

# The Ordinance

- Requesting Public Hearing -- February 2
- Part One (Amends Title 13, Chapter 259.30)
  - **Applications for licenses; issuance of licenses**
  - Adds Car Share Operators to list of staff-approved licenses
  - Adds Car Share Operators to the fee schedule
- Part Two (Amends Title 18, Chapter 478, adding an Article XI)
  - **Parking, Stopping and Standing**
  - “...the written car sharing policy approved by and kept on file with the Director of Public Works.”

# The Policy

- Framework for wide-base of CSO operational models
- Application process
  - Package includes Business License Application
    - Dovetails with other ordinance
  - Car Share Permit Application
    - Vehicle information
    - Location of reserved spaces and property owner consent
    - Point-to-point service area maps/plans
    - Hybrid operation plans
    - Issue permits

# Policy General Requirements

- Permit period Feb. 1 – Jan. 31
- Car Share Program Advisory Committee
- Relocation for 72-hour rule or over-saturation
- Compliance with local, state, and federal laws
- CSO pays fines, towing, etc.
- Permit details – stickers & hang tags
- Parking privileges

# Policy Specific Requirements

- Point-to-point
  - Metered spaces over two hours
  - Critical Parking Areas
  - NOT Street Sweeping, Snow Emergencies, Rush-hour Lanes, etc.
- Point-to-point changes
  - Service area not citywide – Plan approval
  - Reporting Annual
    - Requires transaction data if service area or vehicle quantities change

# Policy Specific Requirements (cont.)

- Round Trip & Station-based (Dedicated Spaces)
  - Adjacent property owners' permission
  - Does not include meter parking
  - Hang-tag permits
- Hybrid Models
  - Submit a plan
- Peer to Peer Models (Future on-street use)
  - Parking privileges – must follow the policy.

# Policy Reporting

- All CSO's annually submit basic data required to review and assess the program
- Point-to-point & Hybrid
  - If service areas or vehicle quantities change, must report transaction data for one year to help establish meter recovery rates.



# Policy Rate Structure

## Point-to-point Floating

Description	Meter Fee	CPA Fee
<b>A. Annual Free-floating permit for each vehicle. For companies providing service citywide – 100% (58.4 square miles).</b>	\$680/year	\$10 per vehicle for all CPAs (32x\$10=\$320)
<b>B. Annual Free-floating for each for each vehicle. For companies providing service in limited areas between 67% and 99% of the City's area.</b>	\$680/year	\$25 per vehicle per CPA in the service area

# Policy Rate Structure (cont.)

## Round-trip

Description	Space Fee	CPA Fee
<b>A. Annual permit per dedicated spaces where there is no metered on-street parking.</b>	\$100 Additional \$200 per sign installed.	Additional charge of \$25 if the space is in a CPA.
<b>B. Annual permit per dedicated space where there is metered on-street parking.</b>	80% of the space value. Additional \$200 per sign installed.	Not applicable

# Policy Allows for Future Possibilities

- Hybrid models
- Peer-to-peer car sharing
- Saturation control
- Equity in access
- Mechanisms for adapting the program to meet other unknowns.



# Requested Action

- Set public hearing for February 2, 2016
  - Public comment on the ordinance and policy

