
SALT LAKE CITY COUNCIL STAFF REPORT

Date: July 2, 2009

Subject: Proposed ordinance enacting Section 12.04.075 defining car sharing vehicles, and Section 12.56.375 pertaining to the establishment of on-street parking stalls for car sharing vehicles, and amend Section 12.56.520 permitting on-street storage of car sharing vehicles.

Affected Council Districts: City-wide

Staff Report By: Gail Meakins, Russell Weeks

Administrative Dept. and Contact Person: Community & Economic Development Department
Tim Harpst, Transportation Director
Dan Bergenthal, Trails Coordinator

As the Salt Lake City Council begins consideration of an ordinance that would allow a car-sharing company to park cars on city streets, this report provides background information and discussion items regarding car sharing programs.

The proposed ordinance would allow a private company to park vehicles in public parking stalls specified by the City Transportation Engineer. The vehicles would be used by a variety of people involved in a car-sharing program operated by the company. The company and the City would negotiate a contract so the company could provide a service considered “a less expensive option than vehicle ownership while providing more flexibility than strict public transportation schedules,” according to the proposed ordinance.

OPTIONS

- Adopt the proposed ordinance.
- Do not adopt the proposed ordinance.
- Amend the proposed ordinance.

POTENTIAL MOTIONS:

The City Council is not scheduled to act on the proposed ordinances the night of this briefing. Motions will be prepared after City Council has discussed the proposed ordinance.

KEY ELEMENTS

- In November 2008, Utah Transit Authority (UTA), the University of Utah (U of U) and the Administration sought interest from various companies that provide car sharing services for the management and operation of a car sharing program.
- In January of 2009, a selection committee comprised of representatives from the City, UTA, and the U of U evaluated the gathered information, and U Car Share, a subsidiary of U-Haul which is headquartered in Phoenix, Arizona, was unanimously selected as the car sharing company. U Car Share currently operates car sharing programs in Portland, Oregon; Berkeley, California; Madison, Wisconsin; and Portland, Maine.
- The City will provide 24 hour in and out parking privileges in designated spaces on city streets.
- The Administration proposes an ordinance for the City Council's consideration that is in keeping with the City's policy to create a greener sustainable environment for the City.
 - Enacting Salt Lake City Code Section 12.04.075 pertaining to the definition of "car sharing vehicle" to be a vehicle that is contracted with the City to provide a service to the public.
 - Enacting Salt Lake City Code 12.56.375 that would allow the City Transportation Engineer the authority to establish reserved on-street parking stalls for car sharing vehicles.
 - Amending Salt Lake City Code 12.56.520 that would allow on-street storage of car sharing vehicles for a period longer than 48 hours.

ISSUES/POTENTIAL QUESTIONS FOR CONSIDERATION

1. If the City intends to use shared cars provided by the company, would it have to negotiate a new contract with the company, or is that idea part of the agreement the city is negotiating with U Car Share now?
2. How much revenue would the City expect to lose by allowing 20 cars in public parking spaces?
3. How will snow removal, street cleaning and street repair be impacted by permanently parked car sharing vehicles?
4. What plans are in place to educate the driving public about car sharing parking facilities and regulations?
5. What process will be used to add additional vehicles and parking spaces?
6. Car sharing vehicles may remain parked in a "spot" for longer than 48 hours. Will this create confusion about the on-street storage ordinance of vehicles?
7. Private parking lot owners will be able to contract with U Care Share to provide additional parking spaces. Are there plans to use this as a tool for development incentives?

8. Two major issues for the City is whether to charge the operator for parking spaces and whether to provide on-street or off-street parking. Have these questions been adequately addressed?

BUDGET RELATED ITEMS:

- Possible Impacts:
 - The City would incur costs for installing signage and may incur costs for curb or pavement painting if it is later determined that parking stalls need to be more clearly designated as car share facilities.
 - Additional staff time might be required to coordinate snow removal, street repairs and maintenance with the car sharing operator.
 - Designated car share parking spaces may include currently metered spaces which would result in lost revenue.
- Fleet management has reviewed the concept, and indicates there is the ability for the city to use it at any time.
- Car sharing is a for-profit business. The City's involvement is to help in determining parking locations and then installing signage and, potentially, curb or pavement markings. Once an agreement is approved and locations identified it is anticipated that little staff time will be required.
- Is the City willing to dedicate required parking spaces for these vehicles, and, if so, what are the deciding parameters?
- What, if any, are liability issues associated with car sharing?
- What is the evaluation process and timeline for determining the success of car sharing services?

BACKGROUND:

- Car sharing is a shared-use vehicle program offering short-term rental service for members. Individuals gain the benefits of private vehicle use without the cost and responsibilities of ownership.¹
- **Purpose**
 - Support the long term economic, environmental and social sustainability of the region through balanced transportation that encourages wise land use;
 - Increase public transportation connections and mobility across the Wasatch Front;
 - Help improve air quality by reducing the number of vehicle miles traveled;
 - Provide an alternative to the high costs of owning a private vehicle;
 - Encourage more transit oriented development and multi-modal travel;
 - Ease road congestion and demand for new parking; and
 - Longer term- possibly replace some dedicated fleet vehicles used by the Parties employees and contractors with shared cars.

¹ Evaluation of the City of Portland's Carsharing Pilot Program June 2004-July 2005; Portland Office of Transportation. 2005

- **Benefits**
 - **Public Benefit**
 - Reduced transportation expenses by reducing:
 - The number of cars an individual or household owns.
 - The amount a household drives.
 - Automobile insurance, maintenance and parking costs
 - Increased mobility options for people who are transportation disadvantaged by gaining vehicle access without the full costs of ownership.
 - Sustainable land use
 - Reduces the number of cars on the road.
 - Leads to a decrease in parking demand.
 - Reduces the need to build additional parking spaces.
 - **Environmental Benefits**
 - Financial incentive to drive less and combine trips results in fewer vehicle miles traveled.
 - Reduced air and water pollution
 - Vehicles are newer and more fuel efficient.
 - Less driving results in fewer pollutants and cleaner storm water.
 - Car sharing members use public transit for daily transportation needs resulting in an increased transit ridership.
 - Less availability of cars will increase the number of residents who will walk for short distance trips.
- **The City, UTA and the University of Utah will contract separately with U Car Share.²**
 - **Availability and location.**
 - U Car Share will initially provide 20 vehicles to be located throughout the City. Their location will be determined by U Car Share and the City.
 - Additionally, three UTA contracted car share will be available at the Intermodal Hub, and one will be available at the Ball Park TRAX Station at 1300 South 200 West.
 - Four University of Utah contracted car share vehicles will be available on campus.
 - **Membership**
 - Applicants must be over 18 years of age.
 - An extensive driving record background check is conducted prior to acceptance.
 - Registration is completed online.
 - It may take up to a week for membership approval.
 - U Car Share members may rent program vehicles in any city where U Car Share vehicles are provided.
 - Membership is required to drive the car share vehicle.

² <https://www.ucarshare.com/secure/FAQs.aspx>

- One time registration fee.
 - Businesses may join with a registration fee and an additional fee per employee.
- **Reservations/Billing**
 - Reservations are made online. Schedules are available online for each vehicle at each location. Reservations may also be cancelled online.
 - One credit card must be kept on file with the account. The credit card is charged at the completion of the rental.
 - Cars can be rented by the hour or by the day.
 - Cars must be returned on time or face financial penalties.
 - Each member is covered under U Car Share's insurance policy. Minimum state insurance requirements are included in the rental fee. The member is responsible for the first \$500 dollars worth of damage done to a U Car Share vehicle in the event of an accident.
 - Rates vary by location and type of vehicle but average \$8-\$12 per hour.
- **Vehicles- U Car Share utilizes a variety of vehicle models and types for its vehicle fleet.**
 - The majority of Salt Lake City contracted vehicles will qualify as "Green Vehicles" and will therefore qualify for free parking at parking meters.
 - At least one U Car Share vehicle will be a pickup truck to allow members to transport large objects.
- **Use**
 - The vehicle must be picked up and returned to the same location.
 - Gas, mileage, and insurance are included in the hourly rate.
 - Each rental includes 125 free miles.
 - Members are required to use the gas card provided to fill up the vehicles when the fuel level drops below a quarter of a tank.
 - Members are responsible for paying any fees or fines associated with driving violations, tolls, and parking tickets.
- **Research- Transit Cooperative Research Program Report 2004³**
 - Potential for Growth
 - CarSharing Portland was the first large-scale US program opening for business in 1998.
 - By December 2004 there were 61,652 members enrolled in the US, sharing 939 vehicles.
 - There are three key differences from rental cars.
 - Short-term rentals.
 - Decentralized, self-assessing network of vehicles.
 - Gasoline and insurance rates are included.
 - There may be an option for fuel efficient and alternative fueled vehicles.

³ Car-Sharing: Where it Works and How It Succeeds; Transit Cooperative Research Program, Report 108. The Federal Transit Administration. 2005

- **Demographic Characteristics of Participants**
 - Age: Median age was 35 years.
 - Income: Half of the respondents reported an annual income of \$60,000 a year or more.
 - Education: 35% hold a Bachelor's Degree, 48% reporting some post-graduate work or an advanced degree. Only 2% had less than some college education.
 - Gender: Slightly more women than men responded to the survey, by a margin of 55% to 45%.
 - Race/Ethnicity: 87% were white or Caucasian; 6% Asian; 4% were "other"; and 4% were black.
 - Household Size: 64% lived at least with one other person; the average household size was 2.02 persons. Children were present in 24.4% of the households.
 - Auto Ownership: 66.8% of the respondents lived in households with no cars.

- Behavioral Characteristics-Trip Purpose
 - Had things to carry 47.8%
 - Needed a car to get to their destination 37.8%
 - Had multiple stops to make 25.8%
 - Cost was acceptable for this trip 24.0%
 - Too far to walk 17.9%
 - More comfortable than other options 16.7%
 - Cost was better than for other travel options 16.0%
 - Ease of drop-off [no parking hassles or cost] 14.0%
 - Didn't want to use public transit 13.2%
 - Arranging and picking up a rental car would have taken too long
 - Can't get there except by car
 - Car-sharing was faster and/or more flexible than the other options
 - I had to go multiple places in a short time
 - Public transportation was not available for this trip
 - Public transportation would have taken too long

- Motivations for Joining Car-Sharing
 - They liked the car-sharing philosophy: 81.2%
 - They could eliminate the hassles of owning a car 64.6%
 - They liked having another mobility option 54.1%
 - They wanted to spend less on transportation 35.5%
 - Car-sharing services came to their neighborhood 35.2%
 - They couldn't afford to own/maintain/garage a car 31.8%
 - They were aware that car-sharing was now available 31.6%

- Primary Reason for Joining was:
 - Eliminated the hassles of owning a car 21.8%
 - Liked the car-sharing philosophy 19.1%
 - Liked having another mobility option 15.5%
 - Couldn't afford to own/garage/maintain my car 14.5%
 - Other reason 29.1%

- Specific Complaints of Car-Sharing:

- “All trips must be round trips; have to pay for time when car is idle.”
 - “Bad for visiting and browsing (when hours are long).”
 - “Can’t be spontaneous – may not be able to get a car.”
 - “Difficult to judge how long to reserve the car – I often use it less than the time reserved.”
 - “Feel under time pressure while doing errands with a shared car.”
 - “Hard to extend rental time because I don’t have a cell phone.”
 - “Hard to give up a reservation and not get billed for the time.”
 - “Must drop the car off where I picked it up.”
 - “No guarantee that a car will be there when I need it.”
 - “Some car share members do not respect the cars.”
 - “The phone system misunderstands me.”
 - “Too expensive for a long trip or a long stay at your destination.”
- Geographic Markets- Car-sharing is overwhelmingly concentrated in the cores of the largest metropolitan regions.
 - Common neighborhood characteristics.
 - Parking pressures- Car ownership is more expensive and less convenient in places where parking is scarce.
 - Ability to live without a car- Car-sharing works in concert with other modes of transportation so the availability of good public transportation is the key, along with local shopping opportunities and a pedestrian and bicycle network.
 - High density- Density has two major impacts on the viability of car-sharing.
 - A larger customer base within walking distance of each car-sharing vehicle.
 - Potential customers will have a higher probability of joining sense dense neighborhoods have lower rates of vehicle ownership and travel.
 - Other market settings where car-sharing is proving to be viable are:
 - University campuses
 - Apartment buildings
 - Small towns and villages
- Additional potential/target customers.
 - Fleet sharing
 - Provides an organization with exclusive use of car-sharing vehicles at particular times of the day.
 - The City of Berkeley has exclusive use of four City Car-Share vehicles during the work day.
 - Business Car-Sharing
 - This can be very successful when located in a residential market that will use the vehicles in the evenings and on weekends.
 - Developers
 - Owners of mixed-use projects have begun to offer car-sharing to tenants.
- Partnerships- Local governments are the most common partner to car-sharing operators.

- Case Study- Portland, OR- Portland results of a 2004 national web-based survey of car sharing members.⁴
 - 73.6% of Portland survey respondents reported saving money on transportation.
 - Reducing the number of cars they own, driving less, and using transit, biking or walking for more trips.
 - Reduced vehicle miles by 50.6%.
 - 20.4% were able to sell their car, 36.5% were able to sell their family's second car, and 61% were able to postpone the purchase of another car.
 - 57.4% reported that they took transit more often.
 - 56.1% said they walked more often.
 - 35% responded that if car sharing services stopped they would buy a car.

MASTER PLAN & POLICY CONSIDERATIONS:

- Car sharing programs encourage residents to live without owning an automobile or to own fewer automobiles.
- May assume that car sharing also encourages alternative forms of transportation; transit, walking, and biking.
- Car sharing will help meet objectives 2-10 and 2-11 of the Salt Lake City Bicycle & Pedestrian Master Plan
 - Objective 2-10: Provide support facilities and services to encourage and facilitate bicycle and pedestrian use.
 - Objective 2-11: Coordinate with other state and neighboring local jurisdictions and potential partner organization to coordinate and enhance bicycle and pedestrian circulation and support facilities at jurisdictional boundaries.
- Car sharing will meet three of the five goals presented in the Downtown Transportation Master Plan.
 - Goal No.1: *Serving Downtown* by supporting a high quality of life for residents and visitors.
 - Goal No. 2: *Pedestrian Friendly* by providing the ability to live downtown without owning a car.
 - Goal No. 3: *Easy to Use* by providing alternative transportation systems, serving the public needs 24/7.

CHRONOLOGY:

- In November 2008 the City, Utah Transit Authority, and the University of Utah collectively sent out a request for expressions of interest to companies providing car sharing services for the management and operation of a car sharing program.
- January 2009, a committee comprised of representatives from the City, UTA and the U of U selected U Car Share as the preferred car sharing company.

Cc: David Everitt, Rick Graham, Frank Gray, Mary DeLaMare-Schaefer, Cindy Gust-Jenson, Tim Harpst, Dan Bergenthal, Ed Rutan, Tim Rodriguez, Sylvia Richards, Quin Card, Nick Tarbet, Cindy Lou Trishman, Michael Stott, Joyce Valdez, Shawn McDonough

⁴ Evaluation of the City of Portland's Carsharing Pilot Program June 2004-July 2005; Portland Office of Transportation. 2005

SALT LAKE CITY CORPORATION

FRANK B. GRAY
DIRECTOR


DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT
OFFICE OF THE DIRECTOR

RALPH BECKER
MAYOR

MARY DE LA MARE-SCHAEFER
DEPUTY DIRECTOR

ROBERT FARRINGTON, JR.
DEPUTY DIRECTOR

CITY COUNCIL TRANSMITTAL



David Everitt, Chief of Staff

Date Received: 06/23/09

Date Sent to City Council: 06/23/09

TO: Salt Lake City Council
Carlton Christensen, Chair

DATE: June 22, 2009

FROM: Frank Gray, Community & Economic
Development Department Director



RE: An Ordinance Enacting Sections 12.04.075 and 12.56.375 and Amending Section
12.56.520 to Permit Car Sharing

STAFF CONTACT: Tim Harpst, Transportation Director, at 801-535-6630 or
tim.harpst@slcgov.com

Dan Bergenthal, Trails Coordinator, at 801-535-7106 or
dan.bergenthal@slcgov.com

RECOMMENDATION: That the City Council schedule a briefing and hold a public hearing

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: None

DISCUSSION:

Issue Origin: During November 2008, the City, in collaboration with the Utah Transit Authority (UTA) and the University of Utah (U of U), collectively "Parties", sent out a Request for Expressions of Interest to companies that provide car sharing services for the management and operation of a car sharing program. The stated goals of this new program are to:

- Support the long term economic, environmental and social sustainability of the region through balanced transportation that encourages wise land use;
- Increase public transportation connections and mobility across the Wasatch Front;
- Help improve air quality by reducing the number of vehicle miles traveled;

- Provide an alternative to the high costs of owning a personal vehicle;
- Encourage more transit oriented development and multi-modal travel;
- Ease road traffic congestion and demand for new parking; and
- Longer term – possibly replace some dedicated fleet vehicles used by the Parties' employees and contractors with shared cars.

During January 2009, a committee of representatives from the city, UTA, and the U of U evaluated the information received from the car sharing companies that responded. At that time, the selection committee unanimously selected U Car Share, an entity of U-Haul, as the preferred car sharing company. U Car Share currently operates car sharing programs in Portland, Oregon; Berkeley, California; Madison, Wisconsin; and Portland, Maine.

While the City, UTA, and the U of U are collaborating on this program, each party will contract separately with U-Haul to better meet their unique needs. For additional information about U Car Share and their proposal, please see their attached Expression of Interest and visit their website at: www.ucarshare.com.

Analysis:

In accordance with the goals listed above, the City, UTA, and the U of U desire to contract with a company to provide a car sharing program. This type of program offers mobility to city residents without the burden of vehicle ownership. Vehicles will be strategically distributed in high pedestrian traffic areas utilizing reserved parking spaces. Customers pay a one-time joining fee that gives them access to a reservation system and entitles them to use any car sharing vehicle any time it is available. Customers are then billed per use on a pre-approved credit card at an hourly usage rate.

Initially 20 vehicles will be parked on-street within the city at locations currently being determined. According to the Request for Expressions of Interest: "The Parties will provide reserved parking locations at no cost where the vehicles will be staged for access by the community." Providing on-street parking spots at no cost for car sharing vehicles is analogous to providing reserved on-street parking spaces for taxis whose operators are likewise not charged for their reserved parking stalls. However, it should be noted that Portland, Oregon, charges car sharing companies operating in their city for foregone parking meter revenue at metered parking spaces. Since the city will have a renewable contract with U-Haul, the option of charging for foregone meter revenue in the future would still be an option if deemed necessary.

Currently city ordinance §12.56.370 allows the City Transportation Engineer to establish taxicab stands, but that authority does not extend to establishing reserved on-street parking stalls for car sharing vehicles. Therefore, an ordinance allowing that authority is needed.

City ordinance 12.56.520 does not allow on-street storage of vehicles for a period longer than 48 hours. Although car sharing companies attempt to locate their vehicles where rental demand is highest, there is the possibility that a car sharing vehicle may remain in its designated parking stall for more than 48 hours. Therefore, Section 12.56.520 is proposed for amendment to exempt car sharing vehicles.

The only cost the city will incur from this program is foregone revenue at parking stalls with existing meters and for signage and possible pavement markings at each stall.

Master Plan Considerations:

As car sharing programs encourage residents to live without owning an automobile or to own fewer automobiles, it is safe to assume that car sharing also encourages alternative forms of transportation such as transit, walking, and bicycling. As such, a car sharing program will help to meet objectives 2-10 and 2-11 of the Salt Lake City Bicycle & Pedestrian Master Plan which state:

Objective 2-10: Provide support facilities and services to encourage and facilitate bicycle and pedestrian use.

Objective 2-11: Coordinate with other state and neighboring local jurisdictions and potential partner organizations to coordinate and enhance bicycle and pedestrian circulation and support facilities at jurisdictional boundaries.

A car sharing program also meets three of the five goals presented in the recently adopted Downtown Transportation Master Plan. The program supports *Goal No. 1: Serving Downtown* since it supports a high quality of life for residents and visitors. It supports *Goal No. 2: Pedestrian Friendly* by providing the ability to live downtown without the need to own a car. Lastly, it supports *Goal No. 3: Easy to Use* by providing an easy to use alternative transportation system serving people's needs 24 hours a day, seven days a week.

PUBLIC PROCESS:

None

RELEVANT ORDINANCES:

Salt Lake City Code Section 12.56.370 Taxicab Stands; Establishment and Signs and Section 12.56.520 Using Streets for Storage Prohibited.

Clean
Version

SALT LAKE CITY ORDINANCE
No. _____ of 2009
(Enacting and Amending Provisions in Title 12 to Allow Car Sharing)

An Ordinance Enacting Sections 12.04.075, *Salt Lake City Code*, Pertaining to Definition of “Car Sharing Vehicle,” and 12.56.375, *Salt Lake City Code*, Pertaining to Car Sharing Parking Establishment and Signs, and Amending Section 12.56.520, *Salt Lake City Code*, Pertaining to Using Streets for Storage Prohibited.

WHEREAS, the City, Utah Transit Authority, and the University of Utah, collaborated together over many months to bring car sharing to the city and the Wasatch Front;

WHEREAS, the Wasatch Front itself makes up nearly 80% of Utah’s population with many residents choosing to live in the downtown, urban areas of the city;

WHEREAS, car sharing provides an alternative to vehicle ownership and use of public transportation by providing a less expensive option than vehicle ownership while providing more flexibility than strict public transportation schedules, thus allowing city residents greater mobility without the additional burdens of vehicle ownership;

WHEREAS, car sharing accomplishes many goals, including:

- improves air quality by reducing the number of vehicle miles traveled;
- increases public transportation use and connections and other forms of sustainable transportation;
- provides an alternative to the high costs of owning a personal vehicle;
- encourages more transit oriented development and multi-modal travel;
- eases traffic congestion and decreases demand for new parking;

WHEREAS, car sharing supports the long term economic, environmental and social sustainability of the region through balanced transportation that encourages wise land use;

WHEREAS, car sharing may hold future potential to replace some dedicated City fleet vehicles with shared cars;

WHEREAS, car sharing is consistent with the City's goal of creating a greener, more sustainable, and environmentally friendly city; and

WHEREAS, the City Council has concluded that the proposed provisions are in the best interest of the City.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. That Section 12.04.075 of the *Salt Lake City Code*, pertaining to definition of "car sharing vehicle" be, and hereby is, enacted to read as follows:

12.04.075 Car Sharing Vehicle:

"Car sharing vehicle" means a vehicle that is contracted with the City to provide a service to the public as a car sharing vehicle.

SECTION 2. That Section 12.56.375 of the *Salt Lake City Code*, pertaining to Car Sharing Parking Establishment and Signs be, and hereby is, amended to read as follows:

12.56.375 Car Sharing Parking Establishment and Signs:

The city transportation engineer is authorized to establish car sharing vehicle parking stalls on public streets in such places and in such manner as the city transportation engineer shall determine to be of the greatest benefit and convenience to the public, and every car sharing vehicle parking stall shall be designated by appropriate signs or markings installed by the city transportation engineer.

SECTION 3. That Section 12.56.520 of the *Salt Lake City Code*, pertaining to Using Streets for Storage Prohibited be, and hereby is, amended to read as follows:

12.56.520 Using Streets for Storage Prohibited:

No person shall park a vehicle, boat, trailer or other item upon any street for a period of time

longer than forty eight (48) hours, except for a car sharing vehicle parked within a designated car sharing vehicle parking stall pursuant to this Title.

SECTION 4. Effective Date. This Ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah this _____ day of _____, 2009.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date June 23, 2009
By Melanie Belf

(SEAL)

Bill No. _____ of 2009.
Published: _____.

HB_ATTYY-#9038-v1-Enacting_and_Amending_Provisions_in_Title_12_to_Allow_Car_Sharing_clean.DOC

Legislative
Version

SALT LAKE CITY ORDINANCE

No. _____ of 2009

(Enacting and Amending Provisions in Title 12 to Allow Car Sharing)

An Ordinance Enacting Sections 12.04.075, *Salt Lake City Code*, Pertaining to Definition of “Car Sharing Vehicle,” and 12.56.375, *Salt Lake City Code*, Pertaining to Car Sharing Parking Establishment and Signs, and Amending Section 12.56.520, *Salt Lake City Code*, Pertaining to Using Streets for Storage Prohibited.

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WHEREAS, the Wasatch Front itself makes up nearly 80% of Utah’s population with many residents choosing to live in the downtown, urban areas of the city;

WHEREAS, car sharing provides an alternative to vehicle ownership and use of public transportation by providing a less expensive option than vehicle ownership while providing more flexibility than strict public transportation schedules, thus allowing city residents greater mobility without the additional burdens of vehicle ownership;

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- encourages more transit oriented development and multi-modal travel;
- eases traffic congestion and decreases demand for new parking;

WHEREAS, car sharing supports the long term economic, environmental and social sustainability of the region through balanced transportation that encourages wise land use;

WHEREAS, car sharing may hold future potential to replace some dedicated City fleet vehicles with shared cars;

WHEREAS, car sharing is consistent with the City’s goal of creating a greener, more sustainable, and environmentally friendly city; and

WHEREAS, the City Council has concluded that the proposed provisions are in the best interest of the City.

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12.56.375 Car Sharing Parking Establishment and Signs:

The city transportation engineer is authorized to establish car sharing vehicle parking stalls on public streets in such places and in such manner as the city transportation engineer shall determine to be of the greatest benefit and convenience to the public, and every car sharing vehicle parking stall shall be designated by appropriate signs or markings installed by the city transportation engineer.

SECTION 3. That Section 12.56.520 of the *Salt Lake City Code*, pertaining to Using Streets for Storage Prohibited be, and hereby is, amended to read as follows:

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longer than forty eight (48) hours, except for a car sharing vehicle parked within a designated car sharing vehicle parking stall pursuant to this Title.

SECTION 4. Effective Date. This Ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah this _____ day of _____, 2009.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date June 23, 2009
By Melanie Beif

(SEAL)

Bill No. _____ of 2009.
Published: _____.

HB_ATTU-#7687-v1-Enacting_and_Amending_Provisions_in_Title_12_to_Allow_Car_Sharing_draft.DOC