

@arshare Parking Pilot

First-Year Progress Report



January 2020





 enterprise
CarShare



Executive Summary



In the past decade, New York City has seen its number of residents, jobs, and tourists grow, putting stress on the transportation network to accommodate everyone within the existing right-of-way. As a result, New York City must use its streets as efficiently as possible to move people and goods, which means increasing the share of residents who walk, bike, and take transit. The New York City Department of Transportation (DOT) believes that shared-use mobility options such as carshare complement these goals because they support a car-light lifestyle. Carshare also provides an additional travel option for New Yorkers who cannot afford to own a car but would benefit from occasional access to a vehicle.

Research from across the country has shown positive outcomes from increasing carshare use, such as a reduction in car ownership and vehicle miles traveled among members. It also has financial perks, since it relieves people from the costs of owning, operating, and maintaining their own vehicles. DOT believes that these outcomes could help New York City address the challenges of curbside parking pressure, vehicle emissions, and access, so it implemented a carshare parking pilot program to see whether the benefits seen elsewhere could be replicated in NYC.

In June 2018, DOT launched a carshare parking pilot program mandated by Local Law 47 of 2017, introduced by Council Member Mendez, and Local Law 50 of 2017, introduced by Council Member Levine. The purpose of the pilot is to provide up to 300 on-street parking spaces in 14 pilot zones and up to 300 parking spaces in municipal parking facilities for use by participating carshare companies. The goals of the carshare pilot are to:

- **Expand access to carshare, including in neighborhoods underserved by carshare services and to low- and moderate-income New Yorkers; and**
- **Analyze the impact of carshare on car ownership, total vehicle miles traveled (VMT), and on-street parking availability.**

Carshare is a service that gives members access to a vehicle for short-term use — typically by the hour or minute. Unlike traditional rental cars, which are usually picked up from a retail location, carshare vehicles are unlocked by members through either a tap card or a smartphone app. This format allows members to reserve carshare vehicles 24 hours a day, seven days a week from a variety of locations convenient to their home.

DOT sought to pick sites in a geographically and economically diverse group of neighborhoods. By analyzing data from the U.S. Census and American Community Surveys, DOT focused on areas that either 1) were likely to have residents who might give up a car or 2) lacked transportation options. This analysis, combined with active feedback from elected officials and community stakeholders, led to the selection of 14 on-street neighborhood pilot zones in northern Manhattan, the Bronx, Queens, and Brooklyn.

Two carshare companies – Enterprise CarShare and Zipcar – currently participate in the pilot program after applying for a DOT carshare permit. Enterprise has 56 spaces in the program and Zipcar has 229 spaces. The participating carshare companies must follow permit conditions in order to participate in the carshare parking pilot. One of the conditions is that the carshare companies regularly provide data to DOT so it can understand how the program is working. Data shared include overall trips, trips per site, trip durations, spaces that are blocked, number of unique users, membership changes, and cleaning reports. These datasets allow DOT to analyze overall and site-specific use to gauge whether the carshare pilot program is meeting DOT’s goals.

The findings from the first year of the pilot show a program that is operationally successful but has room for improvement. In the first year, carshare members took a total of 70,117 trips, with approximately 52,000 trips from on-street spaces and 18,000 trips from municipal parking facility spaces. Spaces are well used; each space averages about 24 trips and 15 unique users per month. In other words, one carshare vehicle is serving the needs

of 15 New York City households each month instead of them relying on 15 personal cars. The average trip time for a vehicle reserved from a DOT pilot space is ten hours, and the median trip time is five hours. The average distance for a vehicle reserved from a DOT pilot space is 68 miles, and the median distance is 36 miles.

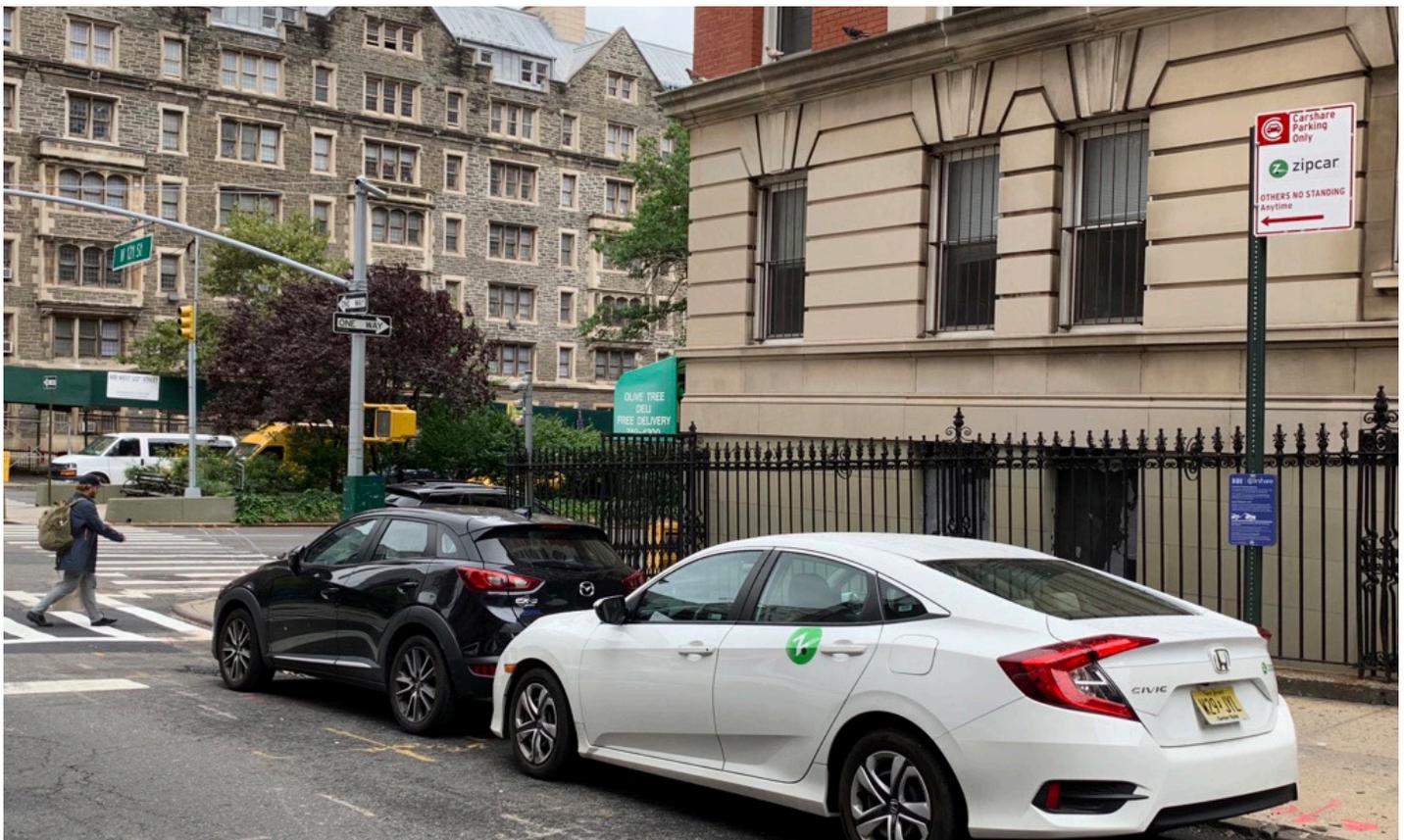
The municipal parking facilities operate particularly well, with high trip rates and few reports of spaces being blocked illegally. The three top-performing sites in the pilot are located in municipal parking facilities. In on-street pilot zones, blocked spaces are a major issue that DOT is working closely with carshare companies to alleviate. Each month, about 16% of on-street carshare trips and 6% of carshare trips from municipal parking facility spaces encounter a vehicle blocking the space to which they are returning the vehicle. For the program to be effective long term, the issue of blocked spaces will need to be improved.

The pilot also appears to be expanding access to mobility, another goal of the program. Some of the most successful areas in the pilot are those that were previously underserved by carshare, such as the Bronx and outer Queens. These two boroughs have the highest performing on-street zones and municipal parking facilities in the pilot, indicating that the pilot is filling a gap in service demand. Preliminary survey results of members also show that users joining carshare since the start of the pilot are more socio-economically diverse than the pre-existing base of carshare members in NYC.

Further survey and parking occupancy data, available in the final carshare parking pilot report, will illuminate whether the carshare parking pilot has led to changes in vehicle ownership and use. As DOT moves into the second and final year of the carshare parking pilot, it will also look to explore the following topics:

- **Space Utilization: are both carshare parking spaces at each site being used to their fullest extent? How does the carshare vehicle use compare to that of personal vehicles parking in residential parking spaces?**
- **Access: are New Yorkers with disabilities using carshare? Are low-income New Yorkers using carshare? How are carshare companies working to expand their membership base?**

These questions and others will guide DOT's process as it considers a permanent carshare parking program in New York City.



Background

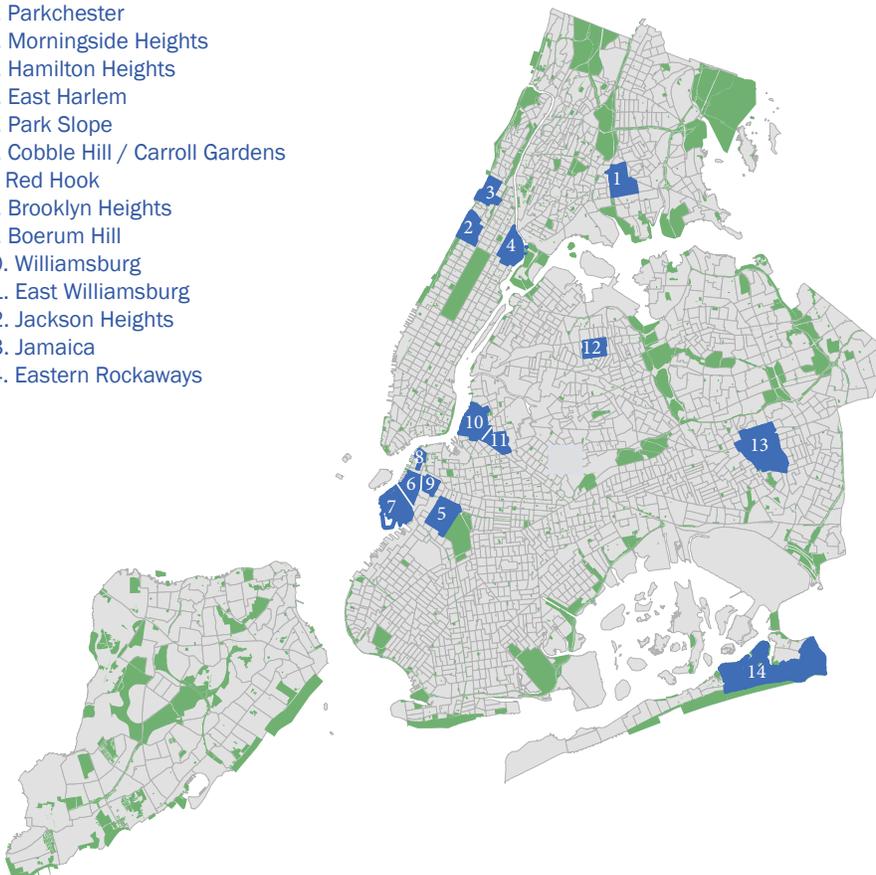
In June 2018, the New York City Department of Transportation (DOT) launched a carshare parking pilot program. This pilot provides up to 300 on-street parking spaces in 14 pilot zones and up to 300 parking spaces in municipal parking facilities for use by participating carshare companies. The goals of the carshare pilot are to:

- **Expand access to carshare, including in neighborhoods under served by carshare services and to low- and moderate-income New Yorkers; and**
- **Analyze the impact of carshare on car ownership, total vehicle miles traveled (VMT), and on-street parking availability.**

This progress report describes the implementation process and preliminary findings from the first year of the carshare pilot. It also fulfills the mandate of Local Law 50 of 2017, which requires DOT to submit a progress report to the City Council Speaker.

Carshare Pilot Zones

1. Parkchester
2. Morningside Heights
3. Hamilton Heights
4. East Harlem
5. Park Slope
6. Cobble Hill / Carroll Gardens
7. Red Hook
8. Brooklyn Heights
9. Boerum Hill
10. Williamsburg
11. East Williamsburg
12. Jackson Heights
13. Jamaica
14. Eastern Rockaways



What is Carshare?

Carshare is a service that gives members access to a vehicle for short-term use — typically by the hour or minute. Unlike traditional rental cars, which are usually picked up from a retail location, carshare vehicles are unlocked by members through either a tap card or a smartphone app. This format allows members to reserve carshare vehicles 24 hours a day, seven days a week from a variety of locations convenient to their home.

Carshare companies typically provide either round-trip service, where members borrow and return vehicles to the same location, or one-way service, where members pick up a car at one location and drop it off at another within the company's service zone. There are two round-trip carshare companies operating out of garages and lots in New York City: Zipcar and Enterprise CarShare. Car2go, now called Share Now, provides one-way service in Brooklyn and Queens. It recently announced it would be leaving the U.S. market at the end of February 2020. Although DOT's carshare pilot was open to all types of carshare providers, only round-trip carshare services opted to participate.

Why did NYC DOT Launch a Carshare Parking Pilot?

New York City must use its streets as efficiently as possible to move people and goods, which means increasing the share of residents who walk, bike, and take transit. DOT believes that shared-use mobility options such as carshare complement these goals because they support a car-light lifestyle. Carshare also provides an additional travel option for New Yorkers who cannot afford to own a car but would benefit from occasional access to a vehicle.

Many other U.S. cities have conducted carshare pilots that dedicate curbside spaces for carshare vehicles and require expansion of coverage to underserved neighborhoods. Staff at DOT analyzed the results of these pilots and spoke with staff in San Francisco, Washington, D.C., and Seattle to discuss lessons learned from those experiences. The results of those cities' pilots aligned with national research showing that carshare has tremendous potential benefits. Most notably, it:

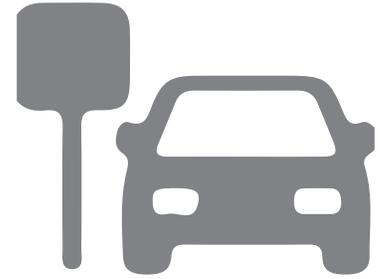
- **Supports a realistic alternative to personal car ownership with far lower fixed costs;**
- **Increases on-street parking availability because a portion of carshare members “shed” their own cars after joining a carshare service;**
- **Adds a travel option for car-free households; and**
- **Reduces congestion and improves air quality.**

Encouraged by these research results, DOT staff evaluated existing locations of carshare in NYC and found that services were predominantly located in Manhattan and areas with high concentrations of private parking garages. Conversely, carshare services were sparse in areas without many off-street parking options. In order to expand the reach of carshare to a wider selection of New Yorkers, DOT determined that it needed to provide space at the curbs for carshare vehicles to effectively test whether the benefits of carshare seen in other cities could be realized in New York City.

DOT committed to exploring the potential benefits of carshare, particularly outside of Manhattan, in its Strategic Plan 2016. Soon thereafter, City Council legislation mandated that the agency conduct a two-year carshare pilot that included dedicating carshare parking spaces in on-street locations throughout the city and spaces in DOT-run municipal parking facilities. Local Law 50 of 2017, introduced by Council Member Mark Levine (Int 0873-2015), required DOT to establish a two-year carshare pilot program allowing qualified carsharing organizations to apply for designated on-street parking spaces and to report back to the City Council on the findings. Local Law 47 of 2017, introduced by Council Member Rosie Mendez (Int 0267-2014), required DOT to allow carshare organizations to apply for designated parking spaces in municipal parking facilities. Together, these two bills create the framework and mandate for DOT's carshare pilot.

¹ Mineta Transportation Institute, Carsharing and Public Parking Policies: Assessing Benefits, Costs, and Best Practices in North America, March 2010. Elliot Martin and Susan Shaheen, Impacts of Car2Go on Vehicle Ownership, Modal Shift, Vehicle Miles Traveled, and Greenhouse Gase Emissions, July 2016.

Implementation Process



Timeline

September 2016	<ul style="list-style-type: none"> DOT releases Strategic Plan 2016, which includes a carshare initiative
December 2016	<ul style="list-style-type: none"> NYC Council Transportation Committee hearing to discuss Intros 0267-2014 and 0873-2015 on carshare DOT announces intention to pilot on-street carshare spaces in NY
March 2017	<ul style="list-style-type: none"> On March 21, Mayor Bill de Blasio signs Local Law 50 of 2017, sponsored by Council Member Mark Levine (Int 0873-2015), and Local Law 47, sponsored by Council Member Rosie Mendez (Int 0267-2014), into law
June 2017	<ul style="list-style-type: none"> Feedback portal launches (and includes comments received during street ambassador outreach at community events) Community Board outreach begins Rule to implement carshare parking pilot program published in the City Record
August 2017	<ul style="list-style-type: none"> Public Hearing for carshare parking pilot program rules held
October 2017	<ul style="list-style-type: none"> Feedback portal closes for comments Carshare parking pilot program rules adopted
November 2017	<ul style="list-style-type: none"> Eligibility Application for carshare companies published to DOT's website
February 2018	<ul style="list-style-type: none"> Community Board outreach ends Site Preference Application sent to eligible carshare companies
March 2018	<ul style="list-style-type: none"> DOT informs carshare companies of their allocated sites
May 2018	<ul style="list-style-type: none"> Installation of carshare signs begins
June 2018	<ul style="list-style-type: none"> Carshare parking pilot launches

The carshare pilot program took nearly two years to implement and involved extensive outreach to local communities and elected officials. DOT staff attended 12 meetings with elected officials and 18 meetings with Community Boards to better understand each community's specific siting concerns. The agency also launched an online feedback portal through which people could note intersections that would be good for carshare spaces or should be avoided for carshare spaces. DOT street ambassadors attended 14 community events, such as Weekend Walks and street festivals, to gather additional feedback on the siting. All told, the agency received over 550 community comments that were reviewed and integrated into the carshare pilot siting plan.



NYCDOT Carshare Pilot

Dashboard
Projects & Initiatives Site Policy

- Project Home
- Red Hook
- Feedback Map Park Slope
- Feedback Map Cobble Hill/Carroll Gardens
- Feedback Map Boroam Hill
- Feedback Map East Harlem
- Feedback Map Eastern Rockaways

Comments (38)

Any

Carshare Parking Space 08/28/2017 - 12:25
Prime territory for car share. After blizzards, I've witnessed many cars on this block encased in ice for more than a month. Lots of people who own cars but only use them occasionally.

[Street View](#)

★★★★☆ Average 3 (Votes: 3)

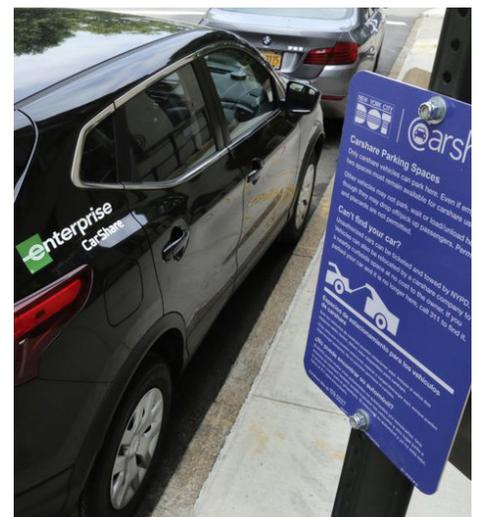
Carshare Parking Space 08/28/2017 - 12:22
This corner would be a great location for carshare parking. Center slope, heavily residential, with a lot of privately owned vehicles that don't get used all that often.

[Street View](#)

★★★★☆ Average 3 (Votes: 3)

Carshare Parking Space 08/28/2017 - 12:20
This would be a great spot for a Carshare Parking Space. It's in the heart of Park Slope, close to the hospital.

[Street View](#)



Rulemaking

The first step in the implementation process was to adopt a new rule to implement the carshare parking pilot program. The rule was promulgated through the City Administrative Procure Act (CAPA) process in accordance with Chapter 45 of the New York City Charter, and it addressed the following key components of the program:

- The requirement that carshare organizations apply for permits allowing the use of dedicated parking spaces;
- The requirement that carshare organizations pay a permit fee;
- The conditions of the carshare permit;
- The process by which a carshare permit is assigned; and
- Data reporting requirements.

DOT published the proposed rule in the City Record on June 30, 2017 and held a public hearing on August 1, 2017. DOT made a few changes to the proposed rule after reviewing comments received both in writing and at the hearing, and then the new rule went into effect on October 11, 2017.

Site Selection

DOT sought to pilot on-street carshare in a geographically and economically diverse group of neighborhoods and considered a number of factors when choosing neighborhoods. The first consideration was to exclude the area of Manhattan to the south of West 110th St and East 96th St from the on-street pilot program. DOT did not want to add any program to the area that might encourage additional car trips, as the Manhattan core and adjacent neighborhoods are already well-served by a variety of transportation options. DOT also made an effort to pilot on-street carsharing in Council Districts where the local City Council Member supported the program.

From there, DOT staff selected zones by analyzing census data to determine areas that either 1) were likely to have residents who might give up a car or 2) lacked transportation options. Areas where residents were likely to give up a car were defined as communities where a high proportion of residents commuted to work by transit, but where a high proportion of households also owned cars. This combination implied that many people were keeping vehicles for the purpose of occasional trips instead of everyday ones. Areas that lacked transportation options were often more reliant on cars for transportation or were not covered by any new mobility transportation options. By providing carshare in these neighborhoods, DOT aimed to provide a new transportation option to residents.

DOT selected 14 on-street pilot zones:

Bronx

- Parkchester

Brooklyn

- Boerum Hill
- Brooklyn Heights
- Cobble Hill / Carroll Gardens
- East Williamsburg
- Park Slope
- Red Hook
- Williamsburg

Manhattan

- East Harlem
- Hamilton Heights
- Morningside Heights

Queens

- Eastern Rockaways
- Jackson Heights
- Jamaica

With the neighborhoods chosen, DOT created an online feedback portal to gather public input about specific carshare parking sites. It launched in June 2017 and remained open for comments until October 2017. The agency received more than 550 map comments with recommendations and local knowledge to help inform the on-street carshare siting



Selection of Participating Companies

Following adoption of the carshare rule in section 4-08(o)(6) of Title 34 of the Rules of the City of New York, DOT started its two-part application process for carshare companies. The Eligibility Application released on November 1, 2017 required interested carshare companies to submit documentation demonstrating their ability to meet the criteria to participate in the program. Responses were due on November 13, 2017, and based on those submissions, DOT determined that Enterprise CarShare, ReachNow, and Zipcar were eligible for participation in the pilot.

The second part of the application was the Site Preference Application. Released on February 26, 2018, this application provided all available sites for the carshare parking pilot and instructed eligible carshare companies to list, in rank order, their preferred on-street carshare sites. DOT then assigned spaces to each carshare company based on each company's preferences. During the site preference process, carshare companies also requested spaces in DOT's municipal parking facilities. DOT made either ten spaces or ten percent of spaces in each facility, whichever was less, available for carshare companies to request. The combined requests did not exceed the number of spaces available in any facility, so DOT did not need the companies to rank off-street sites in the same way as on-street sites.

During the site assignment process, ReachNow informed DOT that it was leaving the New York market. This meant that, although three companies were initially found to be eligible for the program, only Enterprise and Zipcar were assigned sites for the pilot.

Site Allocation

DOT allocated 115 on-street carshare sites, with 90 sites for Zipcar and 25 sites for Enterprise. As each site contains 2 spaces, this meant that Zipcar received 180 on-street spaces and Enterprise received 50 on-street spaces. Both companies received additional on-street spaces due to their commitment to provide free first-year membership and driving credits to residents of the New York City Housing Authority (NYCHA).

Additionally, DOT allocated 55 off-street spaces in 17 of its municipal lots to the carshare companies. Zipcar received 49 spaces and Enterprise received 6 spaces. Of the nearly 600 spaces made available as part of the carshare parking pilot, DOT allocated a total of 285 spaces. Due to a couple instances of long-term construction conflicts, the number of spaces in operation as of May 31, 2019 was 281.

Permit Conditions

Pursuant to the carshare rule, the participating carshare companies needed to agree to a list of permit conditions in order to participate in and remain in good standing during the carshare parking pilot. These conditions include requirements to install hand controls on vehicles as an accessibility measure, to site at least 20% of vehicles in equity areas that have a median household income below the NYC median, and to clean the spaces at the same regularity as street sweeping. The full list of permit conditions is included in the Appendix.



Launch

On May 31, 2018, Mayor de Blasio held a press conference to announce the launch of the carshare parking pilot. The first carshare vehicles were available for reservation on June 1, 2018, and most carshare vehicles were operating from their assigned carshare parking spaces by the end of that month. To ease the transition for local residents, the Mayor announced a two-week grace period during which drivers who illegally parked at carshare spaces would not receive fines. This was combined with active outreach about the new program via social media and through community organizations.

All sites in the pilot are marked with a curb regulation sign that depicts the logo of the company with a permit for that site, as shown in the graphic below.



DOT also wanted to ensure that members of the public understood what was happening at the carshare pilot sites and installed pedestrian level signage in English and Spanish that described the goals of the program and how the spaces operate.

NEW YORK CITY | **Carshare**

Carshare Parking Spaces
Only carshare vehicles can park here. Even if empty, these two spaces must remain available for carshare use.

Other vehicles may not park, wait or load/unload here, though they may drop off/pick up passengers. Permits and placards are not permitted.

Can't find your car?
Unauthorized cars can be ticketed and towed by NYPD. Vehicles can also be relocated by a carshare company to a nearby curbside space at no cost to the owner. If you parked your car and it is no longer here, call 311 to find it.

Espacios de estacionamiento para los vehículos de carshare
Solo los vehículos de carshare pueden estacionar aquí. Incluso si estos dos espacios están vacíos, deben estar disponibles para carshare. Otros vehículos no pueden estacionar, esperar o cargar/descargar aquí, aunque pueden dejar/recoger pasajeros. No se permiten permisos ni cartelas.

¿No puede encontrar su automóvil?
El NYPD puede multar a los automóviles no autorizados y/o remolcarlos. Una empresa de carshare también puede trasladar los vehículos a otro lugar junto a la acera sin costo para el propietario. Si estacionó su automóvil y ya no está aquí, llame al 311 para encontrarlo.

Carshare Site ID _____

NEW YORK CITY | **Carshare**

The NYC Department of Transportation Carshare Pilot Program makes carshare more convenient for New Yorkers. Carshare is a service where members have access to a car for short-term use, usually by the hour or minute. Benefits include:

- Access to a car when you need it** without the cost of maintenance, insurance, or parking.
- Shorter search for parking.** Carshare members always have a place to park, while sharing leads to fewer cars and more spaces at the curb.

Street Cleaning
Carshare companies must clean these spaces. Call 311 to report maintenance issues.

How to sign up
Contact participating carshare companies directly. For more information, visit nycdotcarshare.info

El programa piloto Carshare Pilot del NYC DOT hace que carshare sea más práctico para los neoyorquinos. Carshare es un servicio en el que los miembros tienen acceso a un automóvil para usarlo durante periodos cortos, generalmente por hora o por minuto. Beneficios incluidos:

- Acceso a un automóvil cuando le necesite** sin costo de mantenimiento, seguro o estacionamiento.
- Menos tiempo de búsqueda de estacionamiento.** Los miembros de carshare siempre tienen un lugar para estacionarse, y al compartir hay menos automóviles y más espacios junto al bordillo.

Limpieza de calles
Las empresas de carshare deben limpiar estos espacios. Llame al 311 para informar de problemas de mantenimiento.

Cómo inscribirse
Póngase en contacto directamente con las empresas participantes de carshare. Para obtener más información, visite nycdotcarshare.info

First Year Findings



How is NYC DOT Evaluating Success?

DOT is taking a multifaceted approach to evaluating the carshare parking pilot. A successful program must balance the needs of the City, the carshare organizations, and the community. This means evaluating whether the pilot allows for reliable operations, expands access to mobility for those without a car, encourages people to sell their personal vehicles, and functions well for the surrounding neighborhoods.

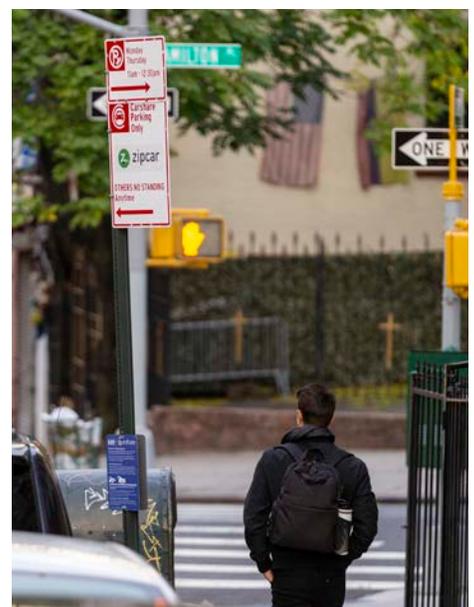
DOT is using a variety of data sources to conduct these evaluations. The primary source of data is the quarterly reports that participating carshare companies are required to provide as a condition of the carshare parking permit. The submissions include summaries of all trips taken from carshare parking pilot spaces, membership information, and the number of times a carshare space is reported as blocked by a non-carshare vehicle. They allow DOT to assess how the pilot spaces function from an operational perspective.

Another main data source is carshare member surveys. DOT is working with researchers at the University of California – Berkeley Transportation Sustainability Research Center (TSRC) to conduct a series of three member surveys over the course of the pilot period.

1. Retrospective Survey. Distributed by the participating carshare companies to existing members in New York City prior to the launch of the pilot, the purpose of this survey was to better understand how carshare functioned in NYC prior to the pilot and to serve as a baseline for the subsequent surveys. Note that ReachNow was still a participating carshare company at the time of this survey, so responses were received from ReachNow members.

2. Before Survey. Distributed to new members of the carshare companies within the first few months of their membership during the pilot period, the intent of this survey was to get a snapshot of travel behaviors for carshare members before they used the service long enough to develop new habits.

3. After Survey. Sent 12 to 15 months after the start of the pilot, this survey aims to track travel behavior changes that occur from the Before Survey to After Survey period. Respondents who did not take the Before Survey will receive a modified version of the Retrospective Survey instead of the After Survey. These surveys allow DOT to better understand why people make certain travel decisions and how the presence of carshare impacts those choices, such as the decision to forego the purchase of a vehicle.



Operational Metrics

Carshare members took over 70,000 trips in the first year of the pilot. Approximately 52,000 trips occurred from on-street spaces and 18,000 trips occurred from municipal parking facility spaces. This shows a slight preference for carshare vehicles parked in municipal facilities, as the spaces make up about 20% of the total pilot spaces but account for about 25% of the total trips.

There are no substantial differences in trip time or distance based on whether a vehicle was rented from an on-street space or a space in a municipal facility. The average trip time for a vehicle reserved from a DOT pilot space is 10 hours, and the median trip time is 5 hours. The average distance for a vehicle reserved from a DOT pilot space is 68 miles, and the median distance is 36 miles.

To determine operational success of the pilot, DOT evaluates the following key metrics: average trips per space, average number of unique users per space, and the average number of blocked space reports per space. These data come from the quarterly data sharing submissions the carshare companies provide to DOT. An important thing to note is that each on-street carshare site includes two spaces and each municipal parking facility includes between one and four spaces for carshare vehicles. Since carshare companies report trip statistics by the site identification number, DOT averages these numbers by the total number of spaces allocated to a carshare company at each site.



Total Trips Taken June 2018 through May 2019

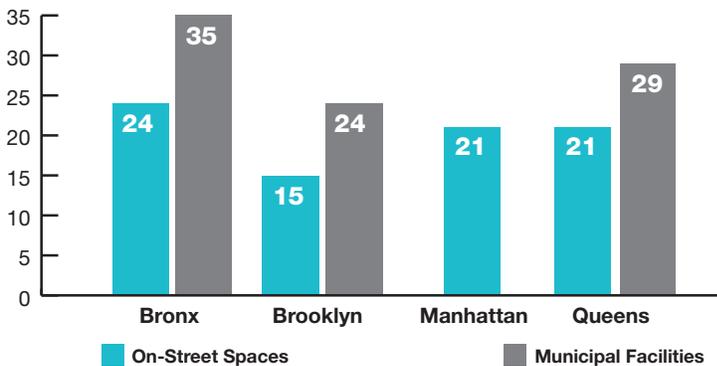
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total
On-Street	1,128	3,656	4,285	3,974	4,774	4,405	4,745	4,347	4,793	5,613	5,341	5,257	52,318
Municipal Facility	837	1,493	1,732	1,583	1,405	1,320	1,527	1,362	1,538	1,733	1,610	1,659	17,799
Total Trips	1,965	5,149	6,017	5,557	6,179	5,725	6,272	5,709	6,331	7,346	6,951	6,916	70,117

Trip Rates

On-street carshare spaces are located on blocks with free residential parking that have alternate side parking (ASP) regulations for street cleaning. DOT considers this fact when determining whether a carshare site is successful, because many New Yorkers who park on-street use their cars only occasionally. Considering that the ASP regulations in current carshare parking locations allow for drivers to only move their vehicle between four to eight times a month, DOT considers any carshare spaces with a monthly average of trips greater than 8 trips per space to be functioning at least as well as an ASP parking space allocated for residential parking purposes in those neighborhoods. Across the four participating boroughs, the average trip rates are well above this metric (see chart below). In the second year of the pilot, DOT will use time lapse cameras to better understand the frequency at which private vehicles are moved on blocks with carshare spaces.

The first year of data from the participating carshare companies show that spaces in on-street pilot zones average 18 trips per month, while pilot spaces in municipal facilities average 28 trips per month. All spaces in the pilot, whether on-street or in municipal facilities, average approximately 24 trips per month.

Average Trips per Space per Borough



The top three highest performing locations in the first year are the White Plains Road Municipal Parking Field (42 trips per space per month), the Far Rockaway #2 Municipal Parking Field (40 trips per space per month), and the Jerome-190th Street Municipal Garage (34 trips per space per month). A more detailed summary of trips rates by borough is available in the Borough Snapshots section.



Unique Users

DOT assesses the number of unique users to verify that the carshare spaces are not being used by only one or two carshare members. Since a main goal of this pilot is to expand access to carshare to more New Yorkers, DOT does not believe it is an appropriate use of space if a site effectively functions as reserved parking for one or two households.

The data show that spaces in the pilot average a robust number of unique users. Each month, approximately 14 carshare members use each on-street space and 17 members use each space in the municipal parking facilities. Overall, each space in the pilot is used by an average of 15 people per month. Put another way, an average of 15 New York households are sharing one carshare vehicle a month rather than relying on 15 personal cars.

Average Unique Users per Space per Month

On Street Spaces	14 users
Municipal Facility Spaces	17 users
Citywide	15 users

A more detailed summary of unique users by borough is available in the Borough Snapshots section.

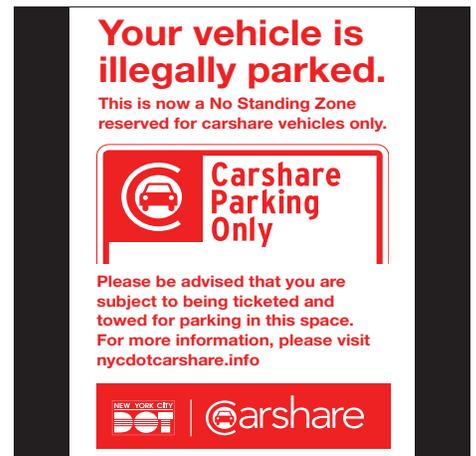
Blocked Spaces

The blocked spaces metric records any time that a carshare user is unable to return the vehicle to its location because another vehicle is illegally parked in the space. This metric is likely an undercount of the number of times that a carshare pilot space is blocked because it is only recorded if reported by a carshare member to the carshare company. While DOT tracks the average number of blocked space reports per space per month, a more useful metric is looking at the rate of blocked space reports by total trips. DOT prefers this metric because staff found that neighborhoods with high trip rates had correspondingly high blocked space reports, so analyzing the percentage of trips that end in a blocked space report normalizes that data.

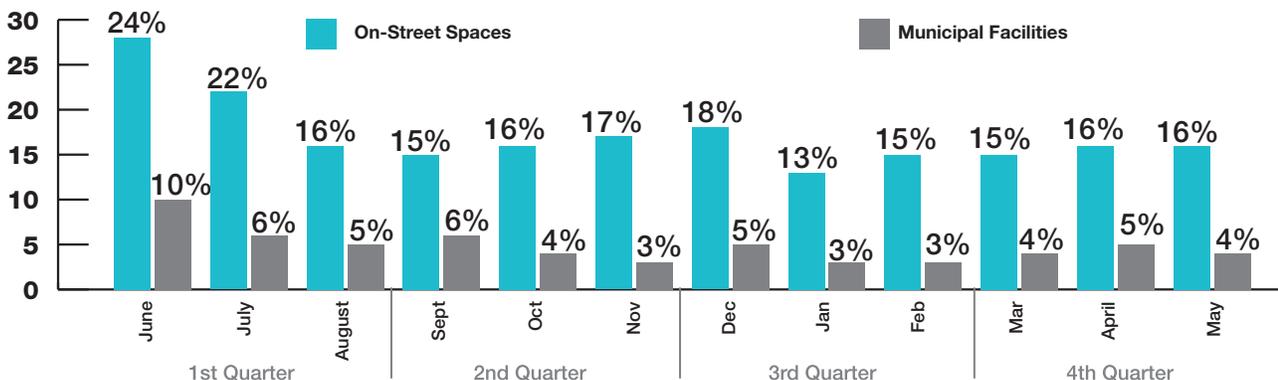
In the first year of the pilot, vehicles illegally parked in carshare spaces was a major issue in the on-street pilot zones. Each month, about 16% of all trips from on-street spaces ended with a blocked space report. At the beginning of the pilot program, when drivers were still familiarizing themselves with the new curb regulations, the percentage of trips ending in blocked spaces was even higher. The table below shows the monthly average of the percentage of trips ending in a blocked space report.

To better understand what causes blocked spaces, DOT installed time lapse cameras in certain areas of the four pilot zones that had some of the highest reported issues with blocked spaces: Morningside Heights, Hamilton Heights, Parkchester, and Park Slope. The main purpose of the time lapse analysis was to determine why certain spaces were being regularly blocked by other cars. However, this process also provided DOT insight into parking issues in different neighborhoods. Spaces that were located near transit were more likely to be blocked by for-hire vehicles standing in the spaces for less than an hour. In contrast, more residential spaces were usually blocked by private vehicles for long periods of time (4+ hours).

DOT has worked closely with the participating carshare companies and the New York City Police Department (NYPD) to reduce the number of blocked spaces. At the beginning of the pilot, DOT created flyers to place on vehicles that illegally parked in carshare spaces to inform drivers of the new regulation. Staff also conducted site visits to verify that the signage was easily visible. In cases where a sign was less visible, DOT added a second sign to “bookend” the spaces (see photo on left). Additionally, DOT experimented with marking parking lane stripes so that they would end before the carshare spaces. This gives drivers searching for parking a visual indication that the space is not a standard ASP parking space (see photo on right). Although this experiment was limited to a handful of sites, it did result in fewer reports of blocked spaces at those locations. DOT is working with the carshare companies on additional measures to reduce blocked spaces that are described further in the Challenges and Opportunities section.



Percent of Trips Ending in a Blocked Space



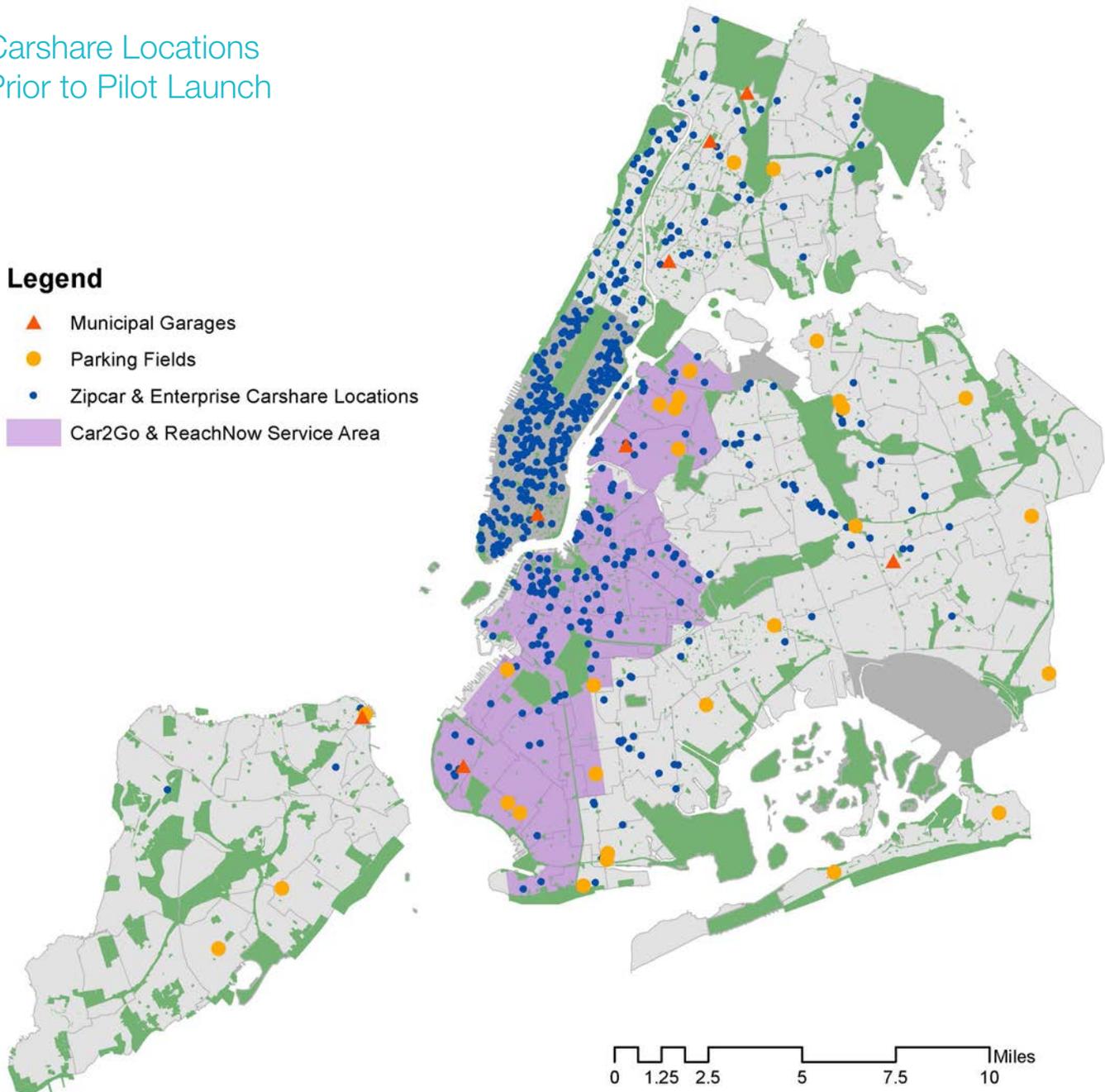
Expanding Access to Mobility

When DOT was first considering a pilot program, it created the map below showing existing carshare locations. The launch of the pilot immediately expanded the footprint of carshare services farther into the city, increasing mobility options especially in Queens and the Bronx. The trip data show that areas that previously had little to no carshare are some of the most popular locations in the pilot. Parkchester, Bronx; Hamilton Heights, Manhattan; and Jamaica, Queens are the three most popular on-street pilot zones. The results in these areas demonstrate the pent-up demand for additional mobility options.

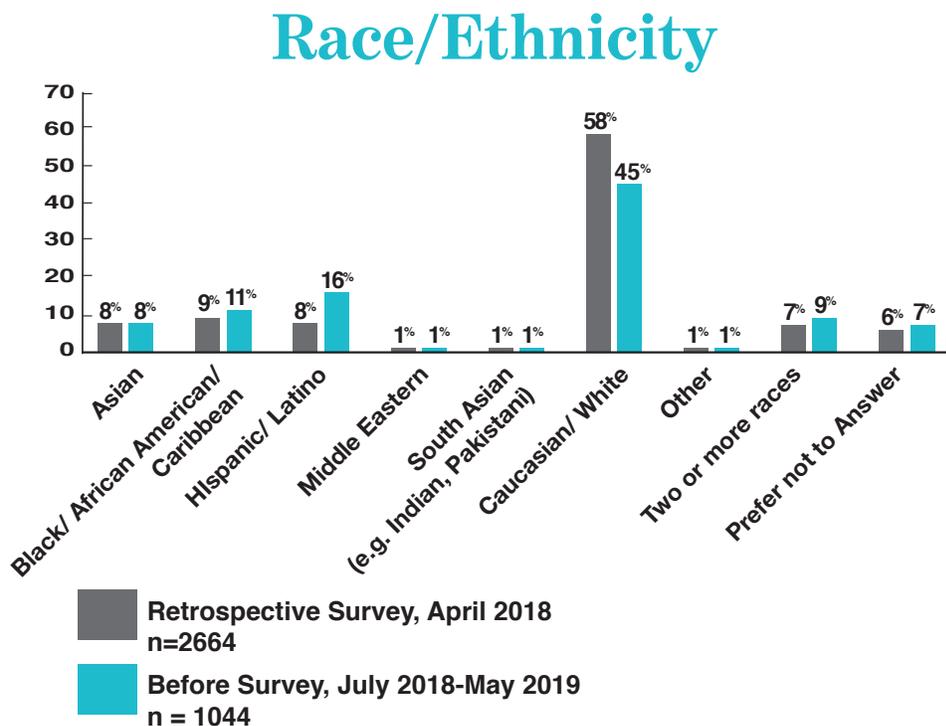
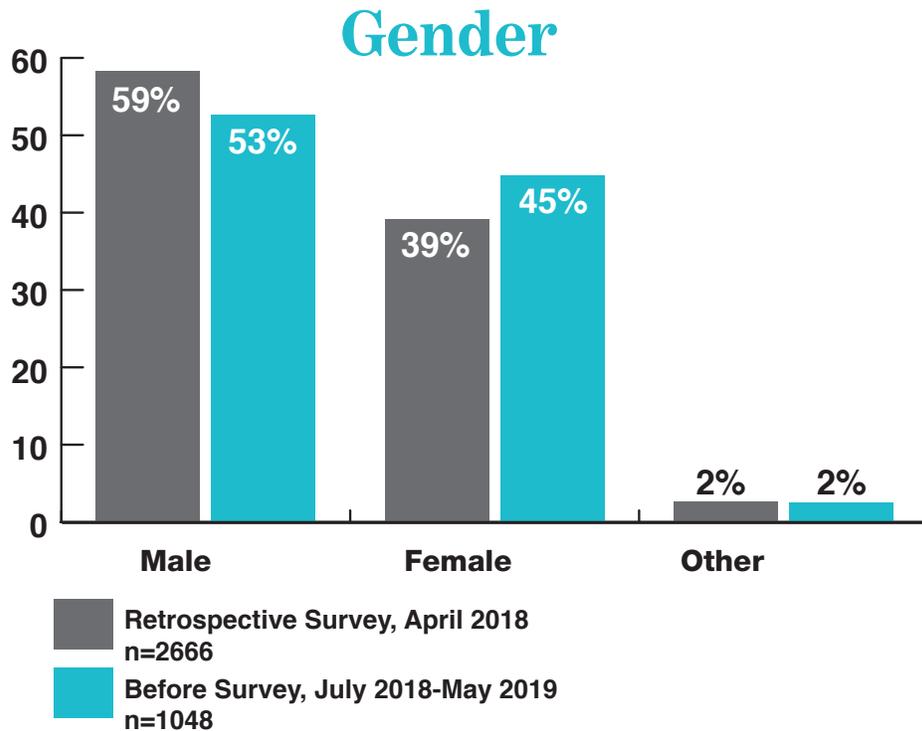
Carshare Locations Prior to Pilot Launch

Legend

- ▲ Municipal Garages
- Parking Fields
- Zipcar & Enterprise Carshare Locations
- Car2Go & ReachNow Service Area

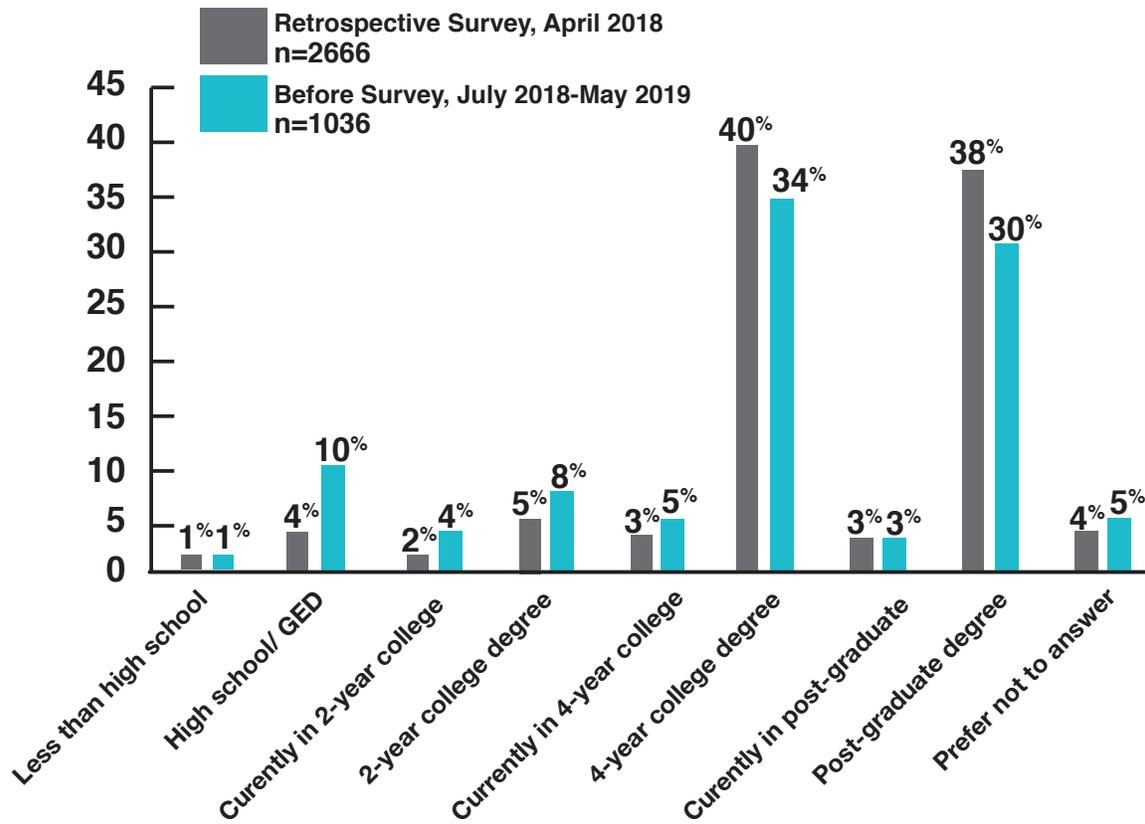


The carshare member surveys are also showing promising initial results that the pilot may be expanding carshare to new constituencies. A comparison of the demographics from the Retrospective Survey (n = 2,700) and the Before Survey (n = 1,051) indicates that people joining carshare during the pilot period have been more diverse than the membership base that existed in New York City prior to the pilot’s start, as shown in the charts on the following page. A more thorough analysis of the carshare member surveys will be conducted for the carshare pilot final report.



The distributions above show the sample response distribution. This includes those that selected preferred not to answer. Comparisons with the population demographics would require extracting these responses.

Education

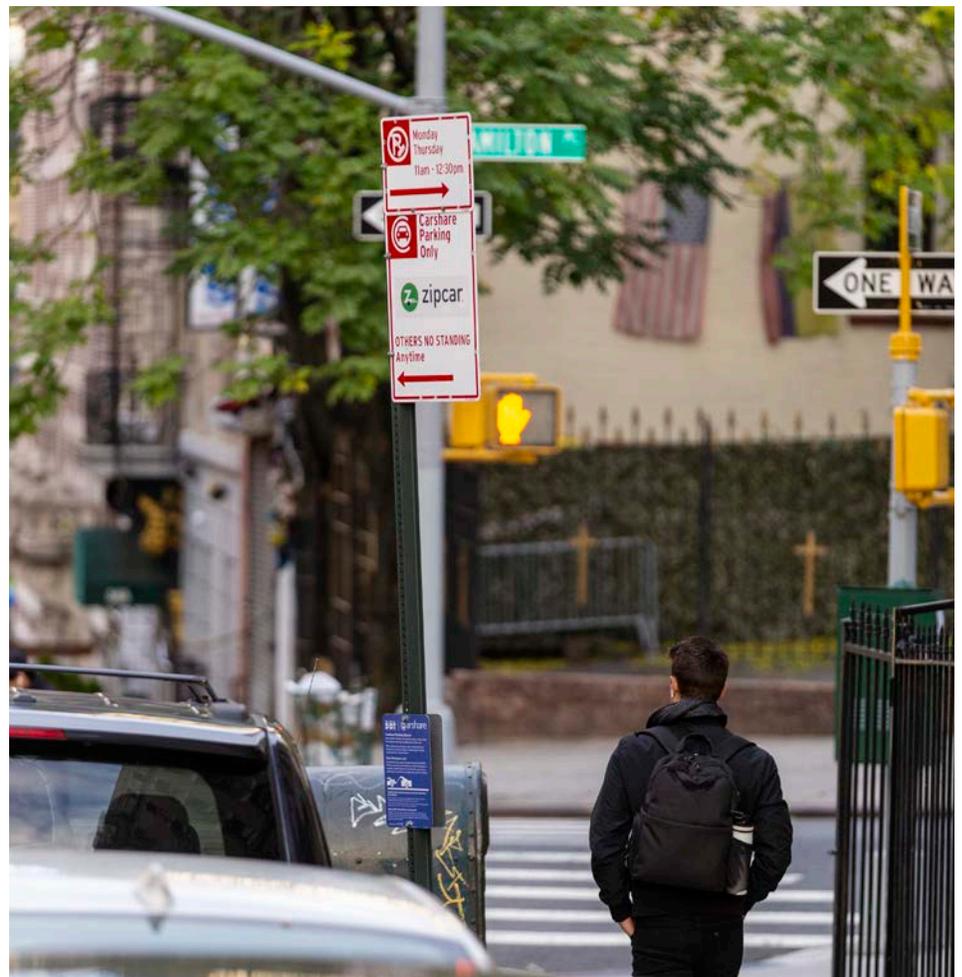


Car Shedding and Suppression

Car shedding and suppression is another key metric by which DOT intends to evaluate the pilot. The main data source for this is the Before Survey and After Survey of the carshare member surveys. By surveying the same member twice during the pilot period, the researchers at TSRC can assess whether use of carshare services led participants to either sell a personal vehicle or put off the purchase of a personal vehicle. The final results of these surveys will be available in the carshare parking pilot final report.

Parking Availability

A key concern that DOT has heard throughout the pilot is how these carshare spaces affect parking for New Yorkers who own cars and park in neighborhoods with on-street carshare spaces. To better understand how carshare parking affects the surrounding neighborhood, DOT conducted parking counts prior to the start of the pilot in portions of the Parkchester, Hamilton Heights, Jackson Heights, and Park Slope pilot zones. DOT also counted parked vehicles in neighborhoods close to each zone that could be used as a control. The purpose of these preliminary counts was to get a baseline understanding of capacity of and demand for residential parking spaces in the pilot zones. At the end of the pilot, DOT will conduct a second round of counts in the area to determine whether parking availability has changed, for better or for worse, in the zones. That data will be available in the carshare pilot final report.

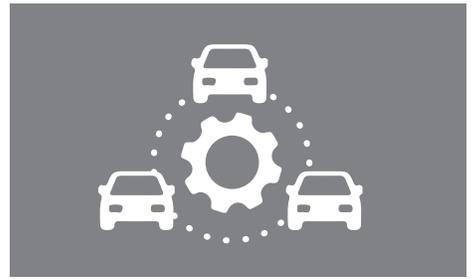


Community Feedback

Throughout the pilot, New Yorkers have been able to send their feedback, concerns, and questions to DOT through 311 or the agency website. Since pilot inception, DOT has received 73 comments or complaints from community members. The comments include people asking about empty carshare spaces; complaining about the loss of parking spaces for personal vehicles and the difficulty of finding on-street parking; and inquiring about whether it is possible to relocate or remove spaces. For site specific complaints, such as noise complaints for cleaning crews, DOT has worked closely with the participating carshare companies to mitigate the problem. DOT encourages New Yorkers to contact the agency or the carshare companies with any issues so that they can be resolved.



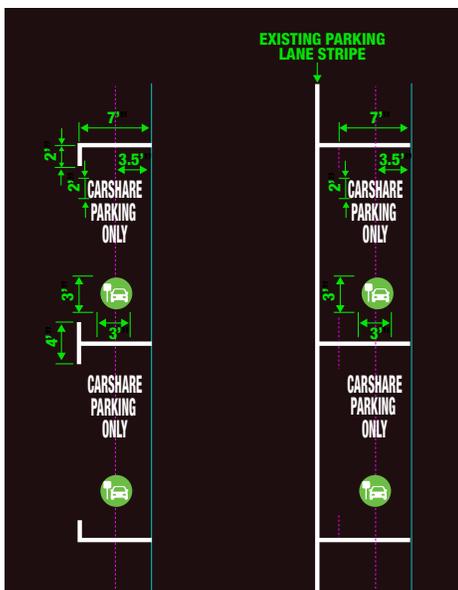
Challenges and Opportunities



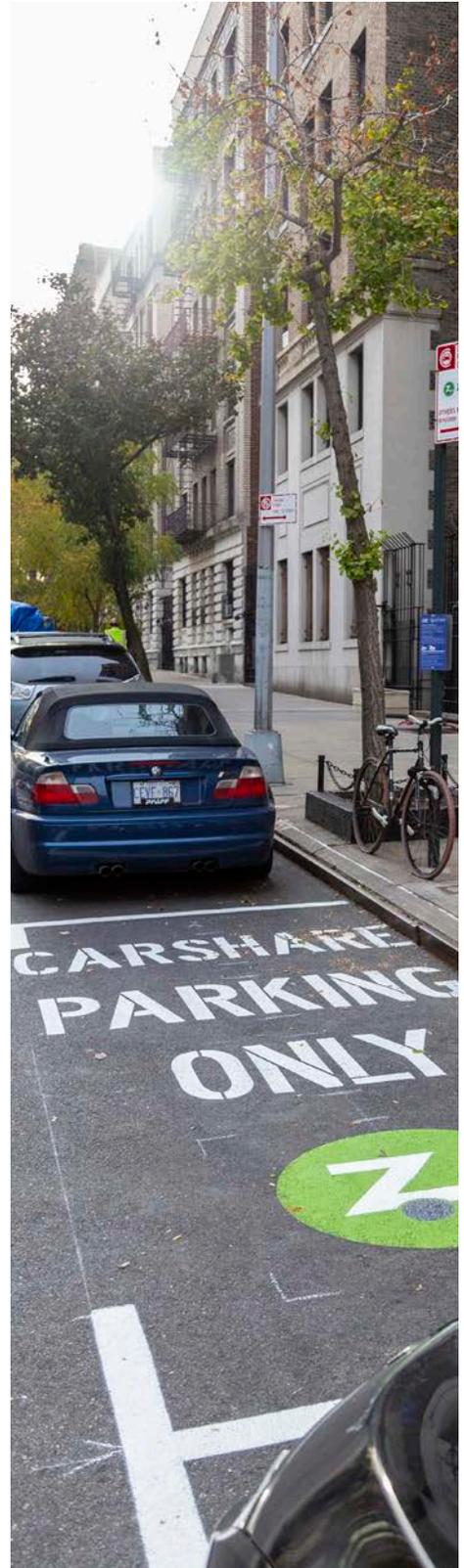
A number of challenges arose during the first year of the pilot as blocked spaces and other street events caused disruptions to carshare service. While private vehicles blocking carshare parking spaces is a common problem, DOT has also come across construction, film shoots, block parties, and special events that block or disrupt carshare operations. DOT continues to work with its agency partners and the carshare companies to make the process of accessing a vehicle from the pilot spaces more seamless.

One way DOT is addressing these issues is through permit stipulations. Prior to the start of the pilot program, the agency added a permit stipulation to its on-street construction permits that requires contractors to notify the DOT carshare team if the planned work will conflict with carshare spaces on a specific block. The DOT carshare team also attends a quarterly Construction Advisory Committee meeting to further educate industry representatives on this new stipulation. Most street events require a street activity permit from DOT's Street Activity Permit Office (SAPO), so this is another way that DOT actively tracks events that might affect carshare service.

Regardless of why or how a carshare space is blocked, DOT acknowledges that it would be helpful to carshare operations if the spaces were more clearly defined. As a result, DOT is allowing the companies to install and maintain simple pavement markings designating their spaces to improve visibility to drivers and NYPD Traffic Enforcement Agents. In fall 2019, Zipcar installed pavement markings in its spaces; Enterprise will mark its most blocked spaces in the coming months. The companies will be responsible for painting, maintaining, and removing markings at the pilot's completion or when requested by DOT. Markings will say, "Carshare Parking Only," and include the company's logo (see example diagram below).



Another recurring problem for the program is that some carshare vehicles parked in the pilot spaces do not have the participating company's vehicle branding (company logo) clearly visible on the outside of the vehicle. This is challenging to users and has led to erroneous ticketing of legally parked carshare vehicles. It is a condition of the permit and important for the program's visibility that the vehicles be clearly marked. DOT continues to work with the carshare companies on ways to ensure that vehicles on-street are appropriately identified. It also works closely with the NYPD to educate traffic enforcement agents of this new curb regulation.



Key Findings and Next Steps



With the second year of the pilot underway, DOT will consider the lessons learned from this pilot and how they can be applied to a future carshare program. Operationally, the pilot is a success. Spaces are well used, with an average of 24 trips and 15 users per month. Although blocked spaces remain an operational challenge, DOT and the carshare companies are optimistic that marking the spaces will improve compliance. The municipal parking facilities are operating particularly well, with high trip rates and low blocked space reports.

The pilot also appears to be expanding access to mobility, as some of the most successful areas in the pilot are those that were previously underserved by carshare. The Bronx and Queens have some of the highest performing on-street zones and municipal parking facilities in the pilot. Preliminary survey results also indicate that users joining carshare since the start of the pilot are more socio-economically diverse than the pre-existing base of carshare members in NYC.

Further survey and parking occupancy data, available in the final carshare report, will illuminate whether the carshare parking pilot has led to carshedding or neighborhood parking effects and will continue to build upon existing findings. DOT will also continue to respond to community recommendations relating to the carshare parking pilot so that the program works for neighborhood residents in addition to the carshare companies.

As DOT moves into the second and final year of the carshare parking pilot, it will focus on issues of space utilization and access. Although individual sites in the pilot are supporting many trips, DOT wants to further verify that both spaces within a site are being used to their fullest extent (assuming certain times of unavailability due to vehicle maintenance activities). Staff will also explore ways to better understand how carshare vehicles use the parking spaces compared to how private vehicles use the remaining residential parking spaces on a block to verify that the curb is being allocated in an efficient manner. DOT will continue to explore issues of access to the carshare vehicles, including whether low-income users are becoming members and if not, why, and the ways carshare companies are actively trying to expand their membership base in new service areas of the pilot.

These questions and others will guide DOT's process as it considers further enhancements to the carshare parking program or transitions to a permanent carshare parking program in New York City.



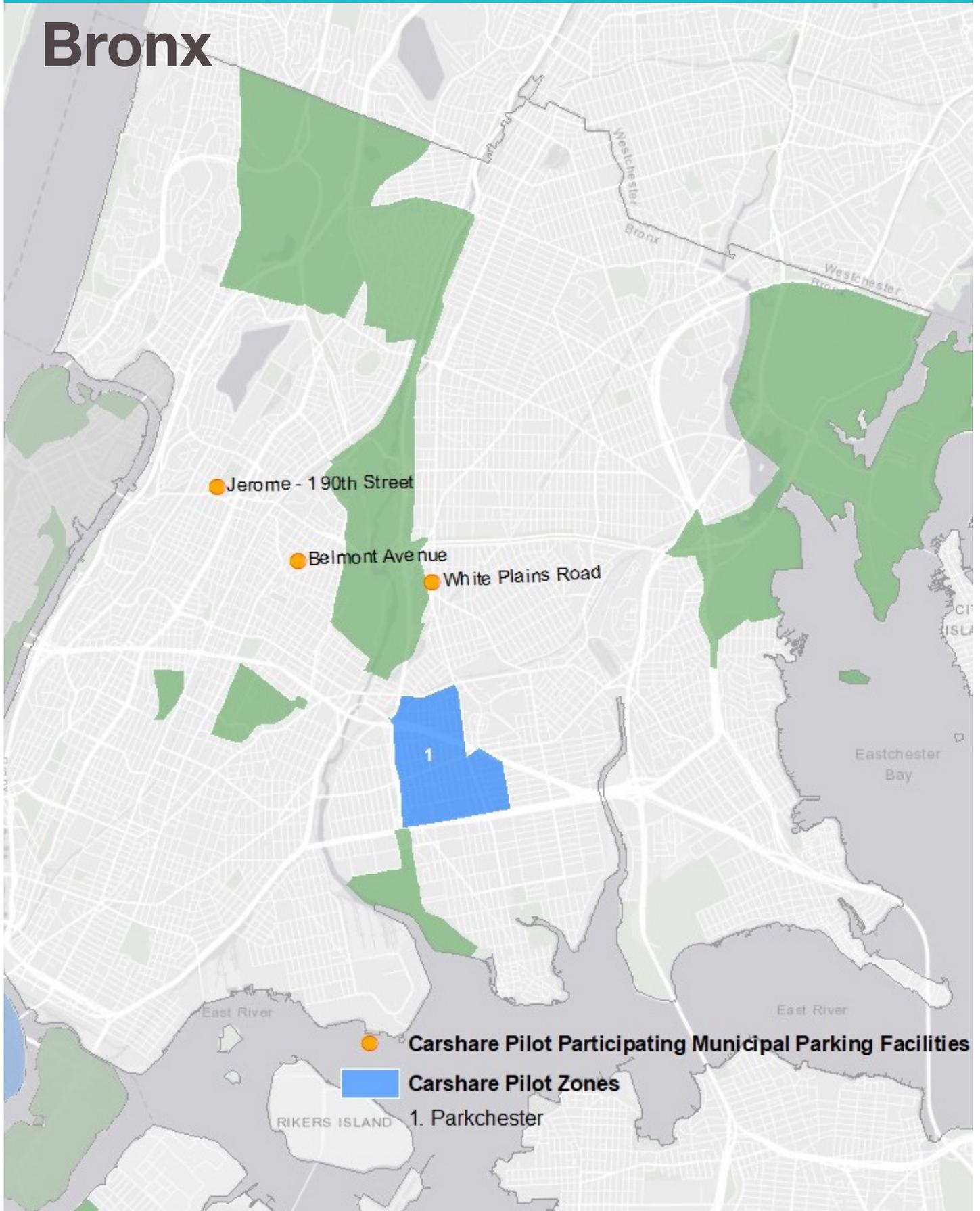
Borough Snapshots

Bronx

	# of spaces as of June 2019	Trips per Month Avg (Range)	Unique Users Avg (Range)	% of Trips Ending in Blocked Spaces Avg (Range)	Trip Distance Avg (miles)	Trip Duration Avg (hours)
Bronx Borough	30	32	20	9%	58	9
On-Street Zones	20	24	18	25%	60	9
Parkchester	20	24 (15-36)	18 (14-25)	25% (3-57%)	60	9
Municipal Parking Facilities	10	35	21	3%	56	9
Belmont	4	28	17	3%	58	10
Jerome - 190th Street	3	34	21	3%	44	8
White Plains Road	3	42	24	3%	64	9
Citywide	281	24	15	10%	68	10
On-Street Zones	226	18	14	16%	68	10
Municipal Parking Facilities	55	28	17	6%	66	10

*Note that the range is only provided for on-street zones, since they are composed of up to 15 geographically diverse sites that might vary widely from the average of all spaces within an on-street zone.

Bronx



Brooklyn

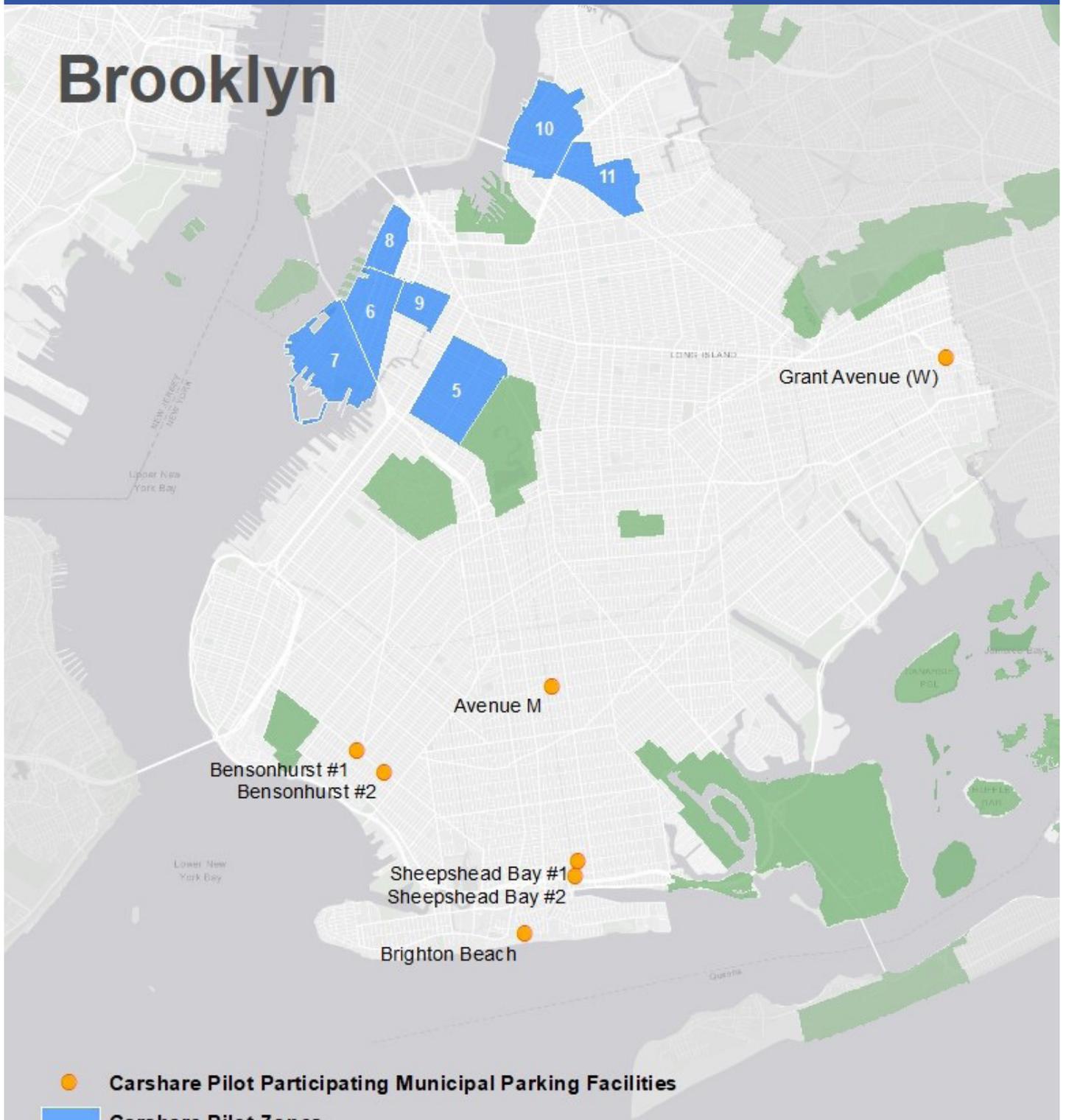
	# of spaces as of June 2019	Trips per Month	Unique Users Avg (Range)	% of Trips Ending in Blocked Spaces Avg (Range)	Trip Distance Avg (miles)	Trip Duration Avg (hours)
Brooklyn Borough	128	20	13	11%	75	11

On-Street Zones	108	15	12	13%	77	11
Boerum Hill	12	16 (11-24)	13 (9-18)	14% (6-31%)	70	11
Brooklyn Heights	4	17 (14-20)	12	10% (7-16%)	60	8
Cobble Hill / Carroll Gardens	18	18 (14-22)	14 (9-18)	9% (3-17%)	78	12
East Williamsburg	20	16 (11-22)	12 (9-17)	15% (6-40%)	76	11
Park Slope	28	19 (12-30)	16 (10-24)	21% (4-60%)	75	11
Red Hook	4	7 (6-8)	5 (4-5)	6% (4-8%)	139	28
Williamsburg	22	14 (9-20)	12 (8-18)	17% (3-36%)	82	11

Municipal Parking Facilities	20	24	15	8%	67	11
Avenue M	4	30	16	4%	54	11
Bensonhurst #1	4	23	14	11%	97	11
Bensonhurst #2	2	25	18	18%	67	10
Brighton Beach	3	21	12	4%	60	10
Grant Ave.	2	25	17	5%	65	15
Sheepshead Bay #1	3	23	14	6%	57	9
Sheepshead Bay #2	2	20	15	7%	67	11
Citywide	281	24	15	10%	68	10
On-Street Zones	226	18	14	16%	68	10
Municipal Parking Facilities	55	28	17	6%	66	10

*Note that the range is only provided for on-street zones, since they are composed of up to 15 geographically diverse sites that might vary widely from the average of all spaces within an on-street zone.

Brooklyn



Carshare Pilot Zones

- 5. Park Slope
- 6. Cobble Hill / Carroll Gardens
- 7. Red Hook
- 8. Brooklyn Heights
- 9. Boerum Hill
- 10. Williamsburg
- 11. East Williamsburg

Manhattan

	# of spaces as of June 2019	Trips per Month Avg (Range)	Unique Users Avg (Range)	% of Trips Ending in Blocked Spaces Avg (Range)	Trip Distance Avg (miles)	Trip Duration Avg (hours)
Manhattan Borough	70	21	16	15%	64	9
On-Street Zones	70	21	16	15%	64	9
East Harlem	20	19 (12-31)	14 (8-22)	12% (4-23%)	65	10
Hamilton Heights	20	24 (15-39)	18 (11-30)	21% (8-52%)	58	8
Morningside Heights	30	20 (11-27)	15 (8-21)	12% (3-27%)	68	9
Citywide	281	24	15	10%	68	10
On-Street Zones	226	18	14	16%	68	10
Municipal Parking Facilities	55	28	17	6%	66	10

*Note that the range is only provided for on-street zones, since they are composed of up to 15 geographically diverse sites that might vary widely from the average of all spaces within an on-street zone.

Manhattan

- Carshare Pilot Zones**
- 2. Morningside Heights
 - 3. Hamilton Heights
 - 4. East Harlem

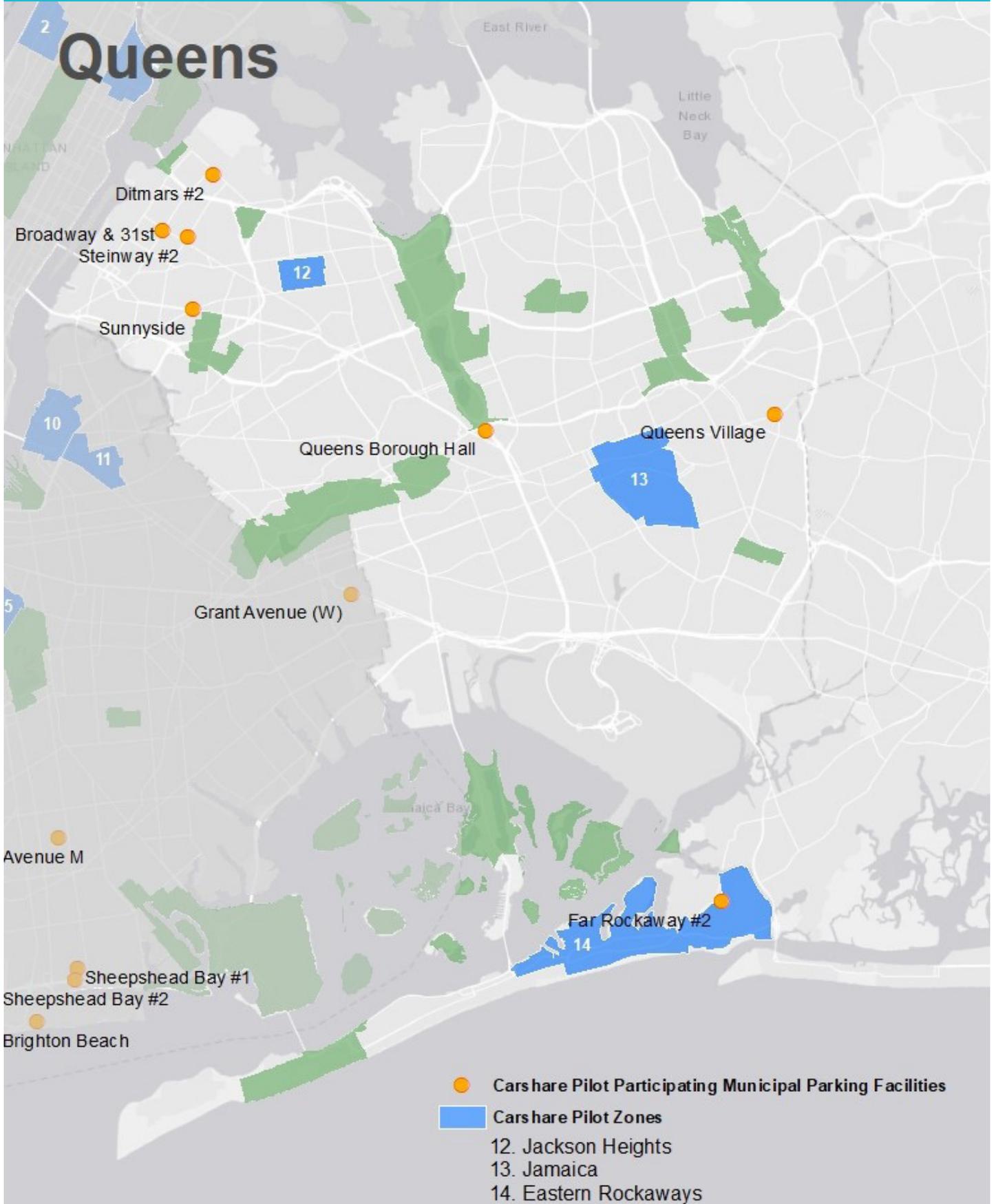


Queens

	# of spaces as of June 2019	Trips per Month	Unique Users Avg (Range)	% of Trips Ending in Blocked Spaces Avg (Range)	Trip Distance Avg (miles)	Trip Duration Avg (hours)
Queens Borough	53	27	16	9%	65	9
On-Street Zones	28	21	14	18%	59	9
Eastern Rockaways	2	20	10	25%	47	10
Jackson Heights	8	20 (16-23)	15 (12-18)	18% (15-24%)	56	8
Jamaica	18	23 (18-28)	17 (14-21)	12% (3-19%)	61	10
Municipal Parking Facilities	25	29	17	5%	71	9
Broadway / 31st Street	6	18	14	3%	123	8
Ditmars #2	6	24	14	3%	64	9
Far Rockaway #2	1	40	18	16%	53	11
Queens Borough Hall	2	31	18	4%	45	9
Queens Village	2	30	16	4%	61	11
Steinway #2	4	27	20	1%	67	9
Sunnyside	4	34	23	2%	61	9
Citywide	281	24	15	10%	68	10
On-Street Zones	226	18	14	16%	68	10
Municipal Parking Facilities	55	28	17	6%	66	10

*Note that the range is only provided for on-street zones, since they are composed of up to 15 geographically diverse sites that might vary widely from the average of all spaces within an on-street zone.

Queens



Citywide Trip Comparison

Average Trips per Space per Month	
Bronx	32
Belmont Municipal Parking Field	28
Jerome - 190th Street Municipal Garage	34
Parkchester	24
White Plains Road Municipal Parking Field	42
Brooklyn	20
Avenue M Municipal Parking Field	30
Bensonhurst # 1 Municipal Parking Field	23
Bensonhurst # 2 Municipal Parking Field	25
Boerum Hill	16
Brighton Beach Municipal Parking Field	21
Brooklyn Heights	17
Cobble Hill / Carroll Gardens	18
East Williamsburg	16
Grant Avenue Municipal Parking Field	25
Park Slope	19
Red Hook	7
Sheepshead Bay #1 Municipal Parking Field	23
Sheepshead Bay #2	20
Williamsburg	14
Manhattan	21
East Harlem	19
Hamilton Heights	24
Morningside Heights	20
Queens	27
Broadway / 31st Street Municipal Parking Field	18
Ditmars #2 Municipal Parking Field	24
Eastern Rockaways	20
Far Rockaway #2 Municipal Parking Field	40
Jackson Heights	20
Jamaica	23
Queens Borough Hall	31
Queens Village Municipal Parking Field	30
Steinway #2 Municipal Parking Field	27
Sunnyside Municipal Parking Field	34
Citywide Average	24

Appendix



Full Site List

Site ID	On Street	At Street	Neighborhood / Lot Name	Borough	Carshare Company	Date Installed	Date Removed
208.0009	Guerlain Street	Thieriot Avenue	Parkchester	Bronx	Zipcar	6/1/2018	
208.0032	Wood Avenue	Thieriot Avenue	Parkchester	Bronx	Zipcar	6/1/2018	
208.0047	Commonwealth Avenue	E 172 Street	Parkchester	Bronx	Zipcar	6/1/2018	
208.0048	St. Lawrence Avenue	Westchester Avenue	Parkchester	Bronx	Zipcar	6/1/2018	
208.0052	Fteley Avenue	E 172 Street	Parkchester	Bronx	Zipcar	6/1/2018	
208.0055	McGraw Avenue	Thieriot Avenue	Parkchester	Bronx	Zipcar	6/1/2018	
255.0002	Leland Avenue	Gleason Avenue	Parkchester	Bronx	Zipcar	6/1/2018	
255.0006	Croes Avenue	Watson Avenue	Parkchester	Bronx	Zipcar	6/1/2018	
255.0013	Watson Avenue	White Plains Road	Parkchester	Bronx	Zipcar	6/1/2018	
255.0015	Hugh J. Grant Circle East	Westchester Avenue Eastbound	Parkchester	Bronx	Zipcar	6/1/2018	
309.0016	Hicks Street	Remsen Street	Brooklyn Heights	Brooklyn	Zipcar	6/1/2018	
309.0019	Columbia Hts	Pineapple Street	Brooklyn Heights	Brooklyn	Zipcar	6/1/2018	
333.0017	Clinton Street	Warren Street	Cobble Hill / Carroll Gardens	Brooklyn	Enterprise CarShare	6/1/2018	
333.0030	Carroll Street	Henry Street	Cobble Hill / Carroll Gardens	Brooklyn	Zipcar	6/1/2018	
333.0045	Columbia Street	Union Street	Cobble Hill / Carroll Gardens	Brooklyn	Zipcar	6/1/2018	
333.0050	Dikeman Street	Van Brunt Street	Red Hook	Brooklyn	Enterprise CarShare	6/1/2018	
333.0054	Clinton Street	President Street	Cobble Hill / Carroll Gardens	Brooklyn	Zipcar	6/1/2018	
333.0063	King Street	Van Brunt Street	Red Hook	Brooklyn	Enterprise CarShare	6/1/2018	
333.0082	Henry Street	Woodhull Street	Cobble Hill / Carroll Gardens	Brooklyn	Zipcar	6/1/2018	

Full Site List

Site ID	On Street	At Street	Neighborhood / Lot Name	Borough	Carshare Company	Date Installed	Date Removed
333.0089	Court Street	Garnet Street	Cobble Hill / Carroll Gardens	Brooklyn	Zipcar	6/1/2018	
333.0090	Congress Street	Hicks Street	Cobble Hill / Carroll Gardens	Brooklyn	Zipcar	6/1/2018	
333.0092	Baltic Street	Court Street	Cobble Hill / Carroll Gardens	Brooklyn	Enterprise CarShare	6/1/2018	
333.0095	Kane Street	Hicks Street	Cobble Hill / Carroll Gardens	Brooklyn	Zipcar	6/1/2018	
337.0001	8 Avenue	12 Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0005	8 Avenue	9 Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0012	8 Avenue	4 Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0017	8 Avenue	1 Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0020	8 Avenue	President Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0038	Garfield Place	7 Avenue	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0049	6 Avenue	7 Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0053	6 Avenue	4 Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0061	6 Avenue	Union Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0077	Union Street	5 Avenue	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0082	9 Avenue	9 Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0086	Sterling Place	5 Avenue	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0088	2 Street	5 Avenue	Park Slope	Brooklyn	Zipcar	6/1/2018	
337.0091	8 Avenue	Berkeley Place	Park Slope	Brooklyn	Zipcar	6/1/2018	1/24/2019
337.0092	6 Avenue	11 Street	Park Slope	Brooklyn	Zipcar	6/1/2018	
338.0009	Baltic Street	Hoyt Street	Boerum Hill	Brooklyn	Enterprise CarShare	6/1/2018	
338.0024	Pacific Street	Smith Street	Boerum Hill	Brooklyn	Zipcar	6/1/2018	
338.0030	Nevins Street	Atlantic Avenue	Boerum Hill	Brooklyn	Zipcar	6/1/2018	
338.0031	Butler Street	Smith Street	Boerum Hill	Brooklyn	Zipcar	6/1/2018	
338.0042	Dean Street	Boerum PL	Boerum Hill	Brooklyn	Zipcar	6/1/2018	
338.0053	Bond Street	Pacific Street	Boerum Hill	Brooklyn	Zipcar	6/1/2018	
373.0007	Metropolitan Avenue	Bedford Avenue	Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0014	N 5 Street	Driggs Avenue	Williamsburg	Brooklyn	Zipcar	6/1/2018	

Full Site List

Site ID	On Street	At Street	Neighborhood / Lot Name	Borough	Carshare Company	Date Installed	Date Removed
373.0018	S 4 Street	Driggs Avenue	Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0023	Grand Street	Marcy Avenue	Williamsburg	Brooklyn	Enterprise CarShare	6/1/2018	
373.0030	Roebing Street	N 8 Street	Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0044	Bedford Avenue	N 10 Street	Williamsburg	Brooklyn	Enterprise CarShare	6/1/2018	
373.0048	N 8 Street	Bedford Avenue	Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0053	S 2 Street	Bedford Avenue	Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0073	S 5 Street	Keap Street	East Williamsburg	Brooklyn	Enterprise CarShare	6/1/2018	
373.0078	S 2 Street	Hooper Street	East Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0094	Union Avenue	Grand Street	East Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0102	Metropolitan Avenue	Berry Street	Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0108	N 7 Street	Driggs Avenue	Williamsburg	Brooklyn	Zipcar	6/1/2018	11/15/2018
373.0110	N 12 Street	Bedford Avenue	Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0120	Ainslie Street	Lorimer Street	East Williamsburg	Brooklyn	Zipcar	6/1/2018	
373.0122	S 1 Street	Wythe Avenue	Williamsburg	Brooklyn	Zipcar	6/1/2018	
378.0001	Meserole Street	Graham Avenue	East Williamsburg	Brooklyn	Enterprise CarShare	6/1/2018	
378.0004	Seigel Street	Graham Avenue	East Williamsburg	Brooklyn	Zipcar	6/1/2018	
378.0009	Humboldt Street	Scholes Street	East Williamsburg	Brooklyn	Zipcar	6/1/2018	
378.0032	Montrose Avenue	Bushwick Avenue	East Williamsburg	Brooklyn	Zipcar	6/1/2018	
378.0034	Maujer Street	Bushwick Avenue	East Williamsburg	Brooklyn	Zipcar	6/1/2018	
390.0008	Meserole Street	Lorimer Street	East Williamsburg	Brooklyn	Zipcar	6/1/2018	
104.0001	W 144 Street	Convent Avenue	Hamilton Heights	Manhattan	Enterprise CarShare	6/1/2018	
104.0005	W 144 Street	Amsterdam Avenue	Hamilton Heights	Manhattan	Enterprise CarShare	6/1/2018	
104.0010	W 149 Street	Amsterdam Avenue	Hamilton Heights	Manhattan	Enterprise CarShare	6/1/2018	

Full Site List

Site ID	On Street	At Street	Neighborhood / Lot Name	Borough	Carshare Company	Date Installed	Date Removed
104.0015	W 139 Street	Hamilton Pl	Hamilton Heights	Manhattan	Zipcar	6/1/2018	
104.0022	W 140 Street	Broadway	Hamilton Heights	Manhattan	Enterprise CarShare	1/30/2019	
104.0026	W 143 Street	Broadway	Hamilton Heights	Manhattan	Zipcar	6/1/2018	
104.0029	W 147 Street	Broadway	Hamilton Heights	Manhattan	Zipcar	6/1/2018	
104.0033	W 150 Street	Broadway	Hamilton Heights	Manhattan	Enterprise CarShare	6/1/2018	
104.0035	W 152 Street	Broadway	Hamilton Heights	Manhattan	Zipcar	6/1/2018	
104.0037	W 146 Street	Riverside Drive	Hamilton Heights	Manhattan	Zipcar	6/1/2018	
104.0041	Hamilton Place	W 143 Street	Hamilton Heights	Manhattan	Enterprise CarShare	6/1/2018	
109.0002	W 111 Street	Broadway	Morningside Heights	Manhattan	Zipcar	6/1/2018	
109.0003	W 112 Street	Broadway	Morningside Heights	Manhattan	Zipcar	6/1/2018	
109.0008	W 121 Street	Broadway	Morningside Heights	Manhattan	Zipcar	6/1/2018	
109.0013	W 111 Street	Amsterdam Avenue	Morningside Heights	Manhattan	Enterprise CarShare	6/1/2018	
109.0014	W 112 Street	Amsterdam Avenue	Morningside Heights	Manhattan	Enterprise CarShare	6/1/2018	
109.0015	W 116 Street	Amsterdam Avenue	Morningside Heights	Manhattan	Zipcar	6/1/2018	
109.0017	W 118 Street	Amsterdam Avenue	Morningside Heights	Manhattan	Enterprise CarShare	6/1/2018	
109.0018	W 120 Street	Amsterdam Avenue	Morningside Heights	Manhattan	Zipcar	6/1/2018	
109.0024	W 123 Street	Amsterdam Avenue	Morningside Heights	Manhattan	Enterprise CarShare	6/1/2018	
109.0026	La Salle Street	Amsterdam Avenue	Morningside Heights	Manhattan	Zipcar	6/1/2018	
109.0027	W 115 Street	Morningside Drive	Morningside Heights	Manhattan	Enterprise CarShare	6/1/2018	
109.0028	W 119 Street	Morningside Drive	Morningside Heights	Manhattan	Zipcar	6/1/2018	
109.0031	W 115 Street	Riverside Drive	Morningside Heights	Manhattan	Zipcar	8/6/2018	
109.0034	La Salle Street	Claremont Avenue	Morningside Heights	Manhattan	Zipcar	6/1/2018	

Full Site List

Site ID	On Street	At Street	Neighborhood / Lot Name	Borough	Carshare Company	Date Installed	Date Removed
109.0037	Tiemann Pl	Claremont Avenue	Morningside Heights	Manhattan	Zipcar	6/1/2018	
109.0040	W 114 Street	Broadway	Morningside Heights	Manhattan	Zipcar	6/1/2018	
134.0002	Lexington Avenue	E 112 Street	East Harlem	Manhattan	Zipcar	6/1/2018	
134.0013	E 122 Street	Lexington Avenue	East Harlem	Manhattan	Zipcar	6/1/2018	
134.0020	E 123 Street	3 Avenue	East Harlem	Manhattan	Enterprise CarShare	6/1/2018	
134.0023	E 110 Street	2 Avenue	East Harlem	Manhattan	Enterprise CarShare	6/1/2018	
134.0026	E 115 Street	2 Avenue	East Harlem	Manhattan	Enterprise CarShare	6/1/2018	
134.0028	E 118 Street	2 Avenue	East Harlem	Manhattan	Enterprise CarShare	6/1/2018	
134.0029	E 121 Street	2 Avenue	East Harlem	Manhattan	Enterprise CarShare	6/1/2018	
134.0033	E 120 Street	1 Avenue	East Harlem	Manhattan	Enterprise CarShare	6/1/2018	
134.0041	E 114 Street	1 Avenue	East Harlem	Manhattan	Zipcar	6/1/2018	
134.0042	Lexington Avenue	E 118 Street	East Harlem	Manhattan	Zipcar	6/1/2018	
401.0006	173 Street	Liberty Avenue	Jamaica	Queens	Zipcar	6/1/2018	
401.0012	106 Avenue	Merrick Boulevard	Jamaica	Queens	Zipcar	6/1/2018	
408.0004	Linden Boulevard	180 Street	Jamaica	Queens	Zipcar	6/1/2018	
415.0008	Nameoke Avenue	Cornaga Avenue	Eastern Rockaways	Queens	Zipcar	6/1/2018	
428.0007	35 Avenue	77 Street	Jackson Heights	Queens	Zipcar	6/1/2018	
428.0035	86 Street	34 Avenue	Jackson Heights	Queens	Zipcar	6/1/2018	
428.0066	90 Street	34 Avenue	Jackson Heights	Queens	Zipcar	6/1/2018	
428.0070	89 Street	37 Avenue	Jackson Heights	Queens	Zipcar	6/1/2018	
461.0008	181 Street	Jamaica Avenue	Jamaica	Queens	Zipcar	6/1/2018	
461.0021	185 Street	Hillside Avenue	Jamaica	Queens	Zipcar	6/1/2018	
461.0022	187 Street	Hillside Avenue	Jamaica	Queens	Zipcar	6/1/2018	

Full Site List

Site ID	On Street	At Street	Neighborhood / Lot Name	Borough	Carshare Company	Date Installed	Date Removed
461.0036	170 Street	Hillside Avenue	Jamaica	Queens	Zipcar	6/1/2018	
461.0040	180 Street	Hillside Avenue	Jamaica	Queens	Zipcar	6/1/2018	
461.0041	175 Street	Hillside Avenue	Jamaica	Queens	Zipcar	6/1/2018	
206.0001	2363 Arthur Avenue		Belmont Municipal Parking Field	Bronx	Zipcar	6/1/2018	
205.0001	2478 Jerome Avenue		Jerome - 190th Street Municipal Garage	Bronx	Zipcar	6/1/2018	
249.0001	2071 White Plains Rd		White Plains Road Municipal Parking Field	Bronx	Zipcar	6/1/2018	
343.0001	1298 E 17 Street		Avenue M Municipal Parking Field	Brooklyn	Zipcar	6/1/2018	
327.0001	1765 86 Street		Bensonhurst # 1 Municipal Parking Field	Brooklyn	Zipcar	6/1/2018	
328.0001	86 St. & Bay 26 Street		Bensonhurst # 2 Municipal Parking Field	Brooklyn	Zipcar	6/1/2018	
319.0001	220 Brightwater Court		Brighton Beach Municipal Parking Field	Brooklyn	Zipcar	6/1/2018	
382.0001	2829 Pitkin Avenue		Grant Avenue Municipal Parking Field	Brooklyn	Zipcar	6/1/2018	
317.0001	Z Av & E 17 Street		Sheepshead Bay #1 Municipal Parking Field	Brooklyn	Zipcar	6/1/2018	
347.0001	1602 Voorhies Avenue		Sheepshead Bay #2	Brooklyn	Zipcar	6/1/2018	
470.0001	32-52 31 Street		Broadway / 31st Street Municipal Parking Field	Queens	Zipcar	6/1/2018	

Full Site List

Site ID	On Street	At Street	Neighborhood / Lot Name	Borough	Carshare Company	Date Installed	Date Removed
470.0003	32-52 31 Street		Broadway / 31st Street Municipal Parking Field	Queens	Enterprise CarShare	6/1/2018	
472.0001	22-70 33 Street		Ditmars #2 Municipal Parking Field	Queens	Zipcar	6/1/2018	
472.0002	22-70 33 Street		Ditmars #2 Municipal Parking Field	Queens	Enterprise CarShare	6/1/2018	
415.0021	10-55 Beach 21 Street		Far Rockaway #2 Municipal Parking Field	Queens	Zipcar	6/1/2018	
460.0001	80-25 126 St Queens NY		Queens Borough Hall	Queens	Zipcar	6/1/2018	
434.0001	218-01 Jamaica Avenue		Queens Village Municipal Parking Field	Queens	Zipcar	6/1/2018	
470.0002	31-55 Steinway Street		Steinway #2 Municipal Parking Field	Queens	Zipcar	6/1/2018	
470.0004	31-55 Steinway Street		Steinway #2 Municipal Parking Field	Queens	Enterprise CarShare	6/1/2018	
431.0001	43-01 48 Street		Sunnyside Municipal Parking Field	Queens	Zipcar	6/1/2018	

Appendix: Local Laws

Local Law 47

**LOCAL LAWS
OF
THE CITY OF NEW YORK
FOR THE YEAR 2017**

No. 47

Introduced by Council Members Mendez, Constantinides, Koo, Levine, Lander, Rodriguez, Menchaca and Levin (by request of the Manhattan Borough President).

A LOCAL LAW

To amend the administrative code of the city of New York, in relation to establishing a pilot program for reserving parking spaces in municipal parking facilities

Be it enacted by the Council as follows:

Section 1. Subdivision a of section 19-175.5 of the administrative code of the city of New York, as added by a local law for the year 2017 amending the administrative code of the city of New York in relation to establishing a carsharing parking pilot program, is amended by adding a new definition of “municipal parking facility” in alphabetical order to read as follows:

Municipal parking facility. The term “municipal parking facility” means any city-owned parking facility regulated by the department and operated by the city or by a contractor on behalf of the city that is available for public use. The term “municipal parking facility” does not include any parking facility operated by a city agency intended for use exclusively by such agency's employees or by the public to conduct business with such agency.

§ 2. Section 19-175.5 of the administrative code of the city of New York, as added by a local law for the year 2017 amending the administrative code of the city of New York in relation to establishing a carsharing parking pilot program, is amended by adding a new subdivision e to read as follows:

e. As part of the carsharing parking pilot program established pursuant to this section, the department shall allow carsharing organizations to apply for designated parking spaces in municipal parking facilities.

§ 3. This local law takes effect on the same date as a local law amending the administrative code of the city of New York in relation to establishing a carsharing parking pilot program, as proposed in introduction 873-A for the year 2015, takes effect.

THE CITY OF NEW YORK, OFFICE OF THE CITY CLERK, s.s.:

I hereby certify that the foregoing is a true copy of a local law of The City of New York, passed by the Council on March 1, 2017 and approved by the Mayor on March 21, 2017.

MICHAEL M. McSWEENEY, City Clerk, Clerk of the Council.

CERTIFICATION OF CORPORATION COUNSEL

I hereby certify that the form of the enclosed local law (Local Law No. 47 of 2017, Council Int. No. 267-A of 2014) to be filed with the Secretary of State contains the correct text of the local law passed by the New York City Council and approved by the Mayor.

STEPHEN LOUIS, Acting Corporation Counsel.

Local Law 50

**LOCAL LAWS
OF
THE CITY OF NEW YORK
FOR THE YEAR 2017**

No. 50

Introduced by Council Members Levine, Salamanca, Constantinides, Grodenchik, Lander, Johnson, Rosenthal, Richards, Van Bramer, Rodriguez, Vacca, Chin, Koslowitz, Torres, Espinal, Cohen, Kallos, Levin, Reynoso, Crowley, Menchaca, Williams, Garodnick, Dromm, Ferreras-Copeland, Cabrera, Greenfield, Maisel, Cornegy, Barron and Ulrich.

A LOCAL LAW

To amend the administrative code of the city of New York, in relation to establishing a carsharing parking pilot program

Be it enacted by the Council as follows:

Section 1. Subchapter 2 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-175.5 to read as follows:

§ 19-175.5 Carsharing parking pilot program. a. Definitions. For the purposes of this section, the following terms have the following meanings:

Carsharing organization. The term “carsharing organization” means an organization that operates a program in which access to a fleet of private vehicles is provided to members of the organization on an hourly or other short-term basis.

Carsharing vehicle. The term “carsharing vehicle” means a vehicle used by a carsharing member that is owned or leased and registered by a carsharing organization.

Designated parking space. The term “designated parking space” means a location that the department reserves for the exclusive use of a carsharing vehicle.

b. The department shall establish a carsharing parking pilot program that allows qualified carsharing organizations, as determined by the department, to apply for designated parking spaces on streets. Carsharing organizations shall provide any information requested by the department relating to their application to participate in such pilot program. Such pilot program shall have a duration of no less than two years, unless the department terminates or suspends the program on an earlier date; provided, however, the department shall notify the speaker of the council of such termination or suspension within seven days of such action and the reasons for such action.

c. As part of such pilot program, the department shall evaluate the impact of the program on the driving and car ownership habits of drivers who use carsharing vehicles that occupy parking spaces designated in connection with the pilot program. Carsharing organizations shall provide any information requested by the department relating to their operations undertaken in connection with their participation in the program.

d. No later than October 1, 2018 and each April 1 thereafter, until the completion of such pilot, the department shall submit a report to the speaker of the council regarding the progress of carsharing parking pilot program established pursuant to this section, which shall include, but need not be limited to: (i) the number of carsharing organizations that have applied, and the number of such organizations that have been accepted by the department, to participate in the pilot program; (ii) the number and locations of parking spaces designated for inclusion in the pilot program; (iii) a summary of any findings reached pursuant to subdivision c of this section; and (iv) for the report submitted no later than April 1, 2020, whether the department intends to implement a permanent carsharing parking program.

Rules

New York City Department of Transportation

Notice of Adoption

NOTICE OF ADOPTION relating to a rule implementing a carshare parking pilot program at designated on-street and off-street locations.

NOTICE IS HEREBY GIVEN PURSUANT TO THE AUTHORITY VESTED in the Commissioner of the New York City Department of Transportation (DOT) by Sections 1043 and 2903 of the New York City Charter that DOT hereby amends subdivision (o) of Section 4-08 of Chapter 4 of Title 34 of the Rules of the City of New York.

This rule was published in the City Record on June 30, 2017 and a public hearing was held on August 1, 2017. Comments were received both in writing and at the hearing.

Statement of Basis and Purpose of Adopted Rule

The DOT Commissioner is authorized by Section 2903(a) of the New York City Charter and Title 19 of the New York City Administrative Code to promulgate rules regarding parking and traffic operations in the City. The rule that DOT is adopting is contained within Chapter 4 of the Title 34 of the Rules of the City of New York relating to its Traffic Rules and Regulations.

The purpose of this new rule is to implement a carshare parking pilot program at designated on-street and off-street locations.

Carshare is a program involving vehicles that are owned or leased by organizations whose members rent these vehicles for short periods of time, and provides these members access to a car without the expense of car ownership. By designating parking locations specifically for carshare vehicles of these organizations, this new rule would expand access to carshare and provide an affordable mobility option to more New Yorkers.

Research in other cities shows that carshare programs reduce personal car ownership and vehicle miles travelled among carshare members. Fewer cars on the road and fewer vehicle miles travelled means less congestion, as well as lower carbon emissions and air pollution—key priorities of the City’s *OneNYC* Plan, which sets measurable goals for a strong, sustainable, resilient and equitable city. In accordance with Local Law No. 47, DOT will evaluate the impact of the pilot program on car ownership rates, mobility, and other relevant factors, including the potential of the pilot to reduce neighborhood parking demand.

The details describing the new rule reflect the following the program’s key components:

- requirement that carshare organizations apply for permits allowing the use of dedicated parking spaces, either on-street or in a municipal parking facility, within carshare parking zones
- requirement that carshare organizations pay a permit fee
- conditions of the carshare permit

- process by which a carshare permit is assigned
- data reporting requirements

In response to comments received by DOT, the following changes have been made to the proposed rule, which are reflected in the adopted rules:

- For clarification purposes, a definition of “equity parking space” has been added, and the definition of “hand control adapted carshare vehicle” has been modified.
- The use of the term “carshare” instead of “carsharing” has been adopted throughout the rule.
- The requirement of attaining an average of 27 miles per gallon (MPG) by all participating carshare vehicles has been removed.
- The conditions under which DOT can decline to issue a permit have been clarified.
- The conditions of a carshare permit have been streamlined, including removing the requirement that carshare organizations not move vehicles from garages or other spaces to the designated on street spaces.
- The paragraph relating to assignments for carshare parking spaces in municipal parking facilities has been re-organized.
- The “Round 3” of the assignment process for on-street carshare parking spaces has been revised.
- Maintenance area size has been reduced from 15 feet to 10 feet.
- The paragraph relating to the relocation of impermissibly parked vehicles has been simplified.

New material is underlined.

[Deleted material is in brackets.]

Section 1. Subdivision (o) of Section 4-08 of Chapter 4 of Title 34 of the Rules of the City of New York is amended by adding a new paragraph (6) to read as follows:

(6) Permit for Carshare Parking.

(i) Definitions. For the purposes of this section, these are the meanings of the following terms:

Carshare organization or CSO. The term “carshare organization” or “CSO” means an organization that operates a program in which access to a fleet of vehicles is provided to members of the organization on an hourly or other short-term basis.

Carshare vehicle. The term “carshare vehicle” means a vehicle used by a carshare organization member that is owned or leased and registered by the carshare organization.

One-way carshare service. The term “one-way carshare service” means a system where a carshare member can pick up a carshare vehicle at one location and drop it off at the end of the trip at a curbside location within the CSO’s service area.

Round-trip carshare service. The term “round-trip carshare service” means a system where a carshare member must drop off each carshare vehicle at the same location where it was picked up in order to complete the trip.

Carshare parking space. The term “carshare parking space” means a location on-street or in a municipal parking facility that the Department reserves for the exclusive use by a carshare organization and its members.

Equity parking space. The term “equity parking space” means a carshare parking space that the Department has identified as underserved by existing carshare service within an area whose median income is lower than the citywide median income as published by the U.S. Census Bureau American Community Survey.

Carshare parking zone. The term “carshare parking zone” means an area within a neighborhood in which the Department allocates on-street carshare parking spaces.

Hand control adapted carshare vehicle. The term “hand control adapted carshare vehicle” means a vehicle equipped with permanently installed hand controls allowing for the use of the vehicle by carshare members with mobility impairments. These hand controls must have the capability of being activated and deactivated for carshare members’ needs and must not prevent the operation of the vehicle using foot pedals.

Municipal parking facility. The term “municipal parking facility” means a City-owned parking facility regulated by the Department and operated by the City or by a contractor on behalf of the City that is available for public use. The term “municipal parking facility” does not include any parking facility operated by a City agency that is intended for use exclusively by agency employees or by the public to conduct business with the agency.

(ii) Permit required. A CSO must obtain a permit from the Department for its members generally to use any carshare parking space, either on-street or in a municipal parking facility that has been designated as part of the carshare program.

(iii) Permit fee. In order to participate in the Department’s carshare program, a CSO must pay an application permit fee of \$765 per CSO. For carshare parking spaces in municipal parking facilities, a CSO must also pay a quarterly or monthly permit fee charged by each municipal parking facility, which is posted on the Department’s website.

(iv) Application. An application for a permit must be submitted on a form prescribed by the Department which will include, but not be limited to, the following information:

(A) Legal name of the CSO; its “Doing Business As” (DBA) certificate; certified copy of the Certificate of Incorporation and proof of registration with the New York State Department of State; company address; contact name; contact telephone number; contact e-mail address;

(B) Proof of automobile insurance for all carshare vehicles intended for use in a carshare parking space;

(C) Make, model, length, and combined city/highway miles per gallon (MPG) according to the U.S. Environmental Protection Agency's MPG ratings of vehicles intended for use in a carshare parking space;

(D) Information about the CSO's New York City-specific operations, including carshare vehicle fleet size, how the CSO intends to incorporate carshare parking space(s) into its operational model, and whether the CSO intends to participate in Round 2 or 3 of the carshare parking permit assignment for on-street carshare parking spaces, as specified in subparagraph (vii) of this paragraph.

(v) Review of applications for and issuance of permits.

(A) The Department will decline to issue a permit to a CSO applicant that:

1. Is in arrears to the City of New York for an amount totaling more than one thousand dollars;
2. Does not provide automobile insurance as part of their carshare vehicle rental price;
3. Uses vehicles that are not owned or leased by the CSO;
4. Does not allow its carshare vehicles to be rented on an hourly or in smaller time intervals, and at rates which vary by time, and/or distance; or
5. Does not have a fleet of carshare vehicles in operation in New York City by the date the permit application is due.

(B) If the Department declines to issue a permit because of any of the conditions described in subparagraph (A) above or if the application is incomplete, the applicant will have fifteen days from receipt of the denial to appeal the determination. The Department will make a final determination on the appeal within thirty days.

(C) Conditions of permit. The permit holder must:

1. Indemnify the City against legal liabilities associated with the use of the curb for carshare operations;
2. Provide a vehicle with professionally installed hand controls to any carshare member within 48 hours of that member's request;
3. Share and regularly report to the Department the data specified in subparagraph (xiii) of this paragraph;
4. Actively use on-street carshare parking spaces at all times to provide carshare services with reasonable allowances for carshare vehicle maintenance;
5. Actively use carshare parking spaces in municipal parking facilities at all times the facility is open for public use to provide carshare services with reasonable allowances for carshare vehicle maintenance;
6. Present to the Department an outreach plan incorporating the demographics and languages spoken within the carshare parking zones;
7. Select at least 20% of allotted carshare parking spaces from available equity parking spaces;

8. Comply with all applicable parking regulations, including but not limited to regulations relating to construction activities and street closures;
9. Pay any parking fines received or any towing fees and fines if carshare vehicles are towed;
10. Provide the Department with a thirty-day notice if a permit holder decides to discontinue service at a carshare parking space;
11. Display the carshare permit holder's name prominently on each carshare vehicle using a carshare parking space;
12. Promptly notify the Department of any changes to the information provided in its application; and
13. Comply with all applicable laws, rules and regulations related to the operation of carshare.

(vi) Carshare parking permit assignment for carshare parking spaces in municipal parking facilities.

(A) The Department will provide a map of municipal parking facility locations, and specify the number of carshare parking spaces, including those with electric charging stations, available in each facility.

(B) Based on the permit applications received and the CSO's one-way or round-trip service type, the Department will notify CSOs of their eligibility for the available carshare parking spaces in municipal parking facilities.

(C) Qualified CSOs will identify which municipal parking facilities they prefer, and how many carshare parking spaces in each, with a minimum of two spaces in any one facility.

(D) The Department will allocate spaces to qualified CSOs within each facility until all interested CSOs have received their requested number of spaces, or have received a minimum of two spaces each.

(E) For those municipal parking facilities where there are not enough available spaces to accommodate the request for at least two spaces by each qualified and interested CSO, the Department will assign the carshare parking spaces in pairs using a multi-round selection process based on a rank order chosen randomly. The CSO selection order will be re-established for each facility where there are not enough available spaces to accommodate the request for at least two spaces by each qualified and interested CSO.

(vii) Carshare parking permit assignment for on-street carshare parking spaces.

(A) Based on the permit applications received, the Department will notify CSOs of their eligibility and the total number of carshare parking space(s) for which they are eligible based on their New York City vehicle fleet size and one-way or round-trip service type.

(B) All qualified CSOs will be eligible for a minimum allotment of 10% of their New York City vehicle fleet size or ten carshare parking spaces, whichever is less. The

Department will also provide a map of available carshare parking spaces. Where possible, on-street carshare parking spaces will be sited and selected in pairs.

(C) Twenty percent of all carshare parking spaces selected by each qualified CSO must be equity parking spaces. CSOs providing one-way service must provide service to the entire carshare parking zone in which an equity parking space is located to meet this requirement.

(D) Each qualified CSO must submit one list ranking all feasible carshare parking spaces by preference. CSOs must assign a rank to all spaces where they are able and willing to provide service, regardless of the total number of permits for which they are applying and are eligible, to ensure each CSO has an adequate list of options for allocation.

(E) Spaces will be distributed to CSOs in a series of selection rounds in which CSOs are allocated their highest available preference in a rotating order.

(F) If a CSO's preferred carshare parking space has already been assigned to another CSO, the Department will assign that CSO their next highest carshare parking space preference that is available. The selected carshare parking spaces will thereafter be removed from the list of available carshare parking spaces. The selection process for each round will continue until all of the available carshare parking spaces are distributed.

(G) For Rounds 2 and 3 detailed below, the Department will not assign more than 60 total carshare parking spaces.

(H) The assignment will be organized into rounds as follows:

1. Round 1: The Department will allocate equity parking spaces by selecting the highest ranking available preference for each CSO in an equity parking space in a series of selection rounds until each CSO has reached 20% of its total allocation.
2. Round 2: In addition to the total number of carshare parking spaces for which a CSO is eligible, a CSO will have the opportunity to secure additional carshare parking spaces by providing hand control adapted carshare vehicles. The Department will review proposed hand control adapted carshare vehicle plans and, at its discretion, distribute an allotment of carshare parking spaces to CSOs based on that CSO's next highest submitted preferences.
3. Round 3: In addition to the total number of carshare parking spaces for which a CSO is eligible, a CSO will have the opportunity to secure additional carshare parking spaces by providing a discount to New York City Housing Authority residents, New York City Section 8 Housing voucher recipients, or proposing for Department approval alternative discount plans for individuals meeting similar income criteria. The Department will review proposed discount plans and, at its discretion, distribute an allotment of carshare parking spaces to CSOs based on that CSO's next highest submitted preferences.
4. Round 4: The Department will assign each CSO carshare parking spaces based on

New York City Department of Transportation

Notice of Adoption

NOTICE OF ADOPTION relating to a rule implementing a carshare parking pilot program at designated on-street and off-street locations.

NOTICE IS HEREBY GIVEN PURSUANT TO THE AUTHORITY VESTED in the Commissioner of the New York City Department of Transportation (DOT) by Sections 1043 and 2903 of the New York City Charter that DOT hereby amends subdivision (o) of Section 4-08 of Chapter 4 of Title 34 of the Rules of the City of New York.

This rule was published in the City Record on June 30, 2017 and a public hearing was held on August 1, 2017. Comments were received both in writing and at the hearing.

Statement of Basis and Purpose of Adopted Rule

The DOT Commissioner is authorized by Section 2903(a) of the New York City Charter and Title 19 of the New York City Administrative Code to promulgate rules regarding parking and traffic operations in the City. The rule that DOT is adopting is contained within Chapter 4 of the Title 34 of the Rules of the City of New York relating to its Traffic Rules and Regulations.

The purpose of this new rule is to implement a carshare parking pilot program at designated on-street and off-street locations.

Carshare is a program involving vehicles that are owned or leased by organizations whose members rent these vehicles for short periods of time, and provides these members access to a car without the expense of car ownership. By designating parking locations specifically for carshare vehicles of these organizations, this new rule would expand access to carshare and provide an affordable mobility option to more New Yorkers.

Research in other cities shows that carshare programs reduce personal car ownership and vehicle miles travelled among carshare members. Fewer cars on the road and fewer vehicle miles travelled means less congestion, as well as lower carbon emissions and air pollution—key priorities of the City’s *OneNYC* Plan, which sets measurable goals for a strong, sustainable, resilient and equitable city. In accordance with Local Law No. 47, DOT will evaluate the impact of the pilot program on car ownership rates, mobility, and other relevant factors, including the potential of the pilot to reduce neighborhood parking demand.

The details describing the new rule reflect the following the program’s key components:

- requirement that carshare organizations apply for permits allowing the use of dedicated parking spaces, either on-street or in a municipal parking facility, within carshare parking zones
- requirement that carshare organizations pay a permit fee
- conditions of the carshare permit

(C) The Department may remove or temporarily relocate a carshare parking space for reasons attributable to public safety or other emergency or temporary needs as it deems appropriate.

(D) The permit holder will be responsible for moving the carshare vehicle from the carshare parking space under the circumstances identified in clauses A, B, and C of this subparagraph.

(xi) Relocation of impermissibly parked vehicle. If a vehicle is impermissibly parked in an on-street carshare parking space, a CSO, at its sole cost and expense, may relocate the impermissibly parked vehicle to the nearest available lawful on-street parking space.

(A) For the purposes of this subparagraph, an “impermissibly parked vehicle” means a vehicle located in an on-street carshare parking space, where the logo and name indicated on the sign does not bear the same logo and name as the vehicle.

(B) If a CSO chooses to relocate impermissibly parked vehicles, it must establish a Department-approved means of relocating such vehicles and notifying owners of such vehicles where their vehicles have been relocated.

(xii) Suspension, reassignment, and revocation of permits.

(A) The Department may suspend or revoke a permit for failure to comply with any of the terms and conditions of the carshare parking permit, these rules, or other applicable law or rule.

(B) Prior to suspending or revoking a permit, the permit holder will be provided with an opportunity to be heard within five business days.

(C) In the event that the Department revokes a permit, the permit holder must remove the carshare vehicle from the carshare parking space within 24 hours of revocation.

(xiii) Data reporting requirements.

(A) Each permit holder must deliver a quarterly report to the Department by the 15th day of the month following the end of the quarter, containing the data described below and in a form that is prescribed by the Department.

(B) The report shall include the following categories of data:

1. Membership;
2. Fleet composition;
3. Use of CSO fleet;
4. Use of carshare parking spaces and municipal parking facilities; and

5. Survey of carshare members as designed by the Department. This survey may include, but not be limited to, the creation of carshare member IDs that are unique to each member but do not contain personal information.

§2. Subparagraph (ii) of paragraph (1) of subdivision (o) of Section 4-08 of Chapter 4 of Title 34 of the Rules of the City of New York is amended to read as follows:

(ii) *Prohibited parking areas.* Such special parking identification permits do not authorize parking:

- (A) in a bus stop,
- (B) in a taxi-stand,
- (C) within 15 feet of a fire hydrant,
- (D) in a fire zone,
- (E) in a driveway,
- (F) in a crosswalk,
- (G) in a no stopping zone,
- (H) in a no standing zone, [or]
- (I) double parking, or
- (J) in carshare parking space(s).

