



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Councilmember Raul Peralez

SUBJECT: One-Way Vehicle Sharing
Program

DATE: May 17, 2021

Approved by:

Date: 05/17/21

RECOMMENDATION

Approve staff recommendation with the following additions:

1. Require that if there is future interest to include specific Residential Parking Permit (RPP) zones, that the City conducts robust community engagement that includes but are not wholly dependent on neighborhood associations.
2. Direct staff to work with the operators to
 - a. Identify alternative parking sources such as unbundled parking garages or surface lots (both public and private) that could serve as primary parking in the event that there are significant parking impacts in a residential neighborhood, and,
 - b. Ensure that their contact information is explicitly available to the general public for inquiries, concerns and complaints.
3. Report back in a future Transportation & Environment Committee meeting the following:
 - a. Per recommendations 1 (a & b) on the December 14, 2018 council memorandum¹ authored by Mayor Liccardo, Vice Mayor Jones and Councilmembers Peralez and Davis, report back on what findings staff has made on using fees, fines and voluntary contributions to further transportation safety efforts and whether it could be applicable to this policy change as well.
 - b. A progress report on this program, specifically on any outcomes related to Recommendation #2a.

¹ <https://sanjose.legistar.com/View.ashx?M=F&ID=6844777&GUID=BE67F9DD-E1E1-464B-A825-9F9368C719C7>

DISCUSSION

Thank you to City Staff for their work and engagement on this ordinance change. The concept of One-Way Vehicle Sharing is an innovative opportunity for the city to provide another multimodal solution and bring us closer to meeting our Climate Smart goals.

Similar to our Shared Micromobility program that was first launched in 2018, the implementation of a model such as One-Way Vehicle Sharing requires thoughtful and continuous fine-tuning of the program to ensure its impacts are minimal and benefits are equitable. I appreciate that staff has recommended that RPP zones are exempt unless the respective RPP community inclusively opts into the program. In the event that there is future interest from a community to opt-in, we must ensure that any outreach is conducted to all permit holding households and does not solely rely on any single one organized neighborhood association.

Furthermore, it is not lost upon us that the operators will also benefit from doing business on our public right of way. While we have heard in the past that the City cannot monetize the public right of way, the City Council did direct staff to explore whether fees, fines and voluntary contributions from shared micromobility operators can be used to help make the very same streets these operators use safer for all. A report back on this 2018 recommendation would help to inform this discussion as well. Finally, while this ordinance would legally allow for vehicles to be parked in residential neighborhoods, we must also ensure those neighborhoods existing without RPP protections are not significantly impacted, and if there is an ongoing impact, it goes without saying that both City Staff and operators should work in good faith to mitigate those impacts, including arranging alternative parking opportunities such as commercial unbundled parking.