



## FACT SHEET: Point-to-Point Car-Sharing Demonstration Study

December, 2016

### Summary

Arlington County conducted an initial year-long study of point-to-point car-sharing, in partnership with car2go, which ended December 1, 2016. Based on the staff evaluation of the program's growth, the company's responsiveness to community feedback, user surveys and the positive reception of [cross-jurisdictional service](#) with the District of Columbia, staff recommended a 12-month [extension of the demonstration study agreement](#) which was approved by the Board on December 13, 2016.

This model of car-sharing, which has operated in the District of Columbia since 2012, allows members to pick up a car in one location then drop it off in another. Expanded use of car-sharing has the potential to benefit Arlington by reducing vehicle trips and greenhouse gas emissions, while increasing our quality of life and economic competitiveness in the region.

### Study Details

car2go provides a network of smartfortwo vehicles throughout the community. Unlike traditional car-share which is station-based and requires reservations, car2go vehicles don't require reservations and don't have to be returned to a specific area. Instead, members may pick up a program vehicle in one location within the cross-jurisdictional area (Arlington County and Washington, DC) and drop it off in any legal on-street parking spot within the cross-jurisdictional area at the end of the trip.

This model facilitates one-way trip decision-making, which means travelers could decide to use transit or bike or walk for one part of their trip, and use car-sharing for another, making each of these modes more convenient than they might be on their own.



The demonstration study allows members to park up to 200 car2go vehicles in on-street parking spaces within the Arlington County area, with members not having to pay parking meter fees. Starting on December 1, 2016, car2go will pay fees for members' access to residential zones, vehicles' usage of metered locations and program administration and evaluation costs on a monthly basis. car2go will maintain the vehicles, ensure the vehicles do not stay in one place for too long and report data on program operation to the County on a monthly basis. Staff will continue to monitor the car-share service provision in the County to ensure the usefulness to residents and the interconnectedness with other travel options to support our transportation system and the vision of Arlington's [Master Transportation Plan](#).

### Background

Car-sharing refers to services that provide access to a vehicle or fleet of vehicles for short-term use, priced for rental by the hour or minute, located conveniently throughout the community and with most, if not all, costs (such as gas, maintenance, and insurance) bundled into the rate. These services typically require membership. Car-sharing is not a driver-for-hire.

Arlington County led the Washington metropolitan region by launching the first on-street station-based car-sharing program in 2004, partnering with Zipcar and Flexcar. Over a decade later, this service is an integral piece of Arlington's transportation system, and access to the car-sharing option is expected by many residents and workers throughout the region.

### For more information or to provide feedback

Please go online to <http://transportation.arlingtonva.us/parking/car2go/>

If you are providing feedback on car2go cars parked on your street, please provide the license plate number, street name and the name of the next cross street.

As of December 13, 2016, a [new ordinance on car-sharing](#) will allow the County Manager to manage car-sharing services in the County through the design and implementation of two types of car-share programs in Arlington's public right of way:

1. "Free-floating" – where trips start and end in different locations, and
2. "Reserved-space" – where trips start and end in locations reserved exclusively for car-sharing.

This will enable County staff to manage the car-sharing programs based on community needs and achieve the greatest and most equitable distribution of community benefits.