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From the Institute of Urban and Regional Development

Robert Cervero, Nina Creedman, Muhammad Pohan, Madhav Pai, and Yu-Hsin Tsai. July 2002. *City CarShare: Assessment of Intermediate-Term Travel-Behavior Impacts.* WP-2002-03. 57pp. \$17.50.

Some nine months after the introduction of City CarShare, a car-sharing program in the city of San Francisco, an estimated 7 percent of trips made by the program's members involved City CarShare vehicles, up from around 2 percent just six months earlier. At the nine-month mark, more than 20 percent of members' vehicle miles traveled (VMT) represented car-share vehicles, a substantial jump from what it was earlier.

Evidence suggests that access to car-share vehicles is stimulating motorized travel. Most members do not own cars and many appear to be leasing vehicles in lieu of walking and biking. Car-share vehicles are used more for personal business and social-recreational travel than non-discretionary, routine travel such as to work or school. Cars generally are not used frequently during peak periods or to dense settings well-served by transit, like downtown. In this sense, car-sharing appears to be stimulating a resourceful form of "automobility." Users are accruing substantial travel-time savings and willingly pay market prices for these benefits.

Survey results also suggest that car-sharing is cutting into private car usage, especially among higher income members. This appears to be less because members are getting rid of cars and more due to them selectively substituting City CarShare vehicles for their own. Predictive models revealed that the likelihood of car-share usage increased with members' personal incomes, educational levels, and age. Also, members were more likely to lease vehicles if they lived in zero-car households.

For the intermediate-term analysis, findings were generally more interpretable than from the short-term analysis. This was expected in that three to four months into the program, when the short-term surveys were compiled, San Francisco's City CarShare was still in its infancy. By the ninth month of the program, many members likely had settled into a certain pattern of usage. This bodes favorably for the ability to firmly gauge impacts one to two years into the program.

John Landis, Lan Deng, and Michael Reilly. July 2002. *Growth Management Revisited: A Reassessment of its Efficacy, Price Effects and Impacts on Metropolitan Growth Patterns*. WP-2002-02. 61pp. \$18.

Outside the immediate visage of regional policy analysts and smart growth boosters, the local growth control & growth management (LGC&M) movement remains extremely active, especially at the ballot box and especially in California. Analyses show LGC&M activity to be strongly correlated with state and regional growth rates—rising during expansionary periods such as the late-1980s and late-1990s, and falling during slowdown periods such as the early-1990s. Although exact numbers are hard to come by, it is estimated that about three-quarters of California cities and two-thirds of California counties have adopted some form of LGC&M program since 1980.

Their continuing popularity notwithstanding, many questions remain about the efficacy and effects of LGC&M programs. Four are of particular interest. (1) To what extent do different LGC&M approaches really restrict the amount, pace, or location of growth? (2) To what extent are the resulting supply restrictions reflected in local real estate prices, especially housing prices? (3) Which LGC&M programs and approaches yield their promised benefits and which do not? (4) Do LGC&M programs cause growth to be systematically displaced from more restrictive to less restrictive communities, leading to such negative outcomes as sprawl and wasteful commuting?

Using California as its lens, this report focuses on these unresolved questions. In no other US state is growth as tightly managed at the local level as California. Likewise, in no other state is there such a diversity of local growth management approaches and experiences.

From a research perspective, because California lacks a statewide growth management framework, the effectiveness or ineffectiveness of growth management can be traced back to its local implementation.

The report is organized into six sections: (1) Recent theoretical and empirical research into the use and efficacy of LGC&M programs; (2) An updated taxonomy of growth management and growth control measures, paying special attention to the circumstances under which such measures are likely to affect housing supplies; (3) Considering the question of efficacy by comparing pre- and post-control building permit volumes between specific growth-managed communities and carefully selected sets of comparison or peer communities; (4) Using GIS and cross-sectional regression analysis to identify empirical relationships between LGC&M programs, housing production shortfalls, and local housing prices; (5) Extending the peer-based comparison analysis to consider some of the potential benefits of growth management; and (6) Looking at the spatial displacement effects of LGC&M programs.

Robert Cervero, Nina Creedman, Muhammad Pohan, and Madhav Pai. May 2002. WP-2002-01. *City CarShare: Assessment of Short-Term Travel-Behavior Impacts*. 76pp. \$20.

One of the more innovative and potentially resourceful urban transportation initiatives in recent times is car-sharing, the sharing of motorized cars through cooperative arrangements. It's a market-based strategy that, proponents maintain, is suited to urban settings where parking is in short supply, where good public transit and easy walking access makes car ownership less imperative, and where the prospect of access to a diverse fleet of vehicles appeals to niche markets such as young professionals without children and political 'greens.'

In this report, the short-term travel-behavior impacts of car-sharing in the city of San Francisco are evaluated. San Francisco's program, City CarShare, was launched in early March 2001 and has steadily gained popularity as more and more people have voluntarily joined the program.

For purposes of studying "before and after" changes in travel demand, data were compiled both prior to program implementation and 3-4

months into the program. To remove the influences of other factors that could explain changes in travel demand besides car-sharing itself, a controlled experimental framework was adopted which involved comparing changes in travel demand between City CarShare participants and an otherwise comparable group of non-participants over time. In addition to evaluating impacts, car-sharing is profiled in terms of trip purposes, travel durations, spatial patterns of trip-making, and other attributes.

Because the study shows overall impacts of car-sharing only 3-4 months into the program, the researchers note that firm inferences cannot yet be drawn, however, the results hint at some of the behavioral adjustments that might be tracked over time as the program matures and participants settle in to more permanent patterns of behavior.

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