



Berkeley Climate Action Plan: Tracking our Progress Sustainable Transportation and Land Use – Expand Car Share and Ridesharing

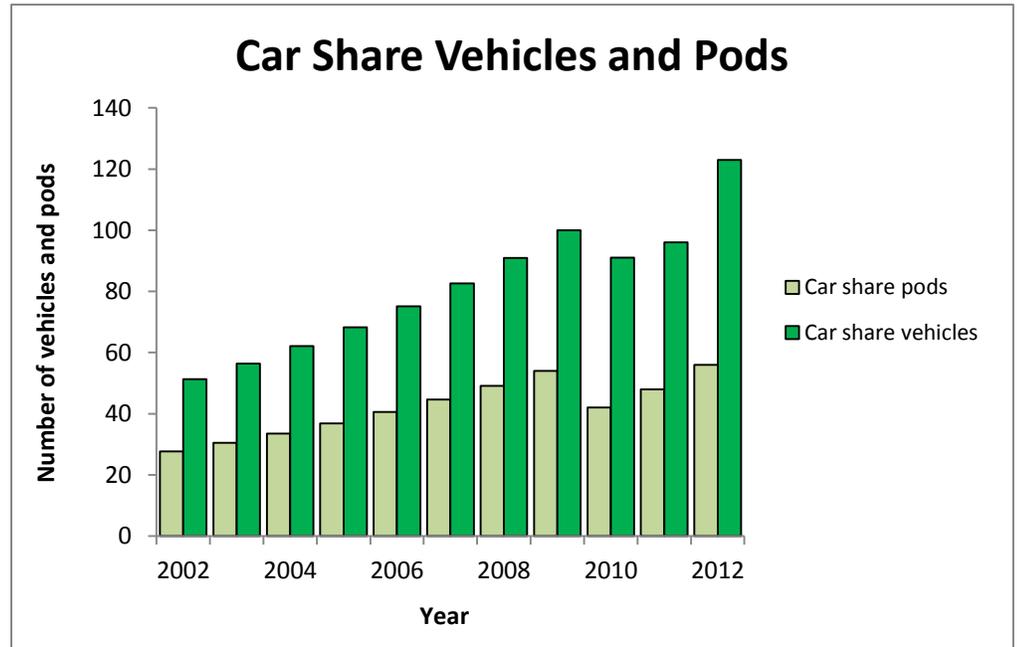


Goal: Enhance and expand car sharing and ridesharing programs

Performance metrics: Number of car share vehicles and pods (locations)

Target: Increase car share availability throughout Berkeley.

Status: As of January 2013, the community has access to a total of 123 car share vehicles at 56 car share pods (City CarShare and ZipCar locations). The number of available car share vehicles and pods increased approximately 35% and 33% respectively since 2010. Car share use in Berkeley reduces community-wide gasoline consumption by an estimated 9,100 gallons per year as of 2012, which reduces the associated greenhouse gas emissions by roughly 178,000 pounds annually.



Why are these indicators important?

Car share is an important component of reducing transportation-related greenhouse gas (GHG) emissions. It reduces GHG emissions because members of car sharing programs tend to drive less than non-members, and because car share program vehicles tend to be newer and more fuel-efficient than the average vehicle. A 2010 study of the impact of car share program in North America found that 9 to 13 vehicles are taken off the road for every carsharing vehicle (Martin, Shaheen and Lidicker, 2010). In addition, by participating in a car share program, each member reduces 16 gallons of gasoline annually (Metropolitan Transportation Commission, 2010).

Since 2010, membership in car sharing programs increased by approximately 10% annually. Assuming that this trend continues, car sharing is expected to reduce an estimated 800 metric tons of GHG emissions by 2020.

Resources and assistance for community members: Visit the City's [Transportation Division website](#) to learn more about car share options in Berkeley.

Data sources and technical notes: Data on number of car share vehicles and pods were provided by the two car share organizations operating in Berkeley: City CarShare and ZipCar. Additional references were Metropolitan Transportation Commission (MTC) and "The Impact of Carsharing on Household Vehicle Holdings: Results from a North American Shared-Use Vehicle Survey" paper (Martin, Shaheen and Lidicker, 2010). Current and future reductions were estimated by calculating the member-to-car ratio and applying the 0.044 gallons/day gas reduction per member coefficient provided by MTC.

Tracking our progress: Review Climate Action Plan performance metrics at www.cityofberkeley.info/climate