

Council Mobility Committee

April 17, 2018



Dockless Mobility

Coming to Austin



Austin Transportation Department

What is Dockless Mobility?

- Dockless bicycles and electric-assist scooters (e-scooters) use is sold via smart phone apps, lock electronically and can be left anywhere.
- The bicycles and scooters aren't new but the delivery system via technology is, and rapidly changing.
- City sees these devices as a great opportunity for short trip, "last mile" travel if managed in orderly fashion.

The Pros and Cons of Dockless Systems

Pros	Cons
Great opportunity for short trip, “last mile” travel	“Last foot” storing is creating safety and blight problems for cities
More vehicles in market for residents to use	Some markets are being oversaturated, bunched
Greater opportunity for use in communities of need	Mandates are needed to achieve results
More affordable alternative to Ride Hailing services	Most cost effective for short trips
Smart phone app enabled	Not everyone has a smart phone or regular service
Creating “nests” can organize clusters of units	Devices are not necessarily required to return to nest
Can work in concert with docked shared systems	Each company app is another app to download
Free market approach to mobility	Uncertain impacts to the established docked system
Scooters and bikes are perceived as fun and healthy	Unclear financial sustainability in the dockless business model
Reliable alternative to single occupant vehicle trips	Low speed devices operate in roadway and sidewalks

What's Happening in Other Cities?

- 1,000s of dockless bikes and scooters are unloaded on City streets
- Customers pick up and drop off wherever they want
- Outdated city codes create loopholes to exploit right of way use
- Private companies not reactive to managing own fleets
- Cities scrambling to enforce for safety hazards in public right of way
- Cities incurring rising costs to deal with private sector impacts
- Lack of parking & etiquette leaves devices in undesirable locations

What's Happening in Austin?

- Initiated dockless systems process Feb. 1st
- 14 companies working with City
- 2 companies have deployed before pilot
- Abandoned/parked devices invade sidewalks, create safety hazards
- Companies are using public right of way to store, lease private devices
- Taxpayers paying to impound devices
- Other companies eager to launch, responding to market pressure
- Community engagement process continuing



Apr. 12. 2018

Washington, D.C.



Feb. 2018

San Francisco



Apr. 2018

Dallas



Jan. 2018

What are other cities doing about it

San Francisco	Legislation	Costs
Santa Monica	Mar 2018 – Emerg. Ord.on dockless vending in ROW Ca. law prohibits scooters from sidewalks	Still developing longer term regs and costs.
Seattle	July 2017 -Permit: 500 start, now 4,000 per operator 20% coverage in economically distressed zip codes Data sharing: bike ID, type, location, fuel, fuel level	\$149 license fee; \$15/bike \$2,672 permit review fee \$3M liability coverage
Washington DC	Sept 2017 – 6 mo demo Permit 400 bikes ea operator	No charge during demonstration
San Francisco	2017 Bike share regulations; no vending w/o permit 2018 Scooter regulations pending	\$11,826/permit & \$9,725 renewal for < 500 bikes (graduated fees)
Dallas	Apr. 11 code amendments May 2 – docklesss regs/ordinance	\$800 vendor + \$1/d per vehicle e.g. 5,000 vehicles = \$1.8M/year

Recommended Actions

- Tighten up right of way code
- Accelerate a permit system to legalize, organize use of right of way
 - \$30 permit ea. device, for management, education, bike parking, inspection,
 - Each device gets a numbered permit, can help identify chain of custody
 - Operators must maintain safety equipment, carry insurance, performance bond
 - Require operators to reposition equipment as needed, requested
- Bonus for dockless devices outside core, in underserved markets
- Add bike and scooter parking for orderly staging
- Enforce safety, permit violations; hold companies responsible for devices
- Require aggregated travel data, incidents, injuries from companies

Parking Boxes in Seattle

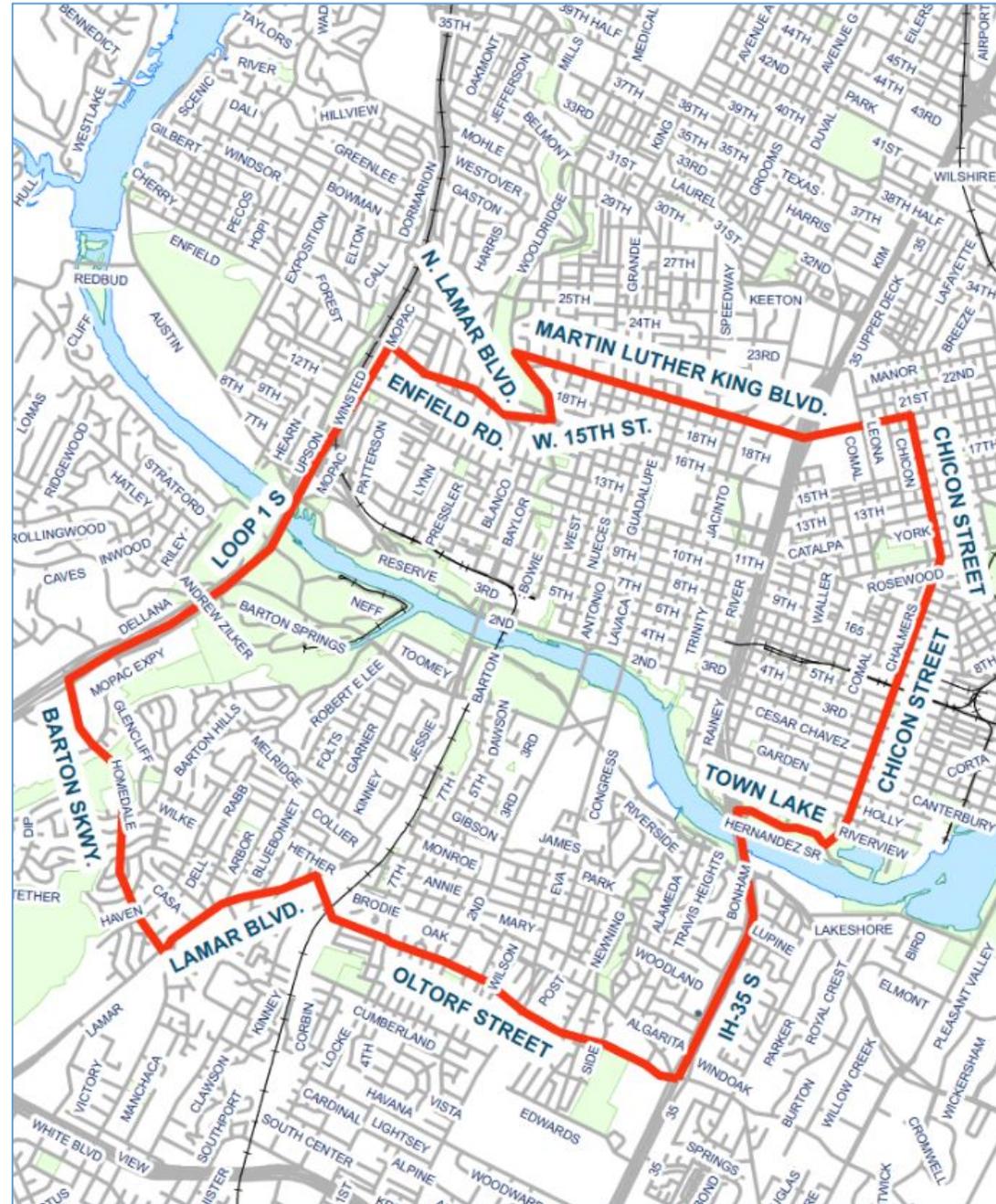


Mar. 2018

Downtown Austin Coordination Protection Zone

Boundaries:

Chicon – E
Mopac – W
Oltorf – S
MLK – N



Why act now?

- We need an authorized process to establish binding provisions that ensure safe access to right-of-way for all users and appropriate remedies in place for vehicles improperly stored.
- Imposing regulatory measures after a program starts is often more challenging.
- Companies that have been cooperating with the City's process may elect to launch prematurely, increasing the cost burden on City agencies to enforce for the safety of all right of way users
- Additional community engagement can continue as the regulatory component of the program are addressed

Next Steps

- Brief Mobility Committee on permit criteria (April 17, 2018)
- Seek Right of Way ordinance clean up at Council (April 26, 2018)
- Work with Operators on a permitted system roll out
- Inform community on coming changes
- Identify locations and install additional bike parking
- Monitor operator performance
- Begin permitted operations on May 1
- Report progress to Council in 6 months