



SHARED MICRO-MOBILITY POLICY BRIEFING

URBAN TRANSPORTATION COMMISSION

MAY 9, 2019

SHARED MICRO-MOBILITY POLICY UPDATE



Definition & Use Draft Ordinance Update



Service Improvements



Strengthening Innovation



Improving Safety & Connectivity

SHARED MICRO-MOBILITY POLICY UPDATE

DEFINITION & USE DRAFT ORDINANCE

Overview

The Micro-Mobility Definition & Use Ordinance would propose amendments to Chapter 12-2 of City Code to define Micro-Mobility Devices and Shared Micro-Mobility Services and establish rules and guidelines for the safe, reasonable and prudent use of micro-mobility devices within the City of Austin's right-of-way.



SHARED MICRO-MOBILITY POLICY UPDATE

SERVICE IMPROVEMENTS



Overview

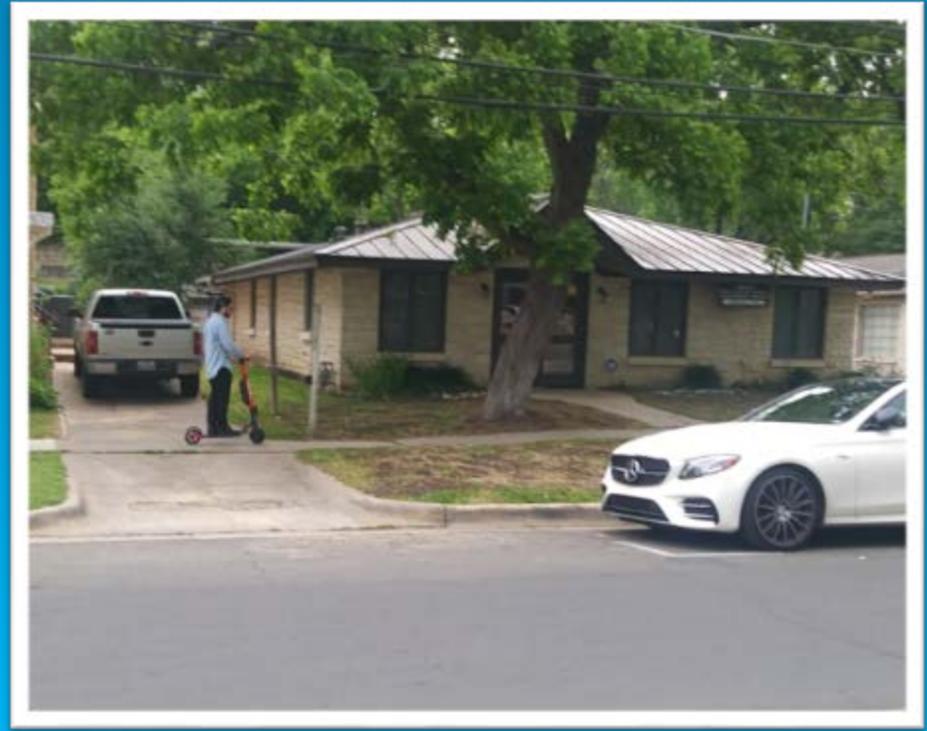
Proposed amendments to Chapter 13-2 of City Code would establish a franchise system for Shared Micro-Mobility Service providers and set criteria based upon the six Strategic Outcomes of Austin's Strategic Direction 2023 plan wherein companies would be required to demonstrate competence in order to gain access to Austin's marketplace.

SHARED MICRO-MOBILITY POLICY UPDATE

STRENGTHENING INNOVATION

Overview

Proposed amendments to Chapter 14-9 of City Code would fortify Austin's right-of-way against the release of future unanticipated technologies and remove the term "dockless" in order to broaden the City's ability to regulate all micro-mobility modes more evenly.



SHARED MICRO-MOBILITY POLICY UPDATE

IMPROVING SAFETY & CONNECTIVITY



Overview

Proposed recommendations would update the 2018 – 2019 Transportation Fee Schedule to authorize the Austin Transportation Department to recoup programmatic costs for services such as application processing, fleet inspections, fleet monitoring, proper staffing, etc., and to allow funds to be allocated toward infrastructure improvements that would provide greater safety for all modes.

DEFINITION & USE DRAFT ORDINANCE UPDATE

Past Community Engagement

- Mobility Committee
- Bicycle Advisory Council
- Equity Tool Recommendations
- Parks & Recreation Department
- Austin Police Department
- Pedestrian Advisory Council
- Bike Texas
- Bike Austin

Upcoming Community Engagement

- May 21, 2019 –Bicycle Advisory Council
- May 23, 2019 –Recommendation to Mayor & Council

DEFINITION & USE DRAFT ORDINANCE UPDATE

COMMUNITY FEEDBACK

- Proposed fee structure
- Bicycles included in Micro-Mobility Definition
- Requesting speed limits on sidewalks for scooters only
- Penalize bad scooter parking
- Request for more information about franchise model
- “Reasonable & Prudent” Ordinance Language
- Fine amounts
- Dismount zone language
- Redundancies in ordinance language noted



OVERVIEW OF TEXAS SENATE BILL 549

RELATING TO THE OPERATION OF MOTOR-ASSISTED SCOOTERS

Operator Restrictions

- A person must be at least 16 years of age in order to operate a scooter
- A scooter may not carry more than one person at a time
- A person may not park a scooter in a manner that obstructs ADA access

Riding Restrictions

- Scooters banned from sidewalks
- Scooters may operate on bicycle paths or in bicycle lanes
- Scooters may operate in roadways with speed limits of 35 MPH or lower
- Scooters operating on roadways must obey traffic laws
- Scooters may not exceed 15 MPH if rider is standing
- Scooters may not exceed 20 MPH if rider is seated

OVERVIEW OF TEXAS SENATE BILL 549

RELATING TO THE OPERATION OF MOTOR-ASSISTED SCOOTERS (CONT.)

Municipal Allowances

- May further restrict the speed of a scooter
- May further restrict the locations a person may operate a scooter
- May increase the minimum age requirement for scooter use
- May impose a higher criminal or civil penalty for a violation
- May further restrict the locations a person may park a scooter
- May require the operator of a scooter to wear a safety helmet
- May prohibit the operation of a scooter on a street, highway, or sidewalk

QUESTIONS & DISCUSSION