



ELECTRIC-ASSIST PEDICAB PILOT PROGRAM RESULTS & RECOMMENDATIONS

18 MONTH PILOT OVERVIEW

On August 8th, 2017, the Urban Transportation Commission voted 8-1 in support of a pilot program that would allow pedicab operators to enhance their pedicabs with electric pedal-assist motors. This pilot officially began on February 6th, 2018 with 72 pedicabs participating.

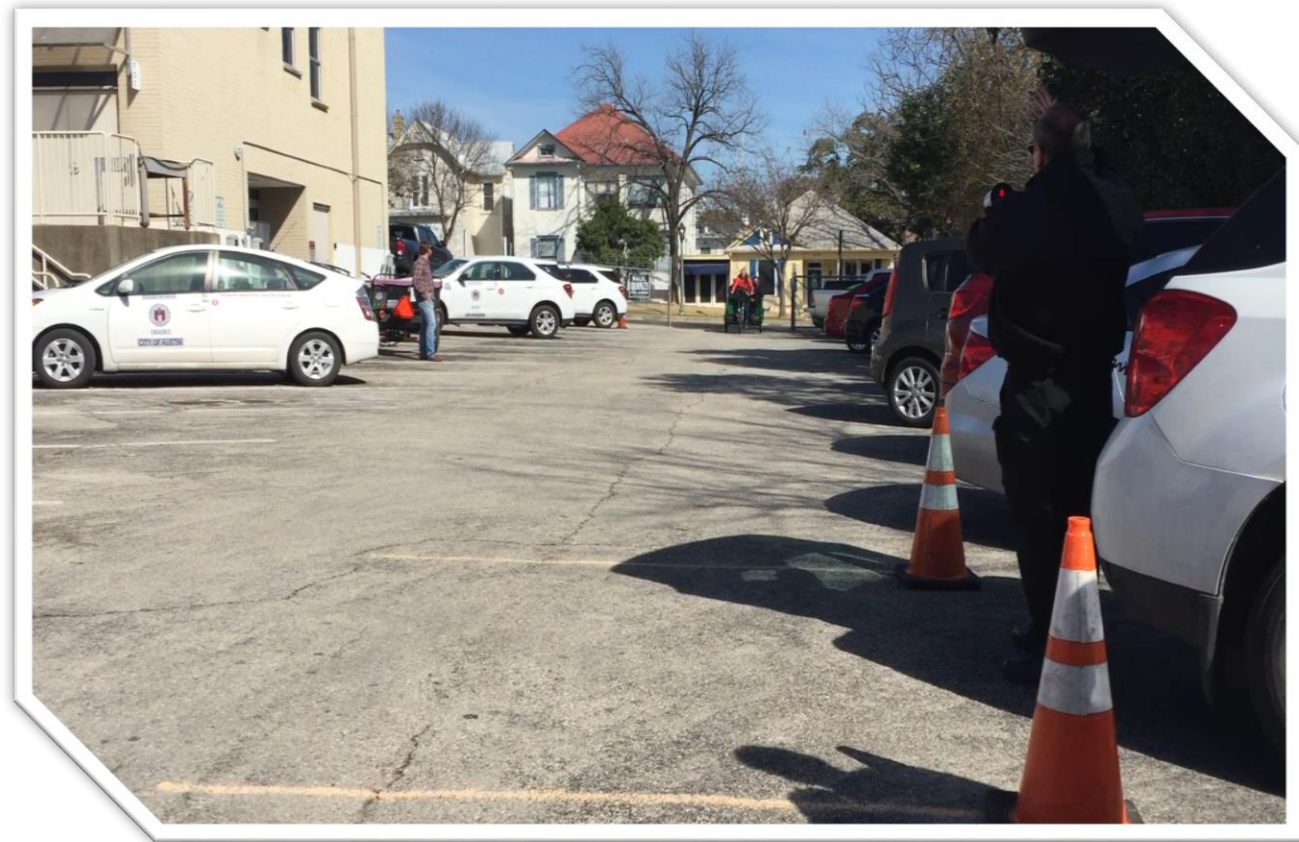
- No Reported Collisions
- No Reported Injuries
- No Reported Ride Complaints
- Unanimous Support for Program
- Some Program Setbacks



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PARTICIPATION & PARAMETERS

- All regular pedicab City Code standards apply
- One e-pedicab per company and One additional e-pedicab per ten regular permitted pedicabs
- Maximum speed limit of 15 MPH
- Compliance Inspections
- Maximum stopping distance of ten feet, fully loaded at 8 MPH
- Ride data collection and ridership survey



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PILOT DATA RECEIVED

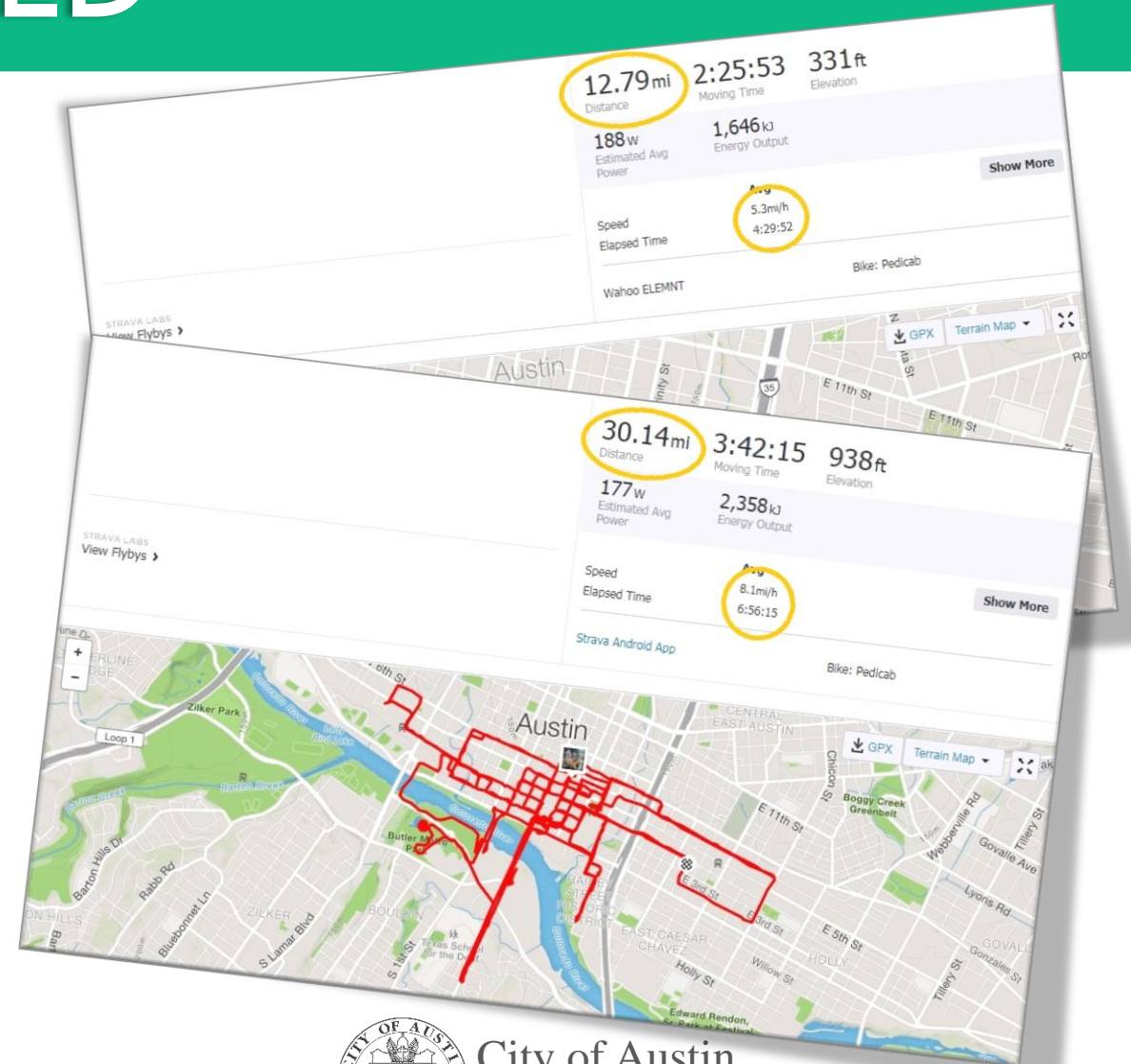
Data Collection Methods:

- Strava App Data
- Online & Street Team Survey Results
- Stakeholder Feedback

How the Data Informs Us:

Pedicab operators utilizing pedicabs equipped with electrically assisted pedaling . . .

- Travel a farther distance during a shift
- Typically work a longer shift due to less fatigue
- Traverse routes usually avoided by operators of regular pedicabs, such as routes with hills
- Provide a greater number of rides
- Provide smoother and quicker rides
- Choose better routes rather than easier routes
- Earn a greater income



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PILOT SETBACKS

On February 19th, 2019, the Austin Fire Department responded to a warehouse containing pedicabs. The fire investigator's report stated the following:

"After a thorough scene exam, I believe the point of origin to be the table area along the south wall, below the window. I also believe the heat source to be responsible for the ignition of the fire to be electrical as this was the only ignition source in the area. However, due to the heavy damage sustained in the area of origin, I cannot conclusively determine the first material ignited or which electrical appliance / source caused the ignition of the fire."

"I believe the fire began when an electrical failure occurred in one or more of the electrical appliances (trickle charger, power strip, lithium battery, etc) that were located below the window."

-Report GO# 2019-500151



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PILOT ENHANCEMENTS

The Austin Transportation Department has worked with the Austin Fire Department's Emergency Prevention Division to enhance fire prevention standards pertaining to the use of electric-assist motors. These standards include requirements such as:

- Battery charging and handling limitations
- Battery and Charging equipment certifications
- Fire extinguisher requirements
- Battery recycling requirements
- Personnel training requirements



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PILOT EXPANSION

Due to the recent expansions of various other services in competition with the pedicab industry, such as scooters, Transportation Network Companies (TNCs), Electric Low-Speed Vehicles, and other mobility options, ATD has expanded the electric-assist pedicab pilot program to include any currently permitted pedicab. This will enable ATD to evaluate a wider group of electric-assist pedicabs, especially with regard to their competitive viability in Austin's current mobility market.



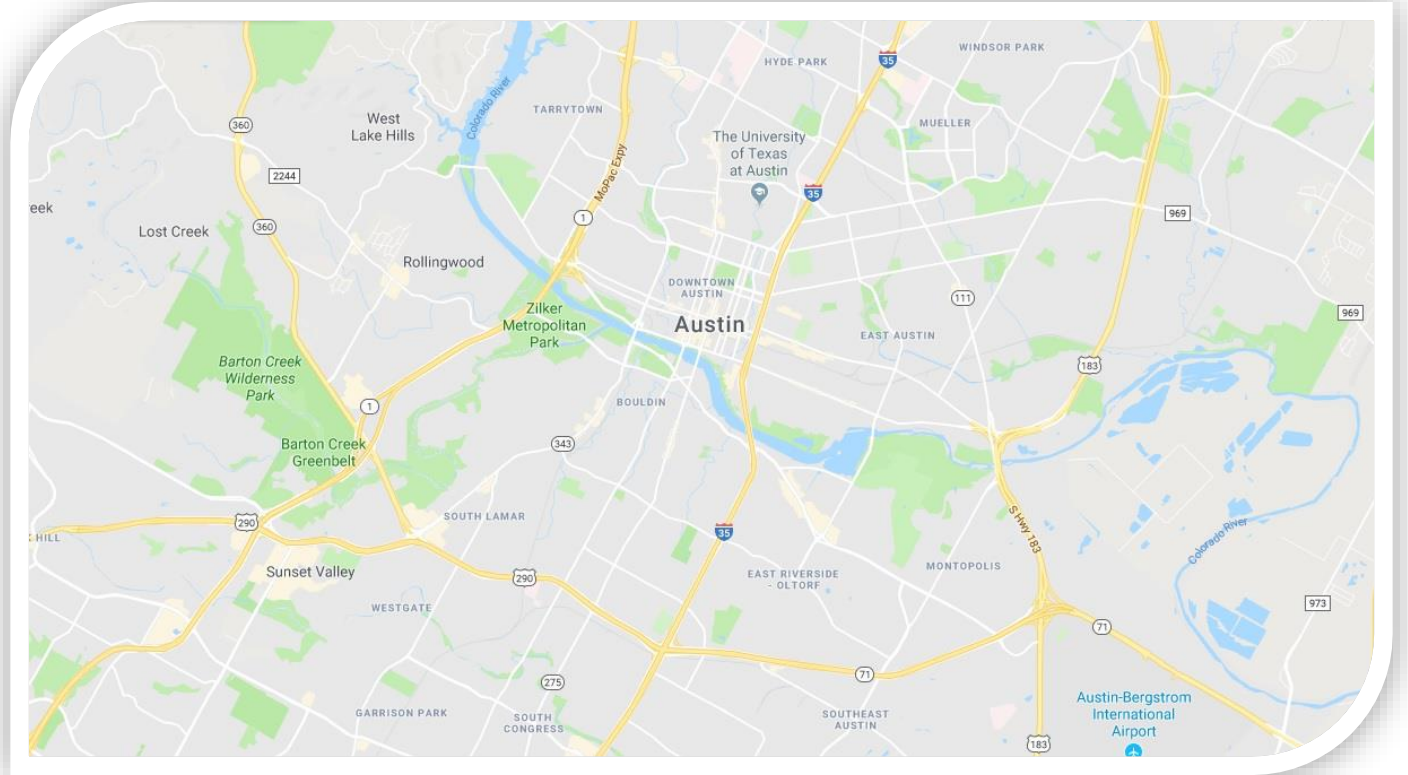
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BOUNDARY EXPANSION EVALUATION

In addition to stakeholder feedback, the rapid expansion of mobility options in competition with the pedicab industry has led ATD to initiate a process to re-evaluate the boundaries in which pedicabs are currently permitted to operate.

A portion of these boundaries have the potential to be expanded to allow pedicabs greater access to the market.

City engineering staff is currently evaluating the safety of potential expansion areas.



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ELECTRIC-ASSIST EXPANSION

The City of San Antonio has permitted other electric-assist options for more than two years, such as group cycles. Group cycles operate on a prearranged booking and offer unique touring and sightseeing options.

In the City of Austin, we currently permit three group cycle service companies with a combined total of eleven group cycles. Stakeholders from the group cycle industry have requested to employ electric-assist motors.

Group cycles equipped with electric-assist peddle motors:

- Offer a safer and more maneuverable vehicle
- Allow customers a smoother and easier ride
- Traverse hills at a more steady and predictable pace
- Can be moved by a single operator



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RECOMMENDATIONS

The Austin Transportation Department recommends the following amendments to City Code chapter 13-2:

- Permit pedicab businesses to utilize electric pedal-assist motors
- Permit group cycle businesses to utilize electric pedal-assist motors
- Establish rules governing the safe handling and use of batteries and charging equipment
- Evaluate pedicab operational boundaries for possible expansion



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