

Shared Active Transportation Vehicles

City Council Study Session
January 31, 2019

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- **Purpose of SATVs**
- **SATV Operators in Mesa**
- **SATV Issues**
- **Ridership Information: November 2018**
- **National Regulation Review**
- **Options**
- **Questions/Council Direction**

Provide last-mile, alternative transportation options for short trips, connection to transit and recreation.

SATV Operators in Mesa

Lime

JUMP



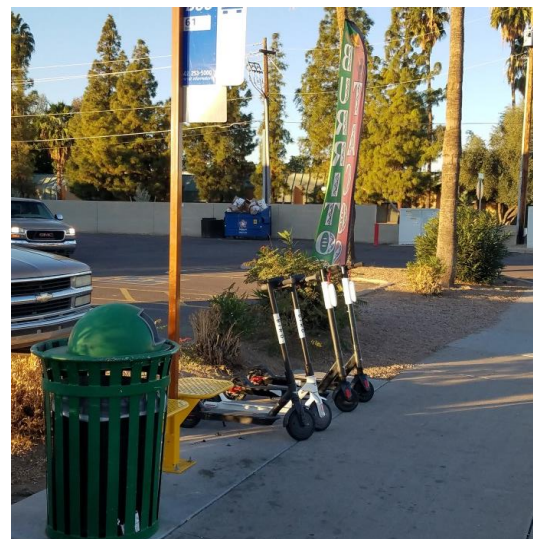
BIRD

Present



Expressed Interest

- ADA/Right-of-Way (ROW) Management
 - Operator Staging
 - User Parking
- Number of SATVs in ROW
- Operator Response timeframe
- Safety (speeding, inexperienced users, helmets, etc.)
- Possible introduction of subleasing



Ridership Information: Nov. 2018



Avg. Scooters in Mesa/per day	900
Avg. Ride (mins.)	27.09
Avg. Ride (miles)	2.098
Total Miles	59,541
Total Rides	28,375

Avg. Scooters in Mesa/per day	350
Avg. Ride (mins.)	11
Avg. Ride (miles)	1
Total Miles	20,898
Total Rides	13,000

Note: statistics were provided by the vendor

National Regulation Review



City of Tempe



City of Scottsdale



City of Peoria



City of Phoenix



City of Atlanta



City of Dallas



City of Denver



National Regulation Review

City	Framework
Tempe	SATV ROW License
Scottsdale	Ordinance (no license required)
Peoria	Temporary Ordinance (Operator discussions ceased)
Phoenix	Pilot Program PROPOSED
Atlanta	Permit
Dallas	Permit
Denver	Permit/Pilot Program

Staff Recommendations for any **regulated** option:

- Annual Operator license/permit
- Insurance/Indemnity requirements
- Maximum SATV speed limit(s)
- User requirements (allow riding on pathways, sidewalks and bike lanes)
- Fees (application, per SATV and impound)
- Customer service requirements (response time, local employees, etc.)
- Parking/staging requirements
- Data sharing (monthly reports, real-time data, etc.)

Option #1: Citywide Approach

Objective:

Market based approach to SATV management. Manage Right-of-Way (keep clear of obstructions) and provide general staging requirements for all Operators.

Framework:

Annual License

Requirements:

- No limits to Operators
- Citywide
- No limits on the number of SATVs
- Fee structure

Option #2: Limited Approach

Objective:

Regulated approach tied to providing “first and last mile” access to transit. This would allow for greater oversight of the Right-of-Way.

Framework:

Termed License with Request For Proposal (RFP)

Requirements:

- Limit Operators (opportunity for better partnership with Operators)
- Restrict Operator SATV staging to a defined limit of transit routes (geo-fencing)
- Restrict the number of SATVs
- Fee structure

Objective:

Prohibit commercially rented SATV usage in Right-of-Way.

Framework:

Ban

Other Considerations:

- Possible lawsuit
- Changes with state legislation may cause issues



Fee Slide

assumes no fleet caps

Ex: Annual Calculations*

City	Permit/License	Per SATV	300 SATVs	1,000 SATVs	2,500 SATVs	Relocation/Impound
Scottsdale	---	---	---	---	---	\$50/\$250/\$1,000 – 1st/2nd/3rd+ violations
Dallas	\$808 (Annually)	\$21 (Annually)	\$7,108	\$21,808	\$53,308	\$10,000 (Performance Bond)
Mesa <i>PROPOSED</i>	\$100 (Annually)	\$2 (Monthly)	\$7,300	\$24,100	\$60,100	\$50/per SATV
Peoria	\$2,500	\$2.50 (Monthly)	\$11,500	\$32,500	\$77,500	\$25/per SATV
Atlanta	\$12,100 (Annually)	\$50/per SATV over 500 (Annually)	\$12,100	\$37,100	\$112,100	Up to \$1,000 /per day standard fee language
Denver	\$15,150	\$30 (Performance Bond)	\$24,150	\$45,150	\$90,150	---
Phoenix	\$5,500 (6-month)	\$0.10** (Per Ride)	\$38,350	\$115,000	\$279,250	\$80/per SATV
Tempe	\$7,888 (Annually)	\$1.06 (Daily)	\$123,958	\$394,788	\$975,138	\$100/per SATV

* Annual Calculation = Permit/License + ((Per SATV x # of SATV) x Daily/Monthly/Annually) **Assumes three (3) rides per SATV per day

Staff is seeking direction on which
Option Council would like to pursue.

Questions/Discussion

Thank You

Additional Information on National Regulation Review



Considerations for National Review

- 1. Framework:** Ordinance, Permit/License, Pilot Program, Ban, etc.
- 2. Requirements:** Helmets, age, driver license, riding locations, etc.
- 3. Fees:** Application, permit, penalties, fleet size, etc.



Review: City of Tempe

Framework:	SATV Right-of-Way License
Requirements:	Does not reference helmets, age/driver's license or riding locations.
Fees:	License Fee- \$7,888 Device Fee (Daily) - \$1.06/device Relocation Fee- \$100/device

Notable Requirements

- Prohibits subcontracting, subleasing, sublicensing
- Prohibits staging in front of single-family properties on residential streets
- Requires restaging every 24-hours and response within 2-hours
- Indemnification requirements



Review: City of Scottsdale

Framework:	Ordinance (no license required)
Requirements:	Allowed to operate on sidewalks.
Fees:	Relocation Fee - \$50/\$250/\$1,000 – 1st/2nd/3rd+ violations

Notable Requirements:

- Operator to limit Electric Scooters to 20 mph
- Operator to remove inoperable devices within 2-hours
- Prohibits electric bikes with speeds of 28 mph from operating on sidewalks/paths
- Prohibits electric scooters from operating on streets with speed limits more than 40 mph



Review: City of Peoria

Framework:	Temporary Ordinance (Operator discussions ceased)
Requirements:	Requires Users to be 18 years old with valid driver's license. Allowed to operate on sidewalks. <u>Not</u> allowed to operate in motor vehicle lanes, bike lanes or paths.
Fees:	Application Fee - \$2,500 Device Fee (Monthly) - \$2.50/device Relocation Fee - \$25/device

Notable Requirements

- Operator to limit Electric Scooters to 12 mph
- Prohibits staging in front of single-family properties without consent from property owner
- Deployment only allowed at bus stops along the major arterial routes
- Operator response within 2-hours
- Caps fleet size



Review: City of Phoenix

Framework: 12-Month Pilot Program (**PROPOSED**)

Requirements: Requires Users to be 18 years old.
Not allowed to operate on sidewalks.

Fees:
Application Fee - **\$500**
Permit Fee (6-month) - **\$5,000**
Ride Fee - **\$0.10/per ride**
Relocation Fee - **\$80/device**

Notable Requirements

- Pilot Program boundaries are 7th Avenue to 7th Street and Buckeye to McDowell Roads
- Limit speed to 15 mph
- Each vendor will not be allowed more than 300 scooters for
- Staging locations will be at least 100 feet apart



Review: City of Atlanta

Framework:

Permit

Requirements:

Allowed to operate in vehicle travel lanes, bike lanes and paths.
Not allowed to operate on sidewalks.

Fees:

Annual Permit Fee - **\$12,000** (\$50/device for each device over 500)
Application Fee - **\$100**
Violation Fee – up to **\$1,000/per day** (standard fee language)

Notable Requirements

- Operator to limit Electric Scooters not to exceed 15 mph
- Shall not be considered motorized vehicles as set forth in Park Rules



Review: City of Dallas

Framework:

Permit

Requirements:

Allowed on sidewalks and trails, except Central Business District.
Minors must wear helmet.

Fees:

Annual Permit - **\$808**

Vehicle Fee - **\$2,100** to **\$10,500+** (depends on number)

Performance Bond - at least **\$10,000**

Notable Requirements

- Must be built to withstand the effects of weather and constant use for five years
- Respond within 2-hours on weekdays and 12-hours of receiving notice all other times
- Performance Bond to recover damages/fees/fines, etc. for violations



Review: City of Denver

Framework:	Permit/Pilot Program
Requirements:	Allowed to operate in roadway, bike lanes or sidewalks.
Fees:	Application Fee - \$150 Annual Permit Fee - \$15,000 (<i>separate permit for scooter and bike fleets</i>) Performance Bond - \$30/vehicle (\$20/Bicycles and E-Bicycles)

Notable Requirements

- Must be ridden in bike lane or roadway with speed limit that does not exceed 30 mph
- Sidewalk speed limit is 6 mph
- Allows placement at transit stops via Transit Amenity Program
- Requires painted dockless parking zones to be installed and maintained by Operators (one zone per ten permitted fleet vehicles)
- Rebalance everyday – require Operator respond to inoperable devices within 24-hours

Ridership Information: Nov. 2018



Avg. Riders/Day	10,206
Avg. Ride (miles)	1.46
Total Miles	209,262
Total Rides	306,192

Bus



Avg. Riders/Day	6,301
Avg. Ride (miles)	4.48
Total Miles	42,136
Total Rides	189,027

Light Rail