

Dockless Mobility Pilot Update/Ordinance Change

LUTI – August 6, 2019

Cindy Patton, Strategic Advisor, Denver Public Works

Nicholas Williams, Deputy Chief of Staff, Denver Public Works

Presentation Overview

- Regulatory Structure Overview
- Dockless Vehicle Pilot Program Overview/Update
- Ordinance Request 19-0784
- Comments/Questions

Dockless Vehicle Regulatory Structure

Ordinance – Operation of scooters in public right-of-way (both commercial and private use)

Rules & Regulation – Commercial operation of scooters in right-of-way (permits, fleet size limits, number of operators, etc.)



Kathryn Scott, Special to The Denver Post
Riders are using electric scooters from companies like Bird, Lyft, Lime, and others throughout the city on Sept. 29, 2018 in Denver.

By ANDREW KENNEY | akenney@denverpost.com | The Denver Post
PUBLISHED: December 5, 2018 at 11:59 am | UPDATED: December 7, 2018 at 12:22 pm

Dockless Mobility Pilot Program History & Overview



May 2018

- Unauthorized Launches

**June/July
2018**

- Program Drafting
- Operational Process
- External/Internal Coordination

**August
2018**

- Launch one-year pilot
- Up to 5 operator permits to be issued to bike and scooter companies each
- 350 scooters/ 500 bikes possible to start
- 5 scooter operators
- 1 e-bike operator (current)

Pilot Program Vision

- Test new innovations and their ability to meaningfully meet Citywide mobility goals
- Implement programs that respect safety and infrastructure
- Increase percentage of people who have access to and take public transit
- Provide accurate communication and guidance to users
- Scale responsibly based on performance metrics
- Integrate new services seamlessly with City's transportation system
- Serve the communities that are most vulnerable and increase their access to smart technology

Current Permitted Fleet Sizes - Scooters



Bird

Deployed: Aug 2018
Fleet Limit: 684



Lime

Deployed: Aug 2018
Fleet Limit: 684



Lyft

Deployed: Sept 2018
Fleet Limit: 684



Razor

Deployed: Oct 2018
Fleet Limit: 350



Spin

Deployed: Oct 2018
Fleet Limit: 438

***Approximately 2,800 dockless scooters permitted today**

Current Permitted Fleet Sizes - Bicycles



Jump

Deployed: Sept 2018

Fleet: 500



Lime

No longer deployed

Usage

Scooter Utilization as of August 2, 2019



2,699,514
Total Number of Rides

5,786
Average Number of
Rides per Day

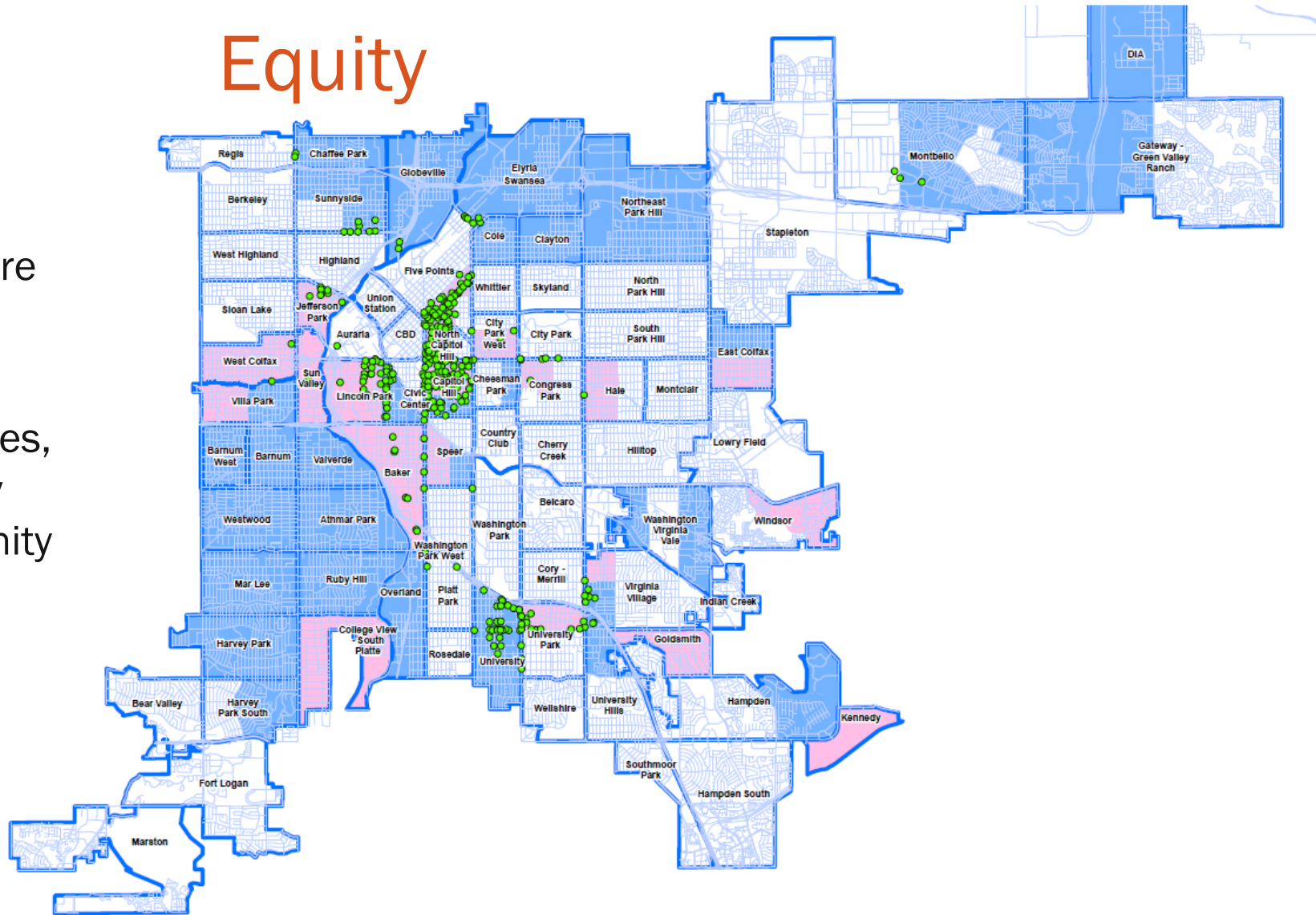


3,499,260
Total Miles Traveled

1.04 miles
Average Length of Ride

Equity

- Pilot requires vehicles to be deployed in “opportunity areas”
 - Based income, access to vehicle, other growth pressure factors from DPW transportation models
 - Based on permitted fleet sizes, operators required to deploy ~1/3 of vehicles in opportunity areas each day.
- Operators utilize low-income or cashless options



Additional Data Collection – Online Survey & On-Street Observations

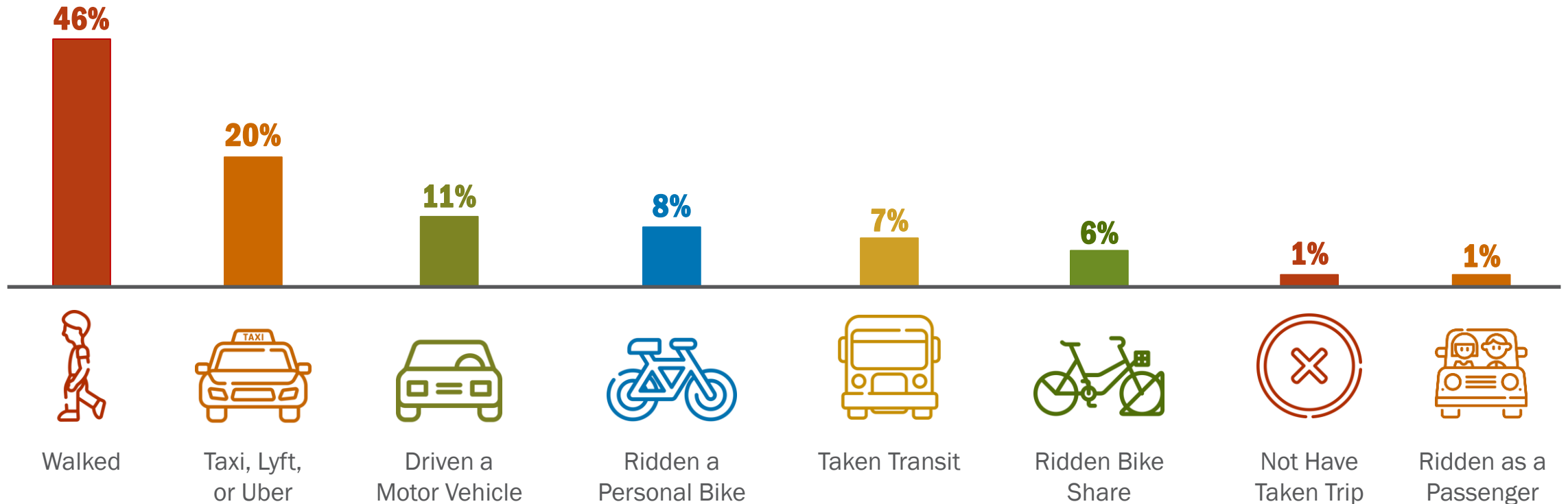
- Online Survey – **2,700+ Responses**
- On-Street Intercept Survey – 52 Individuals
- On-Street Field Observations – 4 Locations/1,560 observations

Denver Wants Public Input On Dockless Scooters & Bikes



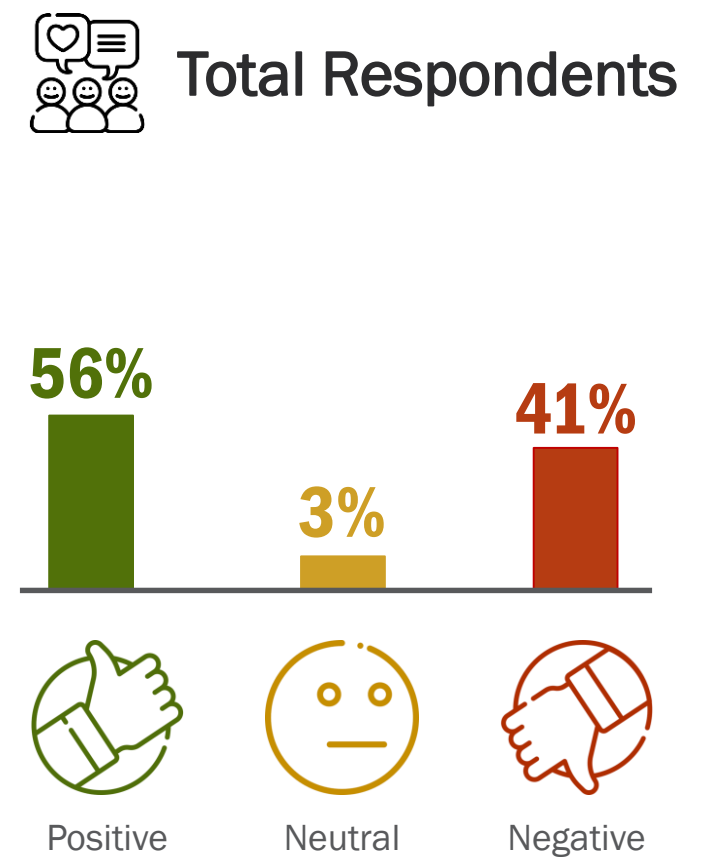
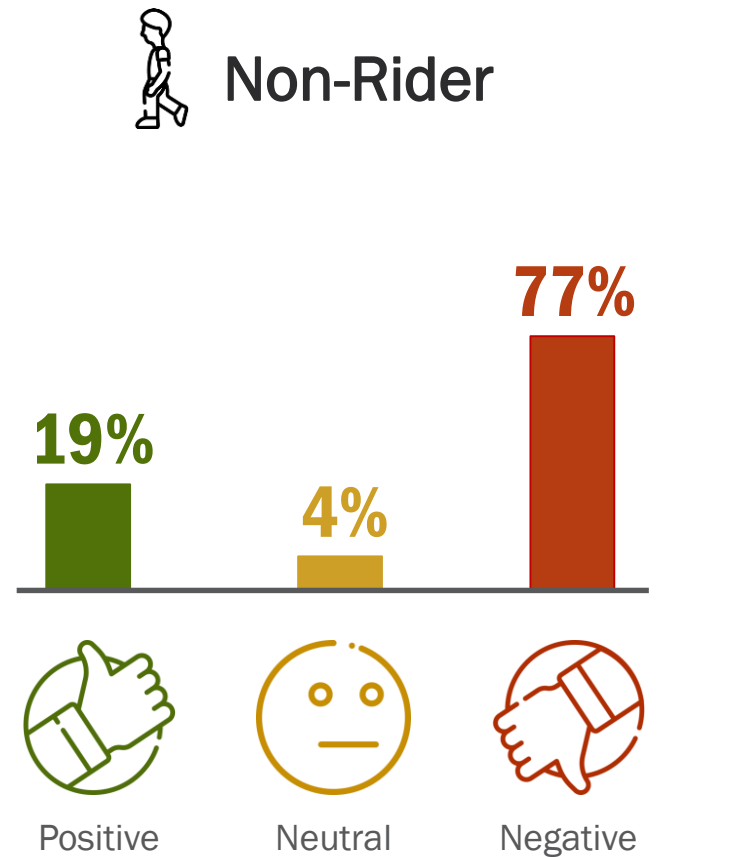
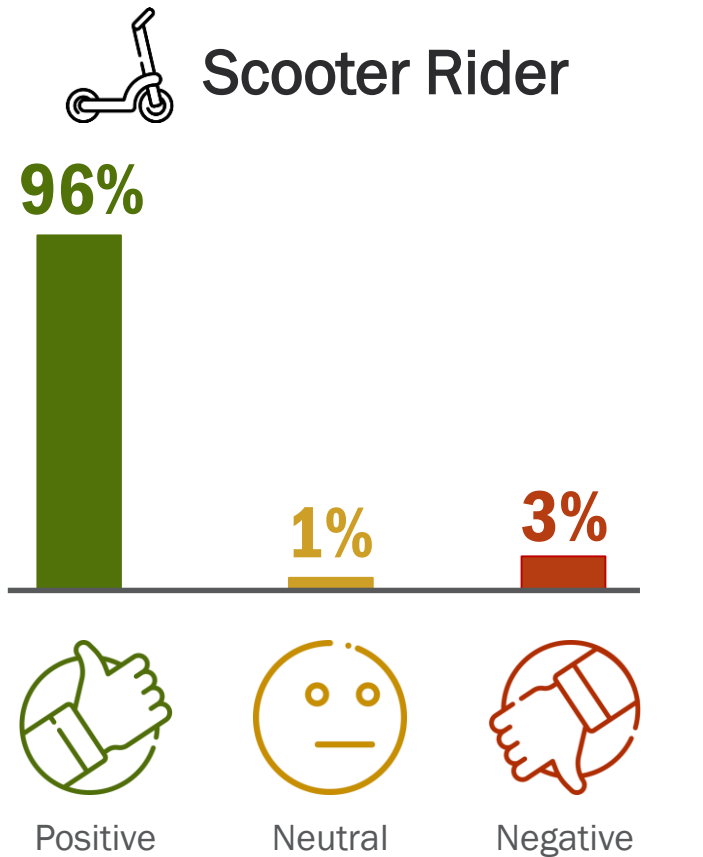
Preliminary Results – Online Survey

Think about your last scooter ride in Denver. If a scooter had not been available, what is the most likely way you would have traveled instead?



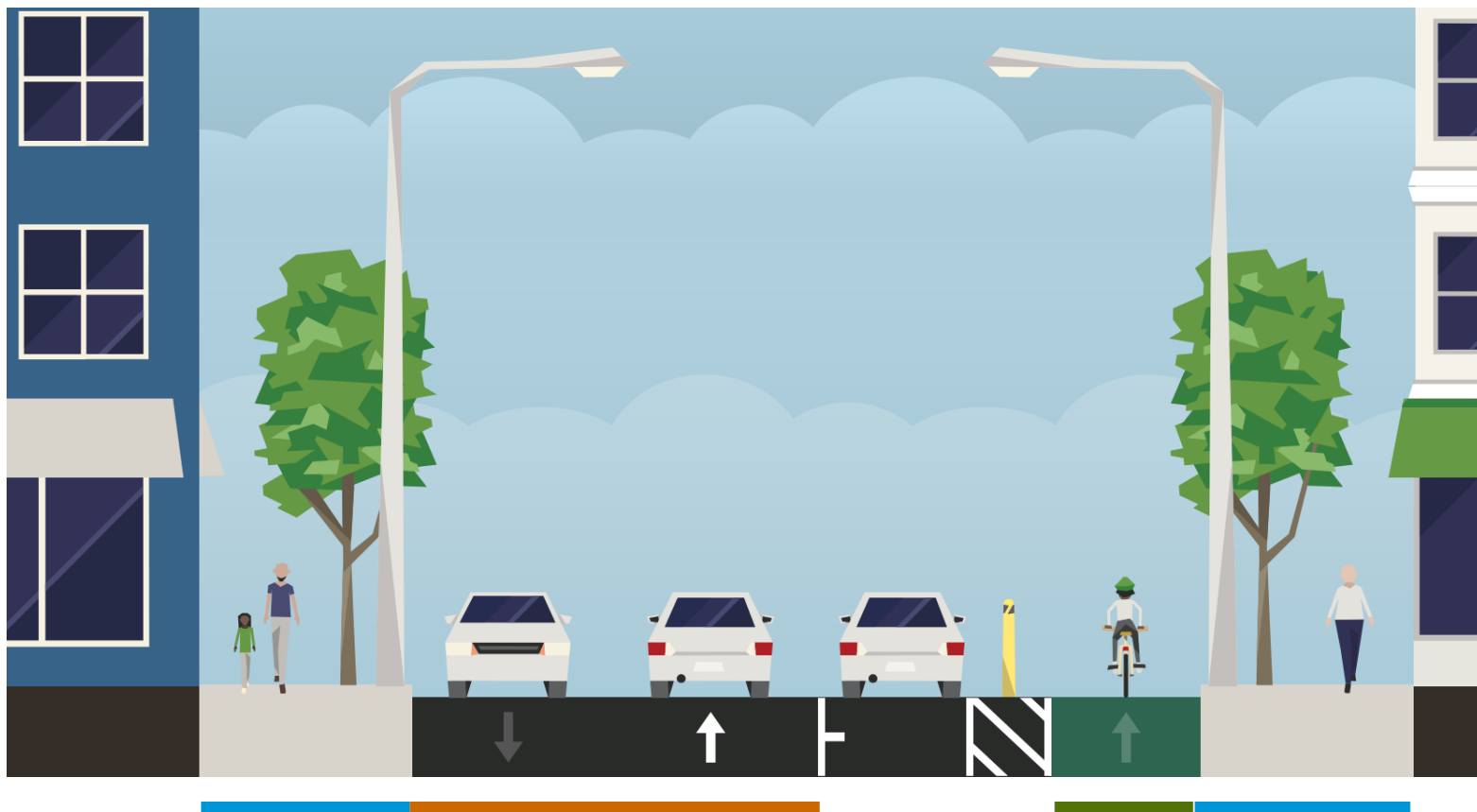
Preliminary Results – Online Survey

What is your overall impression of scooters?



Preliminary Results – On-Street Observations

Streets with a bike lane



Where are
scooters riding?

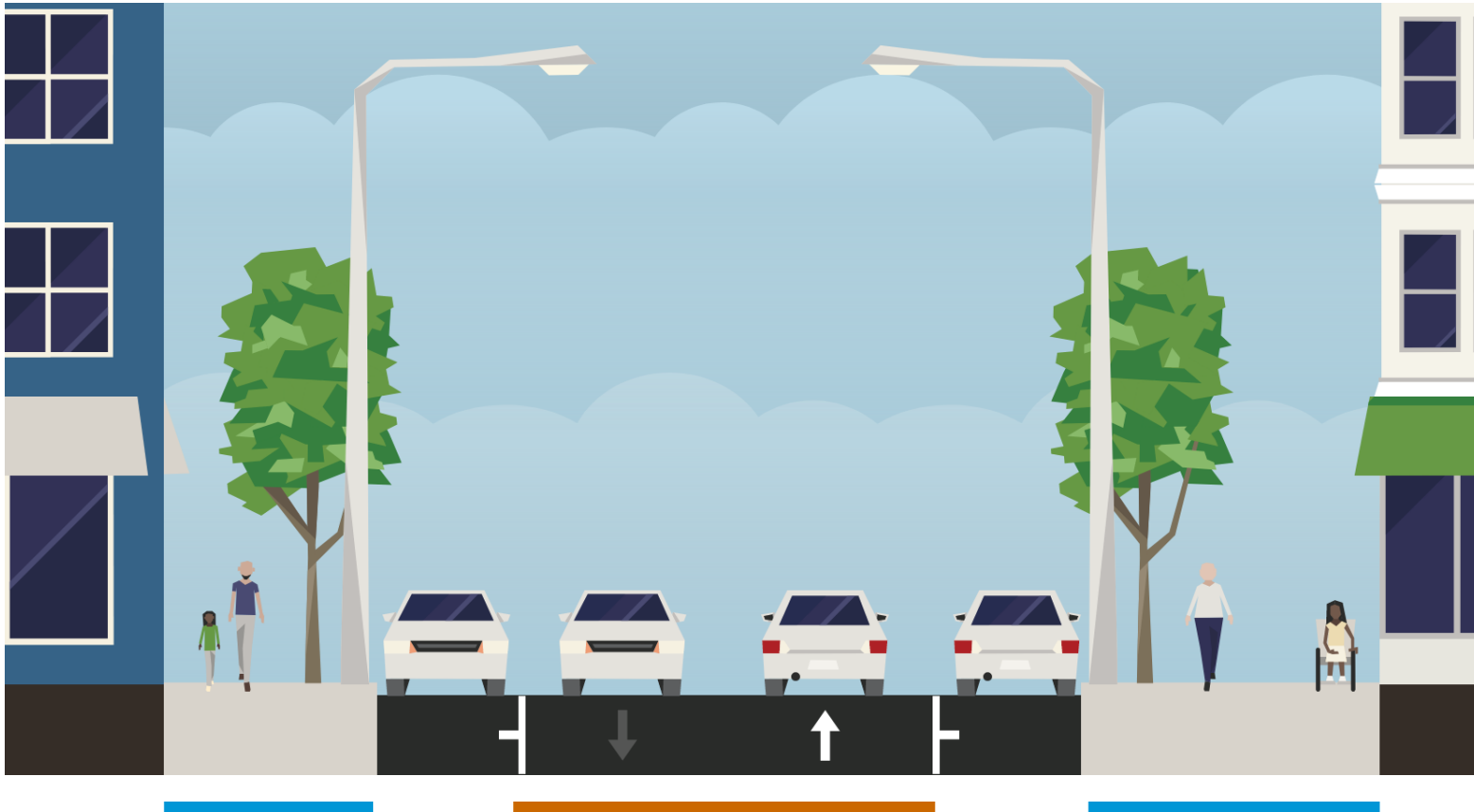
44% Sidewalk

4% Travel Lane

52% Bike Lane

Preliminary Results – On-Street Observations

Streets without a bike lane

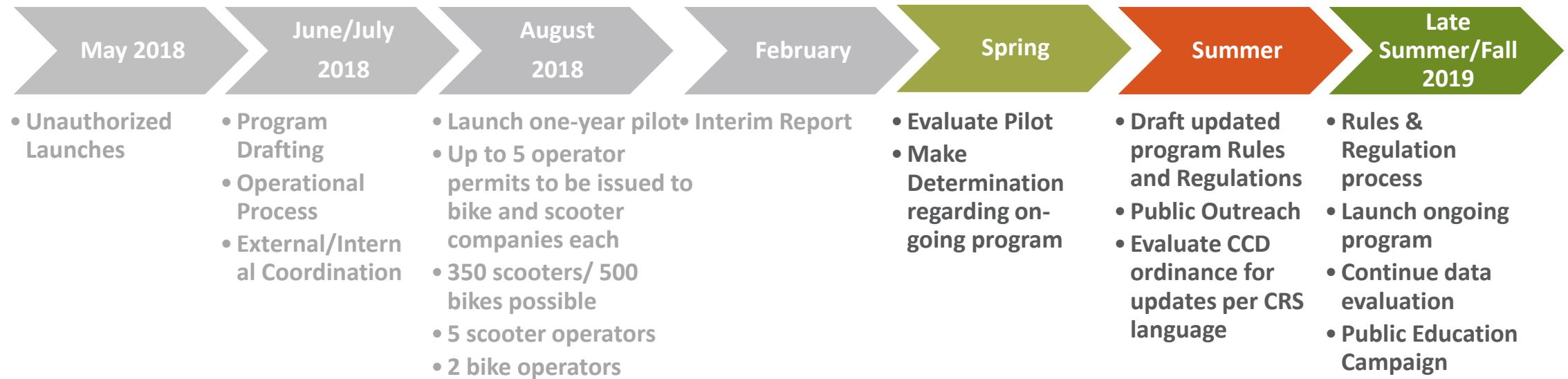


Where are
scooters riding?

82% Sidewalk

18% Travel Lane

Pilot Evaluation and Next Steps



Ordinance Change

Previous Related Actions

Ordinance Revision – January 2019

- EMS can be operated in bicycle lane if one is available
- EMS can be operated in roadway if speed limit is 30 mph or less
- If neither bike lane nor road under 30 mph is available, EMS can be operated on the sidewalk at a speed of 6 mph or less



HB19-1221 – May 2019

- Creates and defines “Electric Scooter”
 - Weighs less than 100 lbs
 - Has handlebars and is powered by an electric motor
 - Travels at 20mph or less
- Prevents local government from regulating scooters in a manner more restrictive than a “Class 1” electrical-assisted bicycle



Proposed Ordinance Change 19-0787

- Aligns CCD “Electric Mobility Scooter” definition with State’s “Electric Scooter” definition (54-612)
- Aligns permitted riding areas with existing bicycle/e-bicycle ordinance (54-618, 621, 623)
- Clarifies parking rules (54-620)
- Clarifies DPW’s role in enforcing rules/regulations of commercial operation (54-624)

Proposed Ordinance Change 19-0787 – Additional Items

- Adds electric scooters to list of vehicles prohibited from clinging to a moving motor vehicle (54-125)
- Prevents electric scooters from riding on freeways (54-237)
- Maintains prohibition of riding electric scooters on 16th Street Pedestrian and Transit Mall (54-624)

Questions?

Cindy Patton

DPW Strategic Advisor

Cynthia.Patton@denvergov.org

Nicholas Williams

DPW Deputy Chief of Staff

Nicholas.Williams@denvergov.org

www.denvergov.org/docklessmobility