



DENVER
THE MILE HIGH CITY

Dockless Mobility Pilot Permit Program

Presentation to LUTI

July 24, 2018

FOR CITY SERVICES VISIT | CALL
DenverGov.org | **311**

Dockless Mobility Pilot Permit Program



Dockless Mobility Vehicles

- Vehicles utilizing onboard technology that allows a user to check out a vehicle remotely throughout the day from public right of way.
- Examples include bicycles, e-bikes, e-scooters, and whatever is next (single wheel e-skateboards, taxi drones, etc.)

- 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

CCD Mobility Goals: Mayor's Mobility Action Plan



Zero deaths by 2030



Reduce single-occupant vehicle commuters from 73% to 50% by 2030



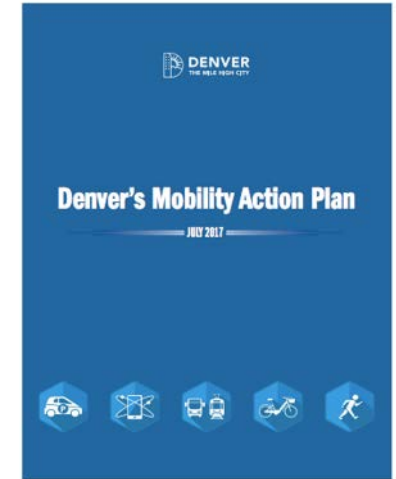
Increase bike and pedestrian modes to 15% by 2030



Increase transit mode to 15% by 2030



80% reduction of greenhouse gas emissions by 2050



CCD Mobility Goals: Denverright



Dockless Mobility Pilot Permit Program

- Permits during pilot will be issued through the Transit Amenity Program (TAP)
 - Permits the placement of amenities at transit stops to encourage use of public transportation
 - The TAP program allows for pilots to test innovative strategies
 - Will create two distinct permit types
 1. Bicycles/E-Bicycles
 2. Scooters/Other

Dockless Mobility Pilot Permit Program

- CCD will be issuing one-year, revocable permits for the pilot
- Pilot program will adjust based on feedback and performance



- Bicycle/E-Bicycle Permits
 - Maximum 5 operators
 - Initial fleet size of 400 vehicles
 - Option to increase to 500 if 100 are committed to designated “opportunity areas.”
- Scooters/Other
 - Maximum 5 operators
 - Initial fleet size of 250 vehicles
 - Option to increase to 350 if 100 are committed to designated “opportunity areas.”

- Vehicle fleet size may be adjusted at any point during the pilot period
- Adjustments will be determined based on utilization data, performance and operational outcomes

Rebalancing Requirements

- The operators are expected to rebalance vehicles back to transit stops continuously
- A hard reset is required prior to each morning so that all vehicles start the day at a transit stop
- Permittees are encouraged to incentivize users to return vehicles to identified locations as well as provide clear parking information in app

- Both current Denver ordinance and Colorado State Statute classify scooters as “toy vehicles”
 - Toy vehicles are not allowed in the roadway
 - Toy vehicles are not allowed in bike lanes
 - All vehicle types must always yield to pedestrians
 - Coordinating with DPD on enforcement
- Bicycles/E-Bicycles are to ride in bike lanes per ordinance guidance on location/speed
 - E-Bicycles cannot use Parks’ maintained trails

- Painted parking zones will be required within designated target areas that demonstrate high levels of demand
- Permittees will be responsible for painting agnostic dockless parking zones at these locations



No Ride/No Parking Zones

- Parks –
 - No scooters allowed within Parks, on Park’s roads, or on Parks maintained trails
 - E-bicycles are allowed on Parks’ roads but not on Parks maintained trails
- 16th Street Mall
- These and other areas will be made known to permittees. Permittees will be required to communicate these to users through apps/education.

- All vehicle types permitted will be required to have a unique ID, which will be reported to CCD
- All vehicle types will be required to have a sticker or element designating them as part of CCD program
- Operators will be required to make vehicles available at transit/bus stops

Coordination with RTD for LRT Stations on RTD Property

- Bulk of transit stops fall within public right of way – but some fall on RTD property (i.e. many LRT stations)
 - CCD will continue to coordinate with RTD on pilot program
 - RTD is developing license agreement requirement for operators to access/store vehicles on RTD property
 - More information on license will be available in coming weeks and operators will coordinate directly with RTD

- Week of 7/23:
 - Finalize review of applications and begin issuing permits
- Week of 7/30:
 - Anticipate launch for several dockless permittees
- August/September:
 - Complete ordinance evaluation and propose updates as needed
 - Identify high demand transit stops and install painted parking areas
- October:
 - Three month evaluation of program (utilization, fleet limitations, etc.)
- Ongoing:
 - Adjust permit program as necessary
 - Provide education/enforcement
 - Coordination with operators

Questions?

docklessmobility@denvergov.org

- Bicycle/E-Bicycle Permit
 - \$150 application fee
 - \$15,000 permit fee
 - \$20/vehicle towards endowment fund
- Scooter/Other Permit
 - \$150 application fee
 - \$15,000 permit fee
 - \$30/vehicle towards endowment fund