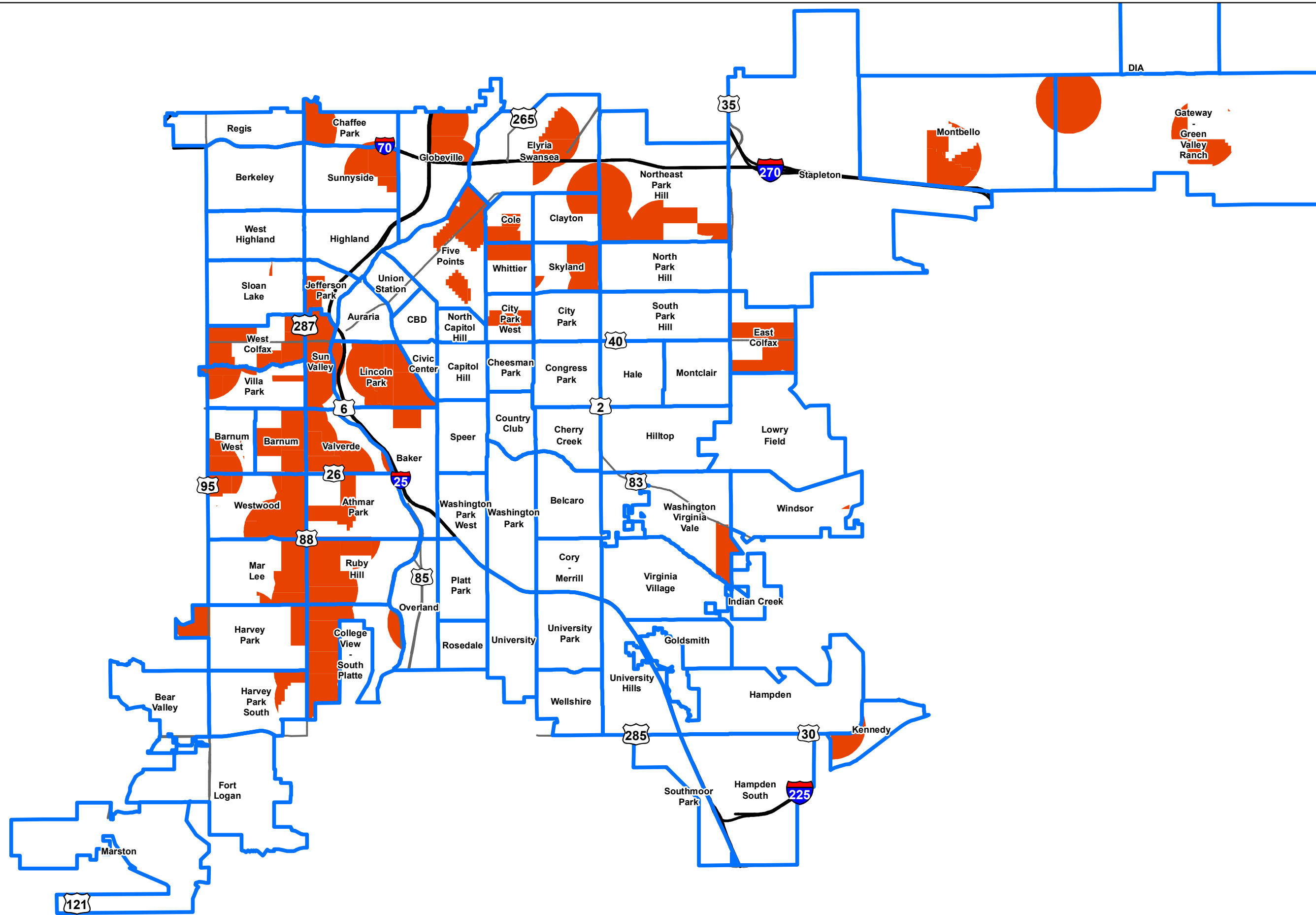


Denver Shared Micromobility Program Overview – March 1, 2021

Overview

- DOTI implemented a dockless micromobility pilot program in the summer of 2018, which issued permits to five dockless electric scooter operators, and two dockless bicycle operators
- Based on lessons learned throughout the pilot program, DOTI issued a Request for Qualifications (RFQ) in March 2020 for the issuance of non-financial licenses for operation of combined electric scooter and bicycle/e-bicycle service.
- Based on the experience of the pilot, DOTI staff felt that fewer operators operating more vehicles would be more beneficial to the city than the five permits that were issued for the pilot.
- DOTI staff also felt it was important to have more than one operator to ensure competitive pricing and product. Based on the above reasoning, two licenses were recommended for execution.
- The program requires the selected operators to offer both electric scooters and bicycles/e-bicycles. Operators are required to deploy bicycles/e-bicycles in a quantity no less than 20% of the number of scooters that they deploy each day.
- The license is non-financial, meaning that no fee is charged by the city, nor is any financial subsidy provided to the operators. In lieu of payment, the RFQ required operators to propose a program for free/subsidized rides for Denver residents, similar to the 2019 “5,280” program implemented by B-Cycle. This program is in addition to existing low-income discount programs offered by each operator
- The program requires no less than 30% of total vehicles deployed start the day in “Opportunity Areas.” The Opportunity Areas are based on DOTI’s Equity Map, which was developed over the last two years to allow for more focused analysis of equity need based on type of projects (see attached). The program also requires each operator to provide discounts for low-income users as well as cash payment options for underbanked users.
- The licenses have a five-year term. The longer contract term allows for consistency of operations for both the City and the selected operators and allows the operators to make increased investments in the shared/micro-mobility program infrastructure such as charging stations. After the 5-year term is completed, the City plans to put program operations out to bid in another procurement process.



 Neighborhood Boundaries

Dockless Vehicle Opportunity Areas



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