



**CITY OF FORT LAUDERDALE**  
**City Commission Agenda Memo**  
**REGULAR MEETING**

**CAM #18-0610**

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**TO:** Honorable Mayor & Members of the  
Fort Lauderdale City Commission

**FROM:** Lee R. Feldman, ICMA-CM, City Manager

**DATE:** June 19, 2018

**TITLE:** Ordinance Creating a Dockless Mobility Permit Program

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**Recommendation**

It is recommended that the City Commission adopt an ordinance amending Chapter 27 Article VII of the Code of Ordinances by creating a dockless mobility permit program to permit and regulate the use of dockless bike, dockless scooter and dockless electric bicycle sharing in the City of Fort Lauderdale.

**Background**

The City of Fort Lauderdale is seeking to introduce and regulate a new form of urban shared mobility called dockless bikeshare to complement its existing city-supported docked bikeshare system, Broward B-Cycle/AvMed Rides.

Traditional docked bikeshare systems utilize shared bikes left at permanent stations throughout an urban area. Users are charged for rides in half hour increments and can range anywhere from \$1 and \$5 per half hour ride. Each docked bikeshare trip begins and ends at a formal docked station. On July 6, 2011, the City of Fort Lauderdale passed an ordinance permitting the operation of a docked bikeshare system, operated by Broward B-Cycle through a partnership with Broward County and the Florida Department of Transportation.

In the last few years, emerging and improved technologies have enabled bikeshare providers to introduce so-called “dockless” mobility options. Dockless mobility typically includes conventional, human-powered bicycles, electrically assisted e-bicycles, and electric scooters collectively referred to as dockless mobility units. By removing the significant cost of a bikeshare station, the expense to operate a dockless mobility system is significantly smaller. The reduced up-front costs associated with a dockless mobility system can increase the convenience of non-vehicular transportation, thereby reducing roadway congestion. Dockless bikeshare is intended for short trips, such as a last-mile transit option, and tends to cost \$1 per ride with no limit on time. This reduced cost makes it accessible to a wider range of people.

In contrast to docked bikeshare systems, dockless mobility does not require a docking station; dockless mobility units are locked and unlocked by utilizing a smartphone app and are parked within the public right-of-way such as at a bicycle rack or along the sidewalk. The Permit Program proposed by this ordinance provides regulations for where bicycles may be parked within the right-of-way and timeframes for when dockless mobility providers must remove a mobility unit that is not parked in accordance with the ordinance. Providers who do not comply with these regulations are subject to a fleet reduction or total permit revocation. Maintenance, redistribution, and movement of bicycles is to be performed by a permitted bikeshare operator, not the City of Fort Lauderdale.

As this technology begins to emerge in South Florida municipalities, including Miami-Dade County, Miami, North Miami Beach, Miami Beach, and Key Biscayne, it becomes important for the City to take a proactive approach at regulation to prevent major issues. Further, during the 2017 Legislative Session, the Florida State Legislature attempted to pass a bill that pre-empts local control of dockless mobility options. The bill, introduced by Representative Toledo and Senator Young of the Tampa area, would have created uniform regulations related to insurance and the types of bicycles that could be utilized but would not have allowed municipalities the right to control their own right-of-way, including where bicycles may or may not be parked.

The ordinance, attached as Exhibit 2, defines permit program requirements including regulations pertaining to general dockless mobility unit requirements, parking and right-of-way, maintenance, operations, and fleet size, equity, data-sharing, and associated fees and penalties.

### **Resource Impact**

There is a positive resource impact for this item from a filing fee, annual permit renewal fee, and a per-mobility unit annual fee. There is also a per-mobility unit performance bond should problems with a fiscal impact arise as a direct result of an operator's mobility units.

There is a potential negative resource impact for this item should the City decide to pursue the construction of designated parking spaces, such as the removal of on-street parking or the installation of striping or bike corrals, for dockless mobility units.

### **Strategic Connections**

This item is a *Press Play Fort Lauderdale Strategic Plan 2018 initiative*, included within the Infrastructure Cylinder of Excellence, specifically advancing:

- Objective 1: Improve transportation options and reduce congestion by working with agency partners
- Objective 3: Improve pedestrian, bicycle, and vehicular safety

This item advances the *Fast Forward Fort Lauderdale 2035 Vision Plan: We Are Connected*.

### **Attachments**

Exhibit 1 – Draft Permit Application  
Exhibit 2 – Ordinance

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