

# Dockless Mobility Program

A presentation focused on ordinance and permit recommendations

Commission Conference Meeting  
October 15, 2019



# Objectives

- Ensure municipal code aligns with Florida Statute
- Draft the ordinance to adapt with industry changes
- Limit the number of operators and fleet sizes
- Redefine the permit process & evaluation criteria
- Generate revenue to offset the program cost
- Allow the City to enact geofences to address concerns

# Recent Efforts

- Review other municipal ordinances for best practices
- Review of the Florida Statute changes
- Integration of National Association of City Transportation Officials (NACTO) principals for shared micromobility devices
- Creation of a permit application process
- Creation of permit evaluation criteria
- Defining the permit cost recovery model

# What is a Geofence?

- Geofencing - the use of a Global Positioning System (GPS) or similar technology to create a virtual geographic boundary, enabling software to trigger a response when a mobile device enters or leaves a particular area.
- Geofences - used to define areas where micromobility devices may be balanced or rebalanced, micromobility devices can begin or end, may be prohibited from operation, are capable of receiving specialized speed limits, or other uses as determined by the Department.



# Key Recommendations

- Micromobility devices are authorized to be utilized on sidewalks or sidewalk areas in compliance with Florida Statutes Section 316.008(7)(a), as may be amended or revised. The Department reserves the right to restrict riding on certain sidewalks where use by Dockless Scooters may be considered a hazard to pedestrians.
- Operators shall have the technology available to timely prohibit the micromobility device from operating in a geofenced area, as determined by the Department including:
  - Shall or shall not be parked by Users, including Parking Corrals;
  - Shall or shall not be balanced or rebalanced by Operators; and,
  - Shall have specialized speed limits, including no ride areas;
  - Other uses as determined by the Department

# Key Recommendations

- The city manager, at their discretion, reserves the right to cap the total number of micromobility devices permitted to operate within city limits.
- At the discretion of the city manager , or the city manager's designee, designated parking zones may be established in certain areas where micromobility devices shall be parked.
- Micromobility devices that are inoperable,damaged, or do not comply with other subsections of this code must be removed from circulation within 30 minutes upon receipt of a complaint.
- Micromobility devices utilized under this program shall be restricted to a top motor-powered speed of fifteen (15) miles per hour.

# Key Recommendations

- Users of micromobility devices must be at least 18 years of age. Operators must require valid photo identification be provided through the Operator's smartphone application before allowing a User to unlock a micromobility device and shall review this identification information for accuracy.
- The operator's smartphone application and website must inform users of how to safely and legally ride a dockless mobility unit as defined by F.S. Chapter § 316, including the rights and duties associated with riding in streets or on sidewalks, as applicable
- The operator's smartphone application must inform users of helmet laws and encourage the use of helmets for all users

# Draft Recommendations

- Use of public sidewalks for parking micromobility devices shall not:
  - i. Adversely affect the streets or sidewalks
  - ii. Inhibit pedestrian movement
  - iii. Inhibit the ingress and egress to or from vehicles parked on- or off-street
  - iv. Create conditions which are a threat to public safety and security
  - v. Prevent a minimum four (4) foot pedestrian clear path
  - vi. Be parked on private property without the consent of property owners
  - vii. Be parked in a manner that in any way violates Americans with Disability Act (ADA) accessibility requirements including, but not limited to, parking zones or other facilities specifically designated for ADA accessibility
  - viii. Be parked within travel lanes, on- or off-street parking spaces, loading zones, bicycle lanes or related facilities, shoulders, driveways, or other facilities
  - ix. Be parked in a manner that blocks access to fire hydrants, street furniture or existing docked bikeshare stations or not upright



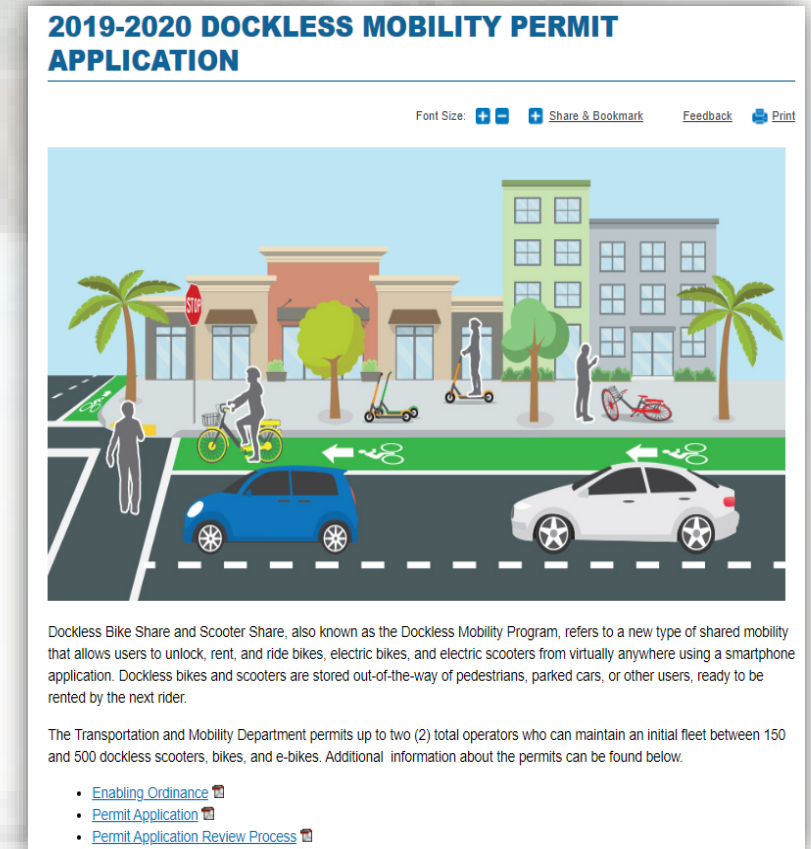
# Permit Overview

- Two permits (500 each) for Dockless Scooters
- One permit (200 each) for Dockless eBikes
- Effective for 12 months
- Permits may be extended for three one-year periods
- Permit Fee based on a cost recovery model
  - Permit Cost per Device is \$210.50
  - Each Scooter Permit is \$105,200 per year
  - Each eBike Permit is \$42,100 per year

Program Administration:	\$90,000
Enforcement/Compliance:	\$72,500
Data Analysis/Software:	\$15,000
Infrastructure Improvement:	\$60,000
Public Education/Outreach:	\$15,000
<b>Total</b>	<b>\$252,500</b>

# Permit Application Recommendation

- Award based on evaluative criteria
- Online Permit Application Process
  - Company Background
  - Specific Operating Questions
  - Acknowledgement of Ordinance and Requirements
  - Supporting Documentation
- Evaluation Committee Structure:
  - Neighbor representative
  - Business representative
  - Transportation and Mobility representative
  - Sustainable Development representative
  - Neighbor Support representative



A wide-angle photograph of a city street lined with palm trees and modern, multi-story buildings. The street is filled with cars, and a person is visible on the sidewalk. The sky is overcast with some clouds. The word "Questions?" is overlaid in the center of the image.

# Questions?