



DOCKLESS BIKE SHARE PROGRAM ORDINANCE AMENDMENT

Agenda Item 7.4



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OVERVIEW

- State Laws for Micromobility Devices
- Local Crash Data
- Shared Micromobility
 - Proposed Changes to the Dockless Bike Share Program Ordinance



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STATE LAWS FOR MICROMOBILITY DEVICES

Electric Bicycles

- Speed by Class:
 - Class 1 (pedal assist) – 20 MPH or less
 - Class 2 (throttle assist) – 20 MPH or less
 - Class 3 (pedal assist) – 28 MPH or less
- Must be at least 15 years of age to operate Class 3

Electric Scooters

- Speed: 20 MPH or less
- Operation on streets with a posted speed limit of 35 MPH or less.
Allowed to cross streets with higher speed limits.



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LOCAL CRASH DATA

- Police reported crashes
 - 1 - pedestrian pushing a scooter across the roadway
- Veoride reported crashes
 - 2021: 23 out of 560,000 rides (0.004% of rides)
 - 20 - E-scooters
 - 3 - Pedal Bikes
 - 2022: 4 out of 162,169 rides (0.002% of rides)
 - 2 - E-scooters
 - 2 - Pedal Bikes
 - Most resulted in damage to the device only
 - Less than half resulted in very minor injury to the customer



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BACKGROUND

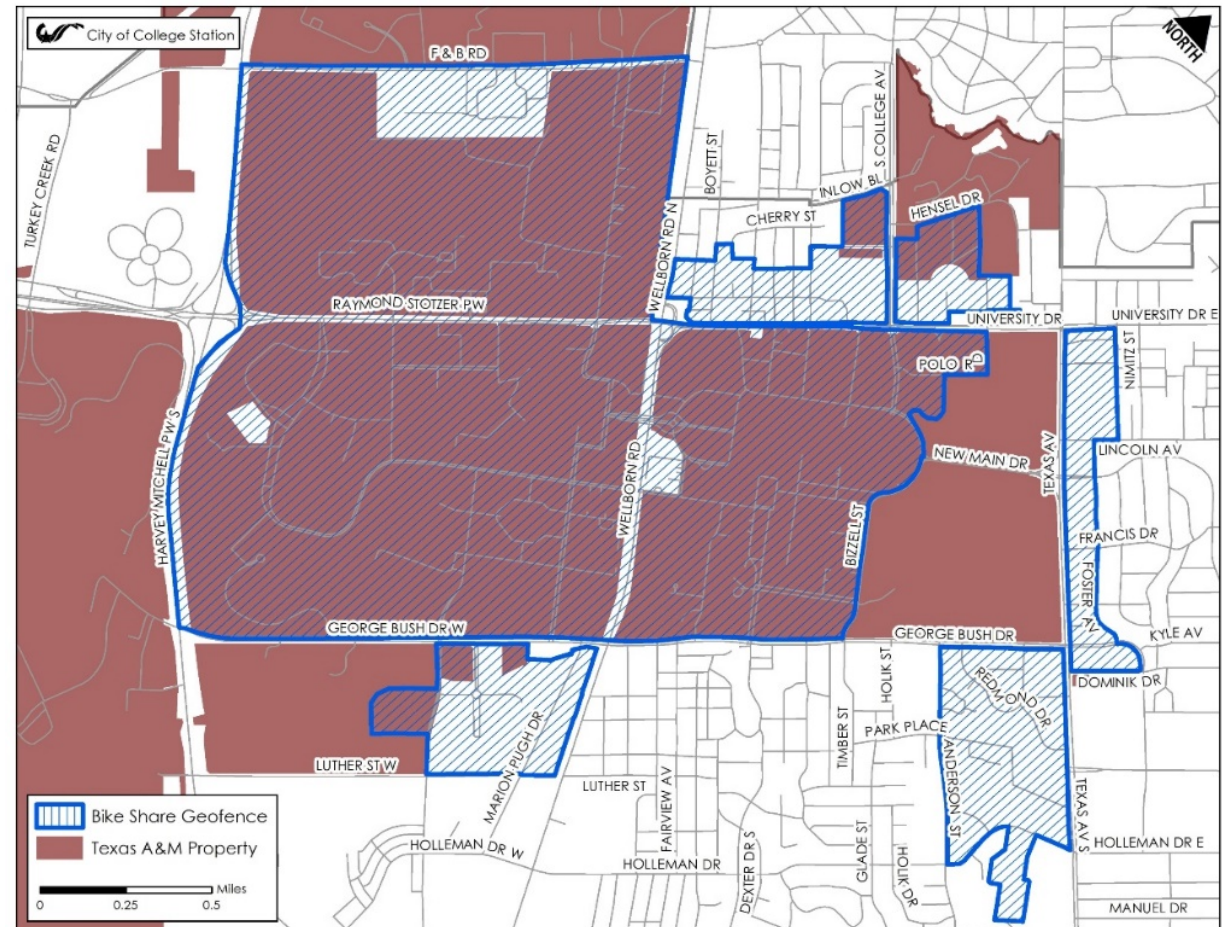
- Ordinance adopted in 2018
 - Regulates shared bike share operators
 - Restricts all electric modes (bicycles and scooters)
- Ordinance amendment proposed October 2021
 - Direction received from Council included:
 - Allow electric modes
 - Require a 'lock-to' system
 - Geofence zones
 - Allow in Midtown for Blue Duck scooters
 - No overlap with TAMU's operator



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UPDATE

- Veoride – Current TAMU Operator
 - Since launch in 2019:
 - Rides: over 1.0 million
 - Riders: 80,000
 - Miles: over 1.0 million
 - Current geofence





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UPDATE

- **Veoride – Current TAMU Operator**
 - 1250 Halos (pedal bikes)
 - 25% of rides
 - Cost: \$0.50 for 30 minutes
 - Average Distance – 0.60 miles
 - 1250 Cosmos (sit-down e-scooters)
 - 75% of rides
 - Cost: \$1.00 to unlock; \$0.25 a minute
 - Average Distance – 1.8 miles
- **Blue Duck – Decided to focus on other markets and has left the area**



PROPOSED CHANGES

- Rename Dockless Bike Share Program to Shared Micromobility
- Allow electric bicycles and scooters
- Include language about an abandonment fee if operator leaves without taking their devices (to be added through the Fee Resolution)
- Further define Geofence zones
 1. TAMU geofence
 - Area determined in partnership with TAMU and COCS
 2. Other geofence zones
 - Areas outside of the TAMU geofence (no overlap)
 - Can overlap with other operator geofences



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PROPOSED CHANGES

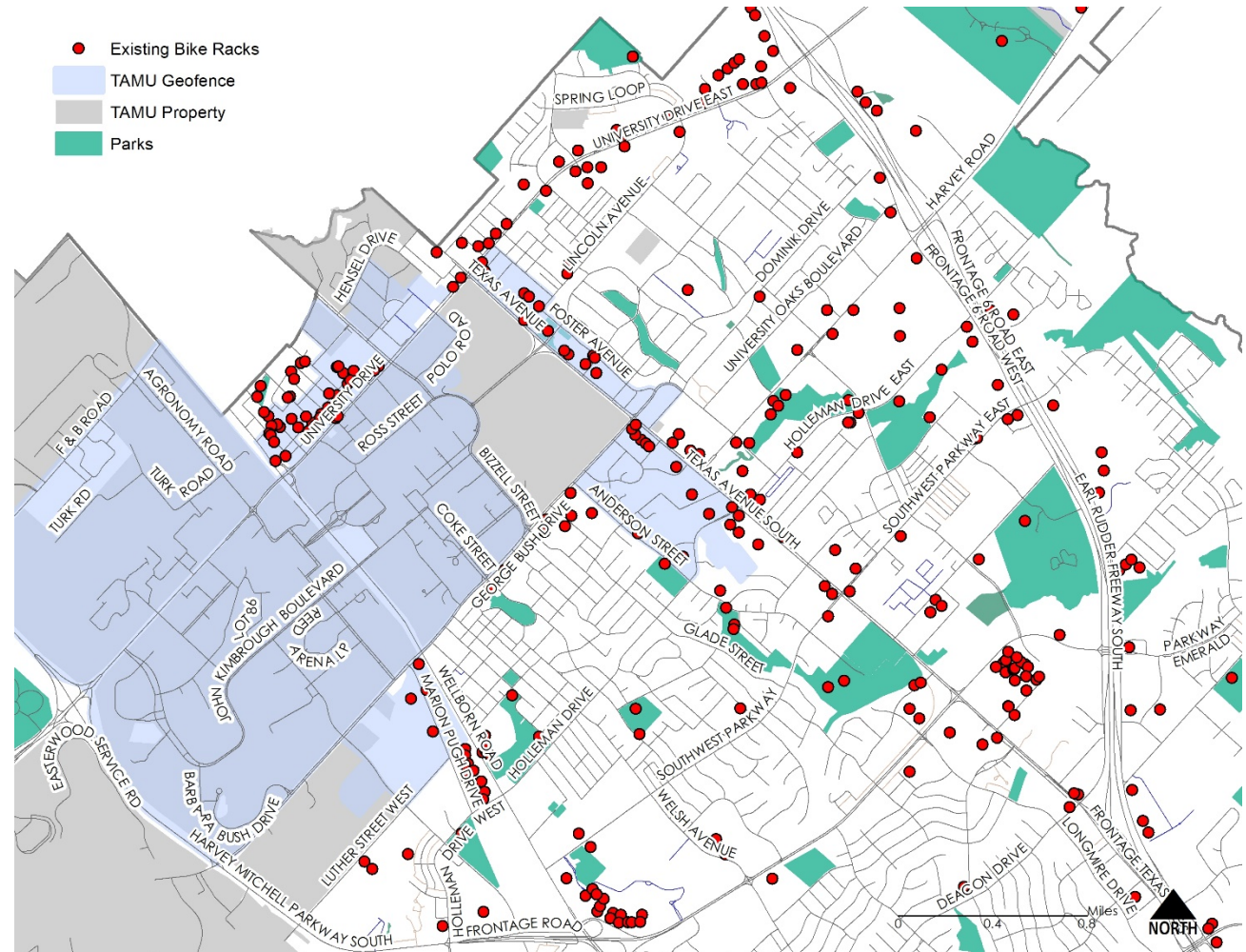
- **Include requirements**
 - Cyber liability insurance (cyber attacks, data breaches, etc.)
 - 15 mph speed limit
 - With an option to have lower speed limits in designated areas
- **Rebalancing**
 - If devices are left more than 5 days in one location
 - When 75% of available bicycle parking is occupied
 - Upon request by the City
- **Parking hubs** – a minimum amount of micromobility devices are maintained in one location
- **‘Lock-to’ parking**
 - Locking devices to a bicycle rack or operator designated parking area



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BICYCLE PARKING

- Existing
 - About 500 bike racks
- Additional locations
 - Parks
 - Within right-of-way
 - Brazos Transit District (BTD) fixed stops





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BICYCLE, PEDESTRIAN AND GREENWAYS ADVISORY BOARD

- Recommended approval
 - Geofence
 - Concerns with excluding operators from areas of the City and not being able to reach destinations without switching devices
 - Should have overlap with the TAMU geofence in the City limits but not on TAMU property
 - Parking
 - Concerns with limited bicycle parking
 - Should provide additional parking



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NEXT STEPS

- Direction on proposed changes
 - Allow electric bicycles and scooters
 - Further define Geofence zones
 - Require:
 - 'Lock-to' Parking
 - 15 mph speed limit
 - Rebalancing and Parking hubs
 - Cyber Liability Insurance
 - Abandonment Fee