

RESOLUTION NO. 20111006-058

WHEREAS, operators of electric low-speed vehicles have recently sought to provide ground transportation services for hire within the City of Austin; and

WHEREAS, Section 13-2-3 of the Austin City Code currently prohibits any person from providing or operating a ground transportation service or representing to the public that the person's business is a ground transportation service unless the person obtains the authority to operate the service; and

WHEREAS, the process of legalizing electric low speed vehicles has been delayed several times as the city has collected information and worked with stakeholders; and

WHEREAS, on September 30, 2010, in response to a briefing on taxi issues, the Austin City Council directed the City Manager to complete a comprehensive ground transportation study, including taxis, pedicabs, and emerging technology such as electric low-speed vehicles; and

WHEREAS, Dr. Ray Mundy delivered this report to the Urban Transportation Commission at a special called meeting on September 20, 2011; and

WHEREAS, the Comprehensive Ground Transportation Study calls for two jitney-style routes, one east-west and one north-south, serving downtown bus stops, taxi stands, and off-street parking facilities, similar to the former Dillo routes (attached), to complement existing modes of transportation; and

WHEREAS, the Urban Transportation Commission has expressed support of the Comprehensive Ground Transportation Study; and

WHEREAS, there are a variety of transportation needs in the downtown area including last mile service, downtown circulation, and peak demand support; and

WHEREAS, electric low-speed vehicles are a new form of ground transportation and a pilot program will allow the city to collect data and monitor the safety of the vehicles and their integration into the current transportation system downtown before creating a permanent set of comprehensive regulations pertaining to multiple modes of transportation; **NOW, THEREFORE**,

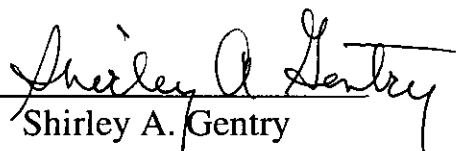
BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

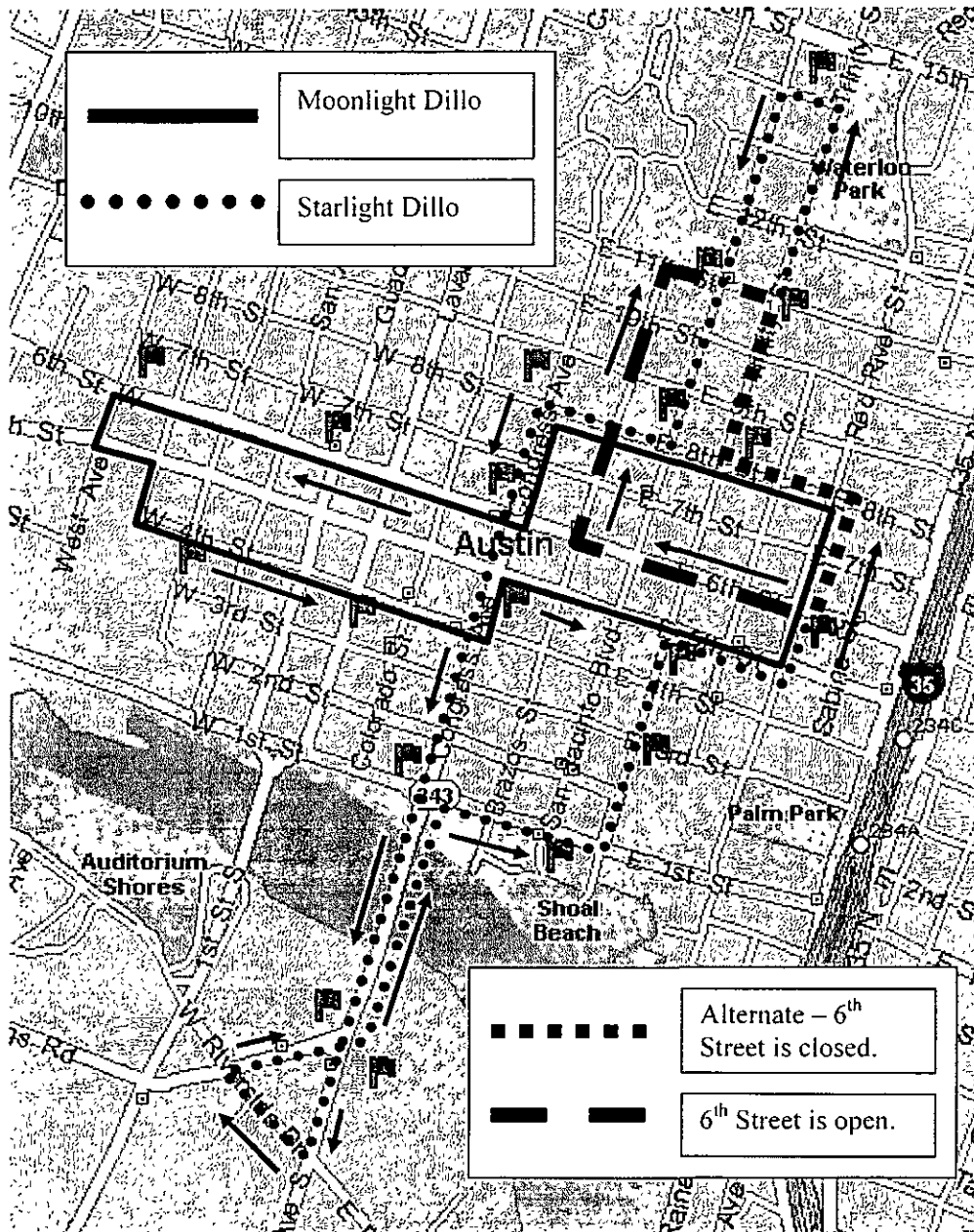
Upon adoption of an ordinance authorizing and regulating the operation of electric low-speed vehicles, the City Manager is directed to implement the ordinance as a pilot program to allow electric low-speed vehicles to operate, while still protecting the safety of the public.

1. The City Manager should take up to 30 days to design an application process for operating authority and brief the Urban Transportation Commission and Council on that process before implementation of the program.
2. This pilot program is to be in place until September 30, 2012, by which time the City Manager should present recommendations that may include a permanent ordinance regulating operation of electric low-speed vehicles. If at any time before September 30, 2012 the City Manager determines that the use of electric low-speed vehicles for hire under this program is deemed to be unsafe or unworkable, the City Manager may adjust or terminate the program, and shall promptly report the changes to Council.
3. The City Manager should use data collected through this provisional program, as well as work with relevant boards and commissions and stakeholders, to make a recommendation on a permanent policy.
4. In working toward a permanent policy, the City Manager should explore the specific needs of rail station service, specifically at the Crestview, MLK, and Kramer stations, as well as late night service and major events.

ADOPTED: October 6, 2011

ATTEST:


Shirley A. Gentry
City Clerk



While various proposals would be forthcoming to provide this service, some general recommended fare guidelines for these electric low speed jitneys are in order. Fares need to be fixed and properly displayed so as to eliminate negotiating between the provider and the user. These fares should be simple and easy to administer such as \$2.00