

Bicycle Advisory Council Recommendation 20181016-06A:

Dockless Mobility Regulations

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin, and other jurisdictions, on all matters relating to the use of the bicycle;

WHEREAS, missing, inadequate, or defective bicycle parking facilities reduces the number of people able to confidently use bicycles as a mode of transportation;

WHEREAS the use of non-designated bicycle parking areas creates hazardous pedestrian pathways which may also create barriers for people with disabilities;

WHEREAS, departments under the purview of the City Manager and City Council are responsible for providing safe and equitable access to all methods of transportation and reaching bicycle mobility goals as adopted by the City Council in the Austin Bicycle Master Plan;

WHEREAS, new innovations such as dockless mobility devices are increasing in number, putting pressures on existing bicycle parking infrastructure;

WHEREAS, City of Austin Land Development Code §25-6-656 Bicycle Parking Fund outlines the existence of the fund and its administration;

NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council recommends that the following edits be incorporated into the final regulations for dockless mobility units:

1. Definitions– No edits suggested
2. Dockless Mobility Units
 - o Replace “shall” with “must” in order to denote a condition precedent which means that the parties are required to comply with the terms of licensure.
 - o Simplify Section C to read as follows
 - i. Dockless Mobility Units must be equipped with a brake.
 - ii. All dockless mobility units must be equipped with lighting as there are no units that are restricted to day use only. Lighting requirements include:
 1. A lamp on the front of the unit that emits a white light visible from a distance of a least 500 feet in front of the unit.
 2. A lamp on the rear of the unit that emits a red light visible from 500 feet to the rear of the unit.
 3. Lights must remain on at all times the unit is in use as well as for 90 seconds after the unit has stopped moving.
3. Service Area and Size of Fleet– No edits suggested
4. Safety
 - o Replace “shall” with “must” in order to denote a condition precedent which means that the parties are required to comply with the terms of licensure.
 - o Revise Section H to read as follows

- i. Licensees agree to educate users on lawful and safe use of the dockless mobility units including encouraging users to remain off of sidewalks, obeying traffic signals, and riding with the flow of traffic.
- 5. Parking
 - o Add Section F to read as follows
 - i. Dockless Mobility Units must be equipped with lock to technology (ie Jump and Pace Bikes have this feature)
- 6. Operations and Customer Service
 - o Add Section H listing the streets along which the devices may not be used on the sidewalk
 - o Revise C.1. Pedestrians First – People operating dockless mobility units must yield to people walking.
- 7. Privacy, Data Reporting, and Sharing– No edits suggested
- 8. Insurance, Performance, Bond, and Fees
 - o Add Section F to read as follows
 - i. Licensees shall be assessed an additional fee to be held in the Bicycle Parking Fund and utilized to create single racks and corrals to accommodate increased demand for parking spaces by dockless mobility units. Racks and corrals must follow the City of Austin Active Transportation Division’s rack and corral design criteria. The requirement for use of high security fasteners is mandated.
 - ii. Mobility device vendors should be assessed a one-time fee of \$125 per unit permitted since an 8 bike corral costs \$1000 or \$125 per spot to secure a mobility device.
 - iii. The fee should be assessed one time per dockless mobility device permit issued. For example, if 100 devices are permitted, then 100 parking fund fees will be assessed. If 10 of the original 100 devices are replaced, a new parking fund fee will not be assessed. However, if an additional 10 devices are added to the fleet, there will be an additional parking fund fee assessed for each of the 10 additional devices.
- 9. General – No edits suggested

Date of Approval:

Record of the vote:

Attest: *(Staff or chair can sign)*