

DOCKLESS MOBILITY PROGRAM UPDATE



Downtown Commission
December 19, 2018

BRIEFING TOPICS

1. Overall Program Status Update
2. Public Health & Safety
3. Enforcement & Safety Actions
4. Timeline
 1. Final Rules Adopted
 2. Safe Riding Ordinance
 3. Dockless Mobility Ordinance Refresh
5. Discussion & Questions

OVERALL PROGRAM STATUS UPDATE

8

Licensed Operators

Units Authorized

13,850

85 sq mi

Service Area*



850



11,001*

*Licensed operators are able to serve the entire City of Austin jurisdiction, but are assumed to focus their initial 500-unit fleet mainly within the Downtown Austin Project Coordination Zone (DAPCZ). 65 square miles includes the DAPCZ plus any additional areas as defined in supplemental licenses.

PUBLIC HEALTH UPDATE

Epidemiology

- Austin Public Health (APH) and the Austin Transportation Department (ATD) are partnering to bring in three (3) Epidemiologists from the Center for Disease Control (CDC) to conduct an epidemiological study
- Study will focus on incidents over a 60 day period, from 9/5/18 - 11/4/18
- Start next week with interviews
- 1st CDC Epidemiology Study on Dockless Scooters in the US
- Study will focus on 37 EMS calls and 68 scooter injuries reported through syndromic surveillance conducted at area hospitals

SAFETY DATA

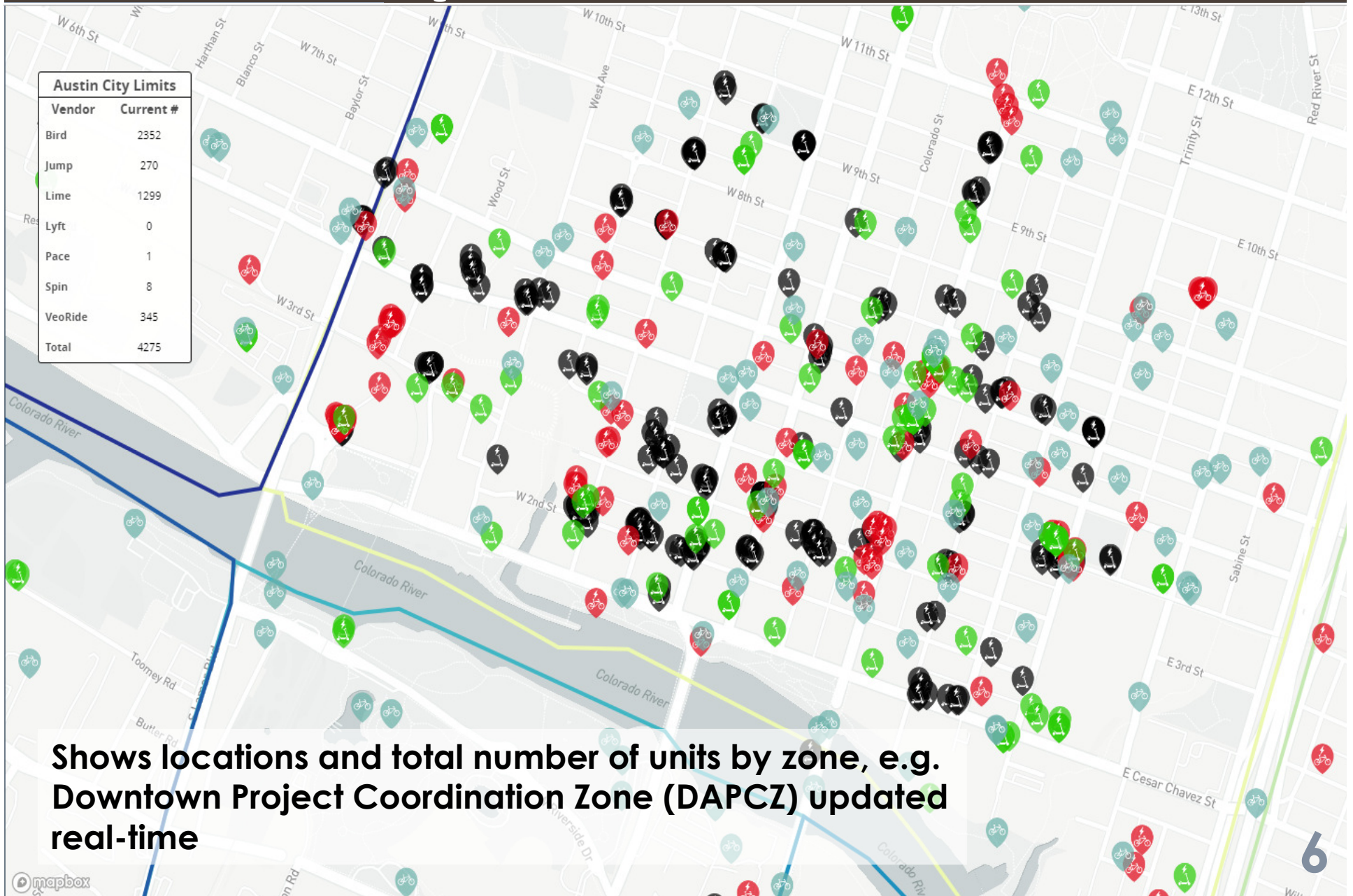
ALL Crashes (SEP. 29, 2018 – Oct. 31, 2018)

	Fatal	Injury	Property Damage Only	Total
Motor Vehicle	4	592	808	1,404
Motorcycle	0	22	7	29
Pedestrian	1	44	4	49
Bicycle	0	32	3	35
Scooter*	0	9*	5**	14
Total	5	696	827	1,528

Notes:

- Data extraction date: 11/7/2018
- The statistics are preliminary and subject to change. (2018 crash records will be validated in 2019)
- Unless otherwise indicated, Data Source: Crash Record Information System (CRIS) by TxDOT
- *Scooter injury data source: Austin Emergency Medical Services; analyzed by Austin Public Health
- **Scooter property-damage data from monthly collision reports from licensed operators.

Compliance Dashboard



ENFORCEMENT & SAFETY ACTIONS

- Lime:
20% Fleet reduction penalty ordered due to failure/inability to adhere to Austin Dockless Ordinance/Rules, effective November 27th
- Pace:
Removal & impoundment of remaining vendor on-street inventory due to market exit
- Other enforcement:
Coordination with all vendors regarding parking at Capital Metro bus stops and facilities
- Coordinating activities in preparation for SXSW

WHAT WE'RE SEEING: USE DATA

Dockless Mobility Ridership Numbers: October 2018

Device Type	Total number of trips:	Total distance ridden (miles):	Average trip time (minutes):	Average trip length (miles):	Total number of devices in service:
Scooter	275,300	264,300	12	1.0	7,389
Bicycle	17,600	34,800	21	2.0	602
(All Types)	292,900	299,100	12.5	1.1	7,991

These statistics are preliminary and subject to change.

Trip records must meet the following conditions to be included in report:

Distance >= .1 miles; distance < 500 miles; duration > 0 minutes; duration < 1440 minutes

Due to incomplete reporting from one operator, bicycle statistics are estimated based on previous reports.

Data extraction date: 30 Nov 2018

TIMELINE

- **November 10, 2018**
New rules adopted, 30-day appeals process began
- **January 2019**
Ongoing studies – Health, Liability
- **February 28, 2019**
Mobility Committee
 - Dockless Mobility Ordinance refresh
 - Safe Riding Ordinance
- **March/April 2019**
Council Meeting and possible action

DOCKLESS ORDINANCE REFRESH

- Aligning the business model and fee structure to offset infrastructure and other needs
- Investigating an Operating Authority Model to better manage total number of companies and maximum fleet sizes
- Liability & Discovery – methodology and tools to hold users and companies accountable, where appropriate

SAFE RIDING ORDINANCE

- ATD is analyzing data to develop a location-specific ordinance that would include safe and reasonable riding speeds and locations for all users
- ATD will propose Dismount Zones, and other safety requirements for ALL riders, regardless of modal type
- The outcomes of this work will be used to inform the development of a Safe Riding Ordinance
- Clear indications of what is considered a riding violation making it easier to enforce

THANK YOU

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