



Dockless Mobility Briefing

BICYCLE ADVISORY COUNCIL

MARCH 19, 2019

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What We'll Cover

- Shared Active Transportation in Austin: Availability, Use & Safety
- Policy and Regulation: 4 Components
- Community Engagement, Education Update
- Street Design and Parking Update
- Discussion, Questions





Shared Active Transportation in Austin

Availability, Use & Safety

**Dockless
Mobility
Availability**

10

Licensed
Operators

Units Deployed

17,650

Service
Area



2,350



15,300

85 sq. mi.

What We're Seeing

DOCKLESS MOBILITY RIDERSHIP

January 2019	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	263, 053	270, 692	12.38	1.03	7,778
	Bicycle	554	1,297	20.31	2.34	190
	All Types	263,607	271,988	12.40	1.03	7,968

December 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	297,516	297,608	12.26	1.00	8,982
	Bicycle	4,374	7,987	18.68	1.83	414
	All Types	301,890	305,594	12.35	1.01	9,396

These statistics are preliminary and subject to change.

This page summarizes dockless mobility trips reported to the City of Austin Transportation Department as part of the Dockless Mobility operating rules.

Data is drawn from our dockless vehicle trips dataset and is updated on a daily basis. A trip record is included in this summary report if it meets the following criteria:

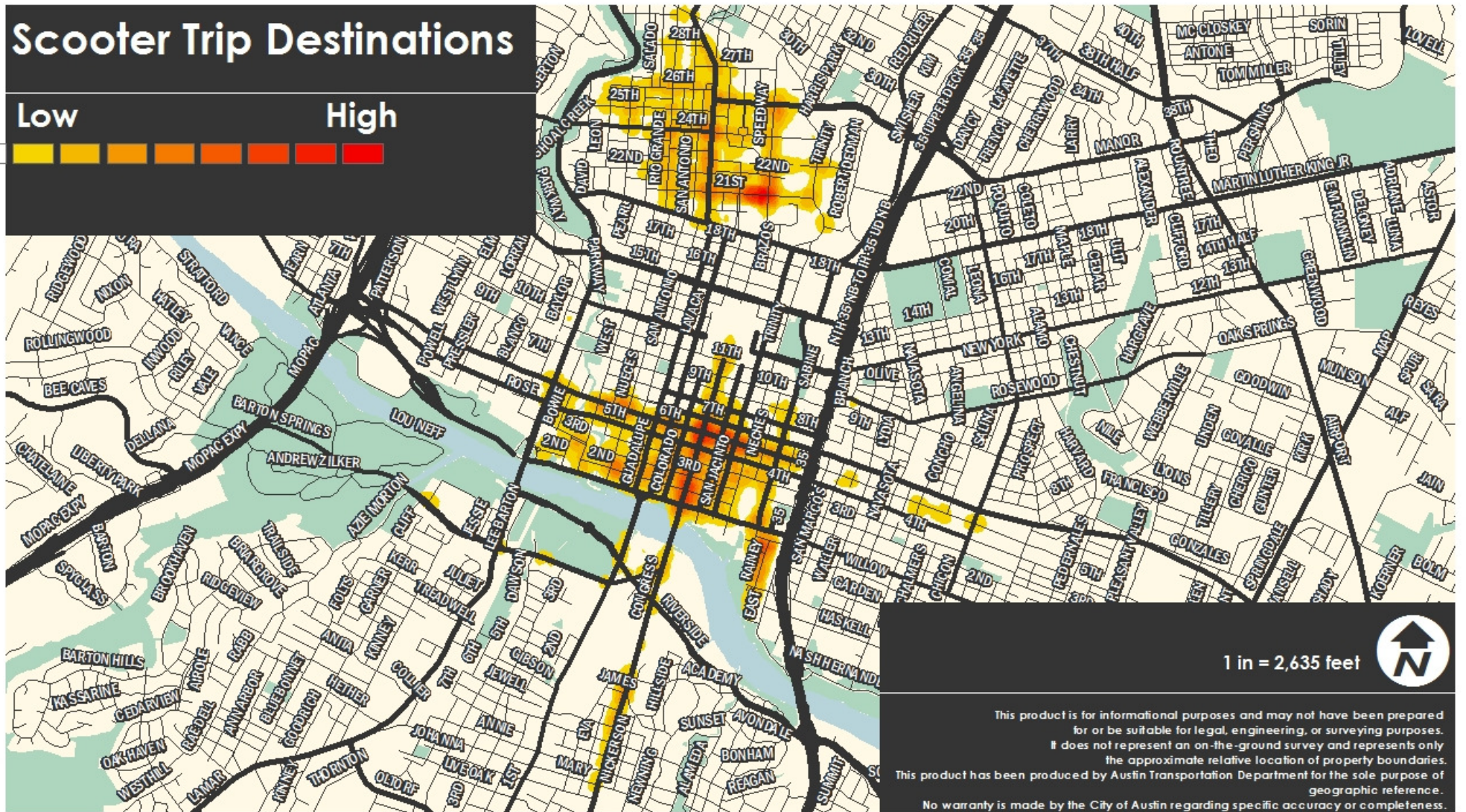
- Trip distance at least 0.1 miles and less than 500 miles
- Trip duration less than 24 hours

Data extraction date: February 8, 2019

Scooter Trip Destinations

Low

High

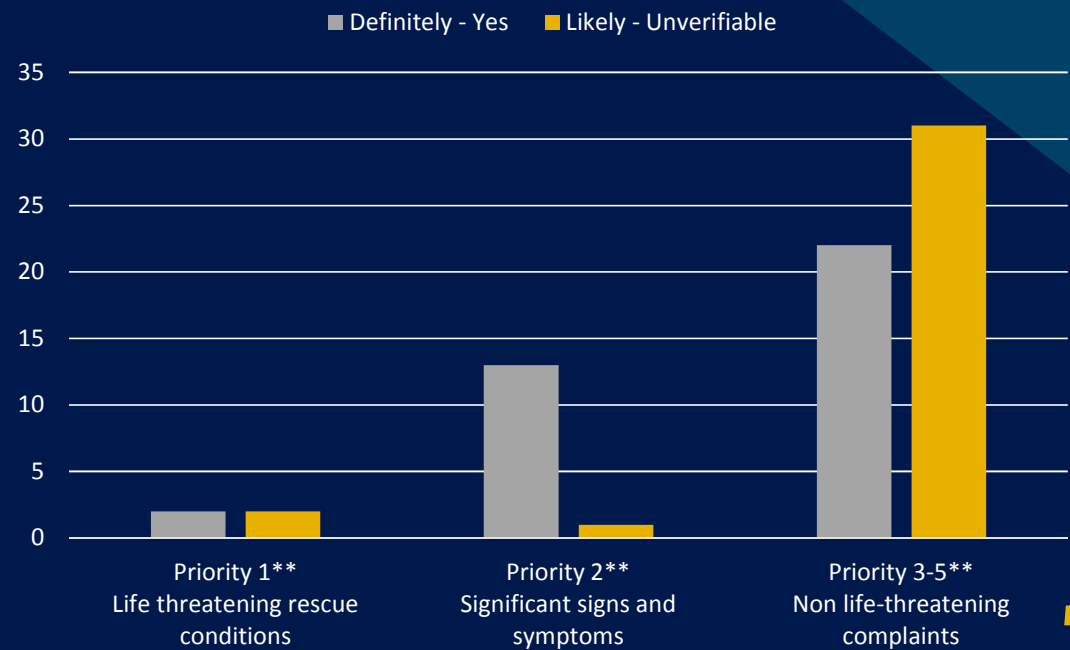


Safety Data

All Crashes (Dec 1, 2018 – Jan 31, 2019)

	Fatal	Injury	Property Damage Only	Total
Motor Vehicle	2	1359	3742	5103
Motorcycle	1	45	41	87
Pedestrian	3	81	63	147
Bicycle	0	41	36	77
Scooter	0	71*	Unknown	71
Total	6	1597	3882	5485

Scooter-Related Injuries



Data extraction date: 2/12/2019

The statistics are preliminary and subject to change.

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

**Data provided by Austin/Travis County EMS

APH/CDC Electric Scooter Injury Investigation

- Research will assist with developing injury prevention recommendations for this emerging mobility mode
- Evaluating incidents between September 5 and November 30, 2018
- Interviewing injured individuals to learn about environmental factors and clinical information
- Results expected mid-Spring





Policy & Regulation

Four Components of Policy & Regulation



Define Appropriate
Use and Enforcement



Improve Service



Strengthen Ability
to Innovate



Improve Safety
and Connectivity



Define Appropriate Use and Enforcement

Section 12-2

Subject:

Define new micro-mobility devices (e.g. electric scooters) and to establish rules for the safe operation of such devices

Changes include:

- ATD in coordination with APD, is proposing changes to City Code Chapter 12-2 to:
 - Recognize the presence of new micro mobility devices in Austin's transportation system
 - Including scooters and other devices
 - Provide regulatory framework for managing use of new modes within the existing transportation system

Define Appropriate Use and Enforcement

Section 12-2: Safe Passing Interactions

2nd Street



3rd Street



Congress Avenue



Slow Down Zones





Improve Service

Section 13-2

Subject:

Authorize the issuance of a limited number of franchises, while creating requirements for the authorization of shared mobility service

Changes include:

- Establishing a franchise and other regulatory requirements, under Section 13-2, for companies offering Shared Mobility Services
 - To include dockless mobility units
- Limiting the number of providers authorized to offer services within the City
- Establishing criteria wherein companies must demonstrate competence to gain access to Austin's marketplace.
 - Criteria and strategic areas would be founded upon the Six Anchors of the Austin Strategic Direction 2023's plan



Strengthen Ability to Innovate

Section 14-9

Subject:

Broaden services regulated in the City's right-of-way, to Shared Mobility Services, to prevent release without the appropriate planning or mechanisms in place.

Changes include:

- ATD is proposing an amendment to City Code Chapter 14-9 to remove the term “dockless”, to broaden the City's ability to regulate mobility devices and services
- The below sections are being repealed, in order to move dockless mobility providers into a Franchise
 - 14-9-23 - CITY-WIDE DOCKLESS TRANSPORTATION LICENSE AUTHORIZED,
 - 14-9-24 - CITY-WIDE DOCKLESS TRANSPORTATION UNIT PLACEMENT PLAN,
 - 14-9-25 - LICENSE AMENDMENT, SUSPENSION, OR REVOCATION



Safety and Connectivity

Fee Refresh

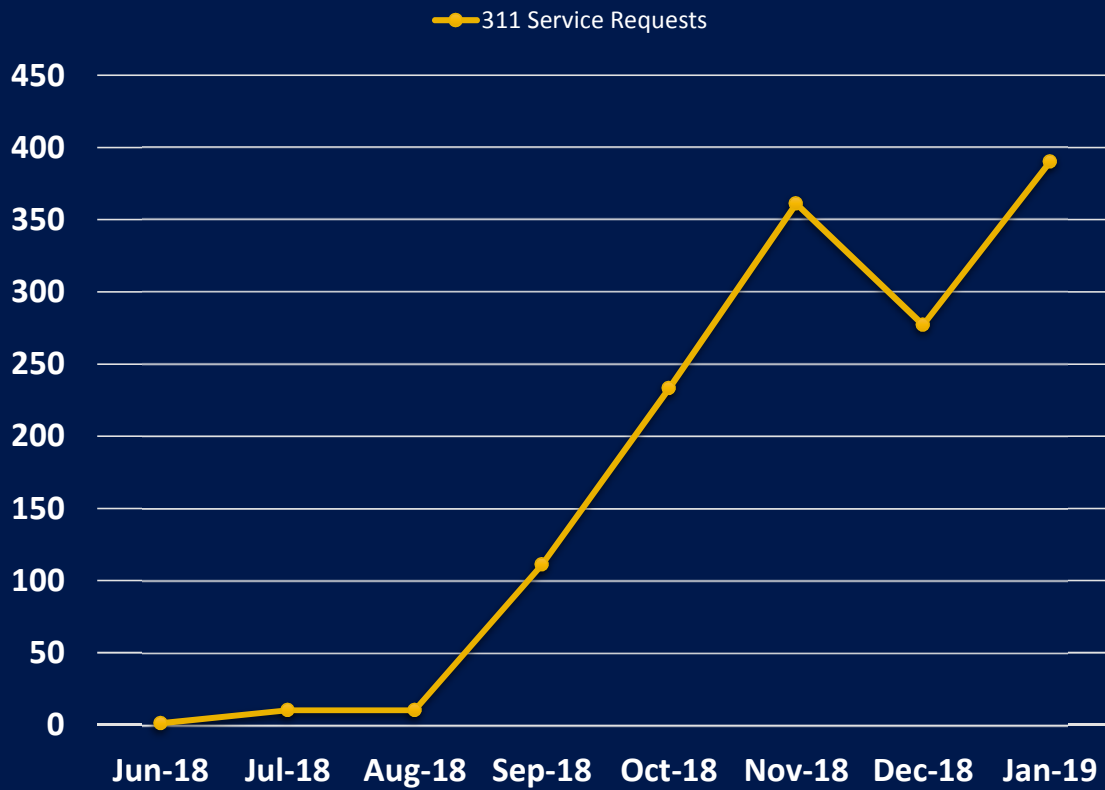
Changes include:

- In April 2018, the Austin City Council authorized shared mobility service providers to use the public right-of-way to offer dockless scooters and bicycles, as a first/last mile solution
- Amendments to the 2018-2019 Transportation Fee Schedule will allow ATD to recoup programmatic costs to:
 - Process applications
 - Monitor and inspect fleets
 - Respond to Citizen Service Requests
 - Make capital infrastructure investments
- Fees established are at market value and in-line with original offerings made by two scooter companies in April of 2018.



Community Engagement and Education Update

311 Service Requests



Council District	Service Requests
1	111
2	11
3	162
4	53
5	224
6	4
7	186
8	52
9	688
10	87
TOTAL	1,578

*Data reflects requests made from June 2018 through January 2019

**No 311 data available before June 2018

SXSW Preparation

- Same rules that apply to people on bicycles apply to people on scooters
- There are designated areas where scooters will be prohibited
- Austin Police will enforce unsafe riding behavior from anyone whose actions are deemed dangerous and a harm to themselves and/or the public
- Signage with information for people riding scooters will be posted throughout downtown





Street Design and Parking Update

Capital Metro Partnership

Pleasant Valley Bus Stop



PLANNED DOCKLESS PARKING LOCATIONS

CMTA MetroRapid Stations:

- SOCO northbound
- SOCO southbound
- Republic Square northbound
- UT/West Mall southbound
- Austin History Center southbound

Current and Future Parking

Existing Parking Spaces

- 4th Street at Red River
- Trinity at 3rd Street
- San Jacinto between 5th and 6th Street
- 4th Street and San Jacinto
- 3rd Street between Nueces and San Antonio



Upcoming Priority Areas

- Downtown
- School for the Blind and Visually Impaired campus area
- West Campus area
- Rainey Street
- 6th Street

Planned Dockless Parking

- Congress Avenue
- Capitol Complex



Questions and Discussion

Thank you!