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
<table>
<thead>
<tr>
<th>Dockless Mobility Availability</th>
<th>Units Deployed</th>
<th>Licensed Operators</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2,350</td>
<td>10</td>
<td>17,650</td>
</tr>
<tr>
<td></td>
<td>15,300</td>
<td></td>
<td>85 sq. mi.</td>
</tr>
</tbody>
</table>
What We’re Seeing

Dockless Mobility Ridership

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

<table>
<thead>
<tr>
<th>Device Type</th>
<th>Total Number of Trips</th>
<th>Total Distance Ridden (Miles)</th>
<th>Average Trip Time (Minutes)</th>
<th>Average Trip Length (Miles)</th>
<th>Total Number of Devices in Service</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>January 2019</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scooter</td>
<td>263,053</td>
<td>270,692</td>
<td>12.38</td>
<td>1.03</td>
<td>7,778</td>
</tr>
<tr>
<td>Bicycle</td>
<td>554</td>
<td>1,297</td>
<td>20.31</td>
<td>2.34</td>
<td>190</td>
</tr>
<tr>
<td>All Types</td>
<td>263,607</td>
<td>271,988</td>
<td>12.40</td>
<td>1.03</td>
<td>7,968</td>
</tr>
<tr>
<td><strong>December 2018</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scooter</td>
<td>297,516</td>
<td>297,608</td>
<td>12.26</td>
<td>1.00</td>
<td>8,982</td>
</tr>
<tr>
<td>Bicycle</td>
<td>4,374</td>
<td>7,987</td>
<td>18.68</td>
<td>1.83</td>
<td>414</td>
</tr>
<tr>
<td>All Types</td>
<td>301,890</td>
<td>305,594</td>
<td>12.35</td>
<td>1.01</td>
<td>9,396</td>
</tr>
</tbody>
</table>
## Safety Data

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

<table>
<thead>
<tr>
<th></th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage Only</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Vehicle</td>
<td>2</td>
<td>1359</td>
<td>3742</td>
<td>5103</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>1</td>
<td>45</td>
<td>41</td>
<td>87</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>3</td>
<td>81</td>
<td>63</td>
<td>147</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0</td>
<td>41</td>
<td>36</td>
<td>77</td>
</tr>
<tr>
<td>Scooter</td>
<td>0</td>
<td>71</td>
<td>Unknown</td>
<td>71</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>6</td>
<td>1597</td>
<td>3882</td>
<td>5485</td>
</tr>
</tbody>
</table>

### Scooter-Related Injuries

- **Definitely - Yes**
- **Likely - Unverifiable**

<table>
<thead>
<tr>
<th>Priority 1**</th>
<th>Life threatening rescue conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Definitely - Yes</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Likely - Unverifiable</strong></td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Priority 2**</th>
<th>Significant signs and symptoms</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Definitely - Yes</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>Likely - Unverifiable</strong></td>
<td>15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Priority 3-5**</th>
<th>Non life-threatening complaints</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Definitely - Yes</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>Likely - Unverifiable</strong></td>
<td>7</td>
</tr>
</tbody>
</table>

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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
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

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

Section 12-2: Safe Passing Interactions

2\textsuperscript{nd} Street

3\textsuperscript{rd} 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
  o 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.
  o 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
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

*Data reflects requests made from June 2018 through January 2019*

**No 311 data available before June 2018**

<table>
<thead>
<tr>
<th>Council District</th>
<th>Service Requests</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>111</td>
</tr>
<tr>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>3</td>
<td>162</td>
</tr>
<tr>
<td>4</td>
<td>53</td>
</tr>
<tr>
<td>5</td>
<td>224</td>
</tr>
<tr>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>186</td>
</tr>
<tr>
<td>8</td>
<td>52</td>
</tr>
<tr>
<td>9</td>
<td>688</td>
</tr>
<tr>
<td>10</td>
<td>87</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,578</strong></td>
</tr>
</tbody>
</table>
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

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!