

Regional Micromobility Coordination

Fall 2019

Local Agency Updates

City of Chula Vista

- Shared Micromobility Device Program launches: <https://www.chulavistaca.gov/businesses/smart-city/projects/shared-micro-mobility>
- Lime is the first operator to deploy scooters
- The pilot program will allow up to 500 dockless scooters to be placed around popular transit locations in Chula Vista within the first month of its launch. Within a year, up to 5,000 could be operating within the city.
- Holding off on hiring a 3rd party data aggregator until a permit is issued to an operator

City of Imperial Beach

- Observing peer city pilot projects; paying specific attention to speed geofencing.
- Port District reached out to tideland communities to assess interest in shared mobility device regulations.
- Determining whether they prefer the permit or RFP approach.
- Haven't seen any major impacts or spillover devices.
- There's a greater interest in using scooters for recreational trips, rather than commuting trips. Main concern is scooter safety.

City of La Mesa

- Adopted an ordinance in March to ban scooter operators from operating in the City without a permit.
- Bird and Lime pulled out of operations early in the year. There are currently no operators in the City.
- Not actively looking for operators or interested in preparing a Request for Offers, but open to receiving proposals.
- Minimal spillover effects from neighboring cities. Most spillover occurs around border with City of San Diego and Trolley stops.

City of National City

- Going to council in October to revise municipal and adapt title 11 to propose micromobility regulations that align closely with Chula Vista's regulation
- Observing local city pilot projects and seeking local program data/results to inform their decision making and next steps for program implementation
- Prefers to open the program to multiple vendors similar to Chula Vista

San Diego State University

- Senate voted to ban motorized services: <https://bfa.sdsu.edu/campus/parkingtrans/bike-skateboard.aspx>
- Working with operators to place a geofence around campus that prohibits users to end ride on campus and limit speeds to 5 mph.
- Placed 5-6 geofenced stations on campus perimeter. Plan to implement stenciled parking zones along campus border.

UC San Diego

- Assembled cross-sectional group to improve policy and outreach regarding micromobility
- Enhancing shared pathway signage around campus
- Implementing preferred micromobility parking in phases
- Exploring speed geofencing options
- Exploring pilot opportunities to integrate scooters into the fleet; considering swapping of the fleet with scooter

Naval Base San Diego

- New Commanding Officer is focused on active transportation and mobility
- New contract with JUMP bikes; desire for electric-assist bikes on base
- Received six weeks of data from Jump (per contract)
- Over 1,000 rides during the first week of operations
 - Deployed 100 bikes on the “wet” side of base (west of Harbor Drive), and 25 on the “dry” side (east of Harbor Drive)
 - Averaging over 600 rides per week
 - Average trip distance is 1 mile
- In September, junior sailors will be restricted from driving on campus which may impact bikeshare ridership
- Noticing that most trips are taking place during the morning commute to the worksite

City of San Diego

- Completed permits for designated parking corrals in La Jolla, Pacific Beach, and Mission Beach
- Collaborating with community planning group to site designated parking corrals in Uptown
- Operators are struggling to enforce speed geofencing; turning phone onto airplane mode eliminates the geofencing capabilities
- Two permit cycles during the year – January and July; City may increase fees and/or impose additional terms and conditions.
- Contracted with Remix (micromobility data management platform); experiencing some issues with quality and accuracy of data.
- Estimated fleet sizes:
 - Bird: 9,000
 - Lime: 4,500
 - Lyft: 3,000
 - Skip: 2,000 *[operator has since departed the City of San Diego]*
 - Wheels: 1650
 - Spin: 1,000
 - JUMP: 750 motorized scooters and 400 electric-assist bikes *[operator has since departed the City of San Diego]*
- Contracted with Remix, a micromobility data management platform; experiencing some issues with quality and accuracy of data
- City plans to revisit the ordinance later this fall
- Operators have strong equity programs, but fleets aren’t being equitably distributed