Regional Micromobility Coordination

Meeting #3 - Thursday, March 7, 2019

*WebEx participants: please mute yourself when not speaking
Los Angeles
Metro Area, CA
(US)

From Watts to Santa Monica, Lime is helping people avoid traffic in a city known worldwide for car congestion. Two in five riders in Los Angeles report using Lime to replace travel by car, a mode shift statistic that ranks near the top of the list worldwide.

Angelenos are also cruising for longer distances: on average, more than five miles per person. This puts them second only to Paris in terms of miles traveled per unique rider.
Auckland Lime Woes

Our Auckland Article
2019 Technology Upgrades

JUMP Electric-Assist
Skip Tech Upgrades

TechCrunch Article
UNICORN designed to share

Read More
City of San Diego

- Device staging and rider parking
- Indemnification and liability
- Limiting speed
- Rider education
- Data Sharing
- Permit Fees
North County Coastal Bikeshare Pilot

- Shared Mobility Ordinance:
  - Council approval: Solana Beach
  - Next: Encinitas, Del Mar
- Selected one bikeshare vendor, large portion e-assist
- Cities determining service areas and “lock-to” locations
- Integrated Regional Micromobility Data Sharing Requirements into license agreement
- Pilot anticipated to launch summer 2019
City of Chula Vista

• Shared Micromobility Permit Pilot Program approved by City Council on February 5, 2019

• Intends to participate in the Regional Micromobility Data Clearinghouse

• Fee structure
  - Annual permit fee: $146
  - Permit review fee: $1,680 (assumes 8 hour review time)
  - $70/device for initial 500 devices; $50/device for next 500 devices; and $25/device for remaining devices
SPRINTER Mobility Hub Pilot

- Partnership between NCTD, Cal State San Marcos, City of San Marcos, SANDAG
- Enhance connections between SPRINTER and CSUSM
- Campus goal of 15% alternative mode share by 2020
- Also assists in managing bike-on-SPRINTER demand
- One vendor (scooter and/or bike)
Other Local Updates

• SDSU scooter regulations and future pilot updates
• UCSD Spin bikeshare pilot
• Imperial Beach Lime pilot updates
• National City Lime pilot updates
• Military base Lime pilot updates
2018 E-Scooter Pilot Findings

Briana Orr, Portland Bureau of Transportation
Overview

• Pilot Overview
• Data Sources
• Pilot Findings
  • User survey
  • Trip data
  • Safety
• Next Steps
• Questions & Discussion
Overview: Pilot goals

Assess the potential of a new transportation option.

Assess whether and how e-scooters can help:

- Reduce private motor vehicle use and congestion
- Prevent fatalities and injuries
- Expand access for underserved communities
- Reduce air pollution, including climate pollution
Data Sources

- Company-provided availability, trip, collision, complaint data
- Rider observations
- User survey and public opinion poll
- Injury data – ER visits and self-reported injuries/collisions
- Three separate focus groups
- Community feedback and complaints
Pilot Facts & Overview

- **July 23, 2018 – November 20, 2018 (120 Days)**
- **Total miles:** 801,887.84
- **Service area:** Portland city boundaries (145 sq. mi)
- **Average trips per day:** 5,885
- **Citywide permitted cap:** 2,043 scooters
- **Average trip length:** 1.15 miles
- **Total trips:** 700,369
- **Average East Portland trip length:** 1.6 miles
Pilot Findings: 71% of surveyed users said they used e-scooters for transportation
## Pilot Findings: E-scooters used at evening peak

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<th>Trip Start Time</th>
<th>Sunday</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
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<td>1094</td>
<td>1299</td>
<td>1750</td>
<td>1620</td>
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</table>

**TOTAL** | **105464** | **90913** | **91515** | **91087** | **95722** | **106946** | **118722** | **700369**
Pilot Findings: 34% Driving and ride-hailing trip replacement
Pilot Findings: E-Scooters attracted new people to active transportation
Pilot Findings: 62% of Portlanders viewed e-scooters positively
2018 Portland E-Scooter Routes Traveled

Informed by company-provided route data, this map shows routes traveled by e-scooter riders most often. Darker blue dots signify more trips taken on that street segment. Many of the heaviest utilized routes – including NE Going Street, SE 122nd Avenue, NW Johnson, SW Naito Parkway, and the Willamette Greenway Trail – are also a part of Portland’s bikeway network. It is clear e-scooters were utilized in East Portland, where the City required companies to deploy at least 100 scooters.

Total Number of Trips

250
1000

Portland City Boundary
East Portland Pattern Area
Pilot Findings: Users prefer to ride on bikeways
Pilot Findings:
44,000+ Trips in East Portland
Pilot Findings: E-Scooter-related injuries = 5% of total traffic-related injuries during pilot period

<table>
<thead>
<tr>
<th>Colliding Mode</th>
<th>Total Visits</th>
<th>Percent of Total</th>
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<tbody>
<tr>
<td>None/fall</td>
<td>146</td>
<td>83%</td>
</tr>
<tr>
<td>Car</td>
<td>22</td>
<td>12.5%</td>
</tr>
<tr>
<td>Truck</td>
<td>2</td>
<td>1.1%</td>
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<tr>
<td>Pedestrian</td>
<td>3</td>
<td>1.7%</td>
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<tr>
<td>(Scooter user injured after colliding with a pedestrian)</td>
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<td></td>
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<tr>
<td>Scooter</td>
<td>2</td>
<td>1.1%</td>
</tr>
<tr>
<td>(Pedestrian injured after being hit by a scooter user)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scooter</td>
<td>1</td>
<td>0.6%</td>
</tr>
<tr>
<td>(Scooter user injured after colliding with another scooter)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>176</strong></td>
<td><strong>100%</strong></td>
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</table>

Source: Multnomah County Health Department
Pilot Findings: Injury rate = 2.2 injuries per 10,000 miles, 2.5 injuries per 10,000 trips
Next Steps

January
Public engagement on key challenges, identify potential solutions

February
Draft administrative rule and permit application

March
Solicit and review permit applications

Early Spring
Award permits and launch E-Scooter Pilot 2.0
Throughout E-Scooter Pilot 2.0: Collect data and analyze effectiveness of tested solutions

2020
Recommendations
Questions?

Briana Orr
E-Scooter Pilot Project Manager
briana.orr@portlandoregon.gov
Report and data: portlandoregon.gov/transportation/e-scooter
Applicable E-Scooter Laws in Portland

Oregon Vehicle Code

<table>
<thead>
<tr>
<th>Min. Age</th>
<th>License</th>
<th>Registration</th>
<th>Insurance</th>
<th>Helmet</th>
<th>Passenger</th>
<th>Lights</th>
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<td>16</td>
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<td>NO</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
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</table>

<table>
<thead>
<tr>
<th>Max Capable Speed</th>
<th>Max Allowed Speed</th>
<th>Ride on Sidewalk</th>
<th>Ride on Bike Path/Lane</th>
<th>Ride in Crosswalk</th>
<th>Possible DUI</th>
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<tbody>
<tr>
<td>24 MPH</td>
<td>15 MPH</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
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</tr>
</tbody>
</table>

Oregon Vehicle Code

| 801.348 | 814.518 |
| 811.440 | 814.520 |
| 814.510 | 814.524 |
| 814.512 | 814.534 |

Portland City Code

20.12.170 - Use of Certain Devices or Equipment - Motorized wheeled devices are prohibited in Parks, except on Park roads, or in designated vehicle parking areas, or by permit. Multi-use Paths in Portland Parks include: Waterfront River Trail, Eastbank Esplanade, Springwater Corridor.
Micromobility Policy Tracker

• Live on sandag.org/micromobility
  https://docs.google.com/spreadsheets/d/1C4DmuqapTZnDRkHNCGzvLGtlu28EQDJZ6HshKe1zSQ/edit?ts=5c7dbf73%20%20gid=0#gid=0

• Provides a summary of peer city pilot characteristics:
  - Fee structures
  - Safety requirements
  - Parking regulations
  - Data sharing requirements
  - Equity programs
Regional Micromobility Data Clearinghouse

• Data sharing requirements posted on www.sandag.org/micromobility
• Local agency participation
• Data sharing use cases
  – Geographies for trip tagging
• SANDAG-local entity MOA
Next Steps

• Continue establishing regional micromobility data clearinghouse
• Draft SANDAG-City Data Sharing MOA
• Offer topic-based meeting content in 2019:
  – Micromobility health, safety, and e-waste
  – Micromobility parking strategies
  – Equitable micromobility deployment
  – Innovative outreach and education tactics
Contacts and Website

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Eva Sanchez, Transportation Programs Intern
eva.sanchez@sandag.org

www.sandag.org/micromobility