



Regional Micromobility Coordination Meeting #3

3/7/19 – PBOT Pilot Evaluation Highlights, Peer City Policy Tracker, and Data Sharing

Micromobility industry updates (SANDAG)

- Marisa Mangan and Eva Sanchez summarized micromobility industry updates occurring since the last meeting. See Meeting 3 PowerPoint for details (links to relevant articles are also embedded): sandag.org/micromobility

Local agency updates (All)

- City of San Diego
 - Proposed regulations for shared dockless mobility devices presented to Active Transportation and Infrastructure Committee on 2/20/19 (6-month pilot). Draft regulations posted to sandag.org/micromobility
 - Difficult to define vehicles like Wheels that don't align with CVC classifications.
 - Regulations include fleet size (i.e., specific timeframes when operators are authorized to amend fleet size), speed geofencing, device staging, and more
 - Initial 6-month permit identifies number of devices deployed; cannot increase until next permit window. Reduction of \$15/per device with creation of equity program.
 - Device staging – 4/40 parking provision means no more than 4 vehicles per group and must be 40 ft apart. Provision applies to downtown initially; may apply to beach areas later. Micromobility corrals can feature more than 4 devices. Goal: ween off 4/40 and leverage designated drop zones.
 - Devices to be labeled with larger, more visible stickers conveying age requirement
 - Discover Bike partnership agreement was terminated. Some bikeshare station areas will be converted to dockless scooter/bike corrals.
- North County Coastal (NCC) Bikeshare Pilot –
 - Encinitas - Finalized license agreement with Gotcha (model license agreement for other NCC cities). Agreement includes SANDAG data sharing requirements. Encinitas and Del Mar taking shared mobility ordinances to Councils in the next 1-2 months. Gotcha offers “lock-to” bikeshare system.
 - Oceanside – Sent Solana Beach and Encinitas shared mobility ordinances to the City's legal team for review/ consideration.
 - Carlsbad – Moving forward with bringing a shared mobility ordinance to Council in April and providing an update on the NCC bikeshare pilot. Bikeshare pilot supports the TDM Ordinance that was approved by Council on 2/26.
- City of Chula Vista
 - Council approved Shared Micromobility Ordinance on 2/5/19. Shared Micromobility Device Permit Requirements posted to sandag.org/micromobility.
 - Obtained feedback from several vendors on permit regulations. Vendors mostly concerned with the insurance/indemnification language. One vendor had issues with the geographic distribution requirements (i.e., equity split).



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- Fees: \$146 annual permit fee; \$1,680 permit review fees (assumes 8-hour review); \$70/device for initial 500 devices, \$50/device for next 500 devices, and \$25/device for remaining devices.
- Operators pushing for a “per ride” fee. City may explore a “per ride” fee after analyzing pilot ridership data.
- SANDAG collaborating with NCTD, CSUSM, and City of San Marcos to plan and deploy micromobility pilot to enhancing SPRINTER connections while supporting campus mobility goals. Intend to solicit for one vendor that offers scooters and bikes.
- SDSU
 - New policy restricts use of e-micromobility on campus
 - Working with vendors to add a geofence around the campus and set up 8 staging areas for parking. Scooters may only be used to travel to and from campus.
 - Users to receive notification to reduce speed to 2-4 mph in geofenced areas.
 - Ending a ride in the geofenced area will be prohibited. Students will be charged \$75 if they abandon a vehicle within the geofenced area
 - Working with legal to develop a contract for interested operators. Operators who do not partner with the university are in violation to the California Education Code, and the University can take legal action to remove commercial activity off campus
- UCSD
 - Approximately 300 bikes on-campus, about 10% are electric-assist.
 - Over 225,000 rides taken since program launch (January 2018).
 - One issue is working with the vendors on repairs, rebalancing, and keeping bikes out of problem areas.
 - Next steps include an e-scooter pilot program and a safety campaign
- City of Imperial Beach
 - Lime pedal bikes will be removed in March. Lime wants to deploy scooters and received interest from Bird.
 - Gathering data and information from the RMC group to decide how to proceed.
- City of National City
 - Lime pedal bikes also to be removed.
 - Paying attention to Chula Vista’s program and permit regulations.
 - Working on a mobility ordinance. Interested in accuracy of geofencing capabilities
- Naval Base San Diego
 - Lime contract terminated. Currently in negotiations with JUMP; prefer electric-assist bikes.
 - Open to participating in the regional micromobility data clearinghouse.
- Naval Base Coronado - Lime contract ended; considering other options.



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Peer City Micromobility Policy Tracker

- Eva Sanchez introduced the Peer City Micromobility Policy Tracker
- Tool highlights 25 pilots and key features including fees, safety, parking, data sharing, and equity requirements
- Policy tracker available on sandag.org/micromobility

2018 E-Scooter Pilot Findings (Briana Orr, E-Scooter Pilot Project Manager at PBOT)

- Briana presented a high-level overview to the E-Scooter Pilot Program Evaluation Report. See Meeting 3 PowerPoint for details: sandag.org/micromobility
 - User survey – 34% driving and ride-hailing replacement (higher among visitors)
 - Trip data – Number of trips packed throughout a specific street segment. High ridership found in buffered bike lanes.
 - Safety – E-scooter-related injuries were 5% of total traffic related injuries during pilot (mainly users falling off scooters)
 - Q + A: Trips decreased in October and November most likely due to weather, injuries also decreased

General Feedback and Future Meeting Topics (All)

- City of Imperial Beach – Gathering information and coordinating guest speakers has been helpful. Tracking lawsuits around micromobility would also be helpful.
- City of Oceanside – RMC is helpful in keeping them up to speed on the industry. San Diego County Trauma Committee concerned with number of scooter accidents. Increase in collisions is expected, given the sudden increase of available micromobility vehicles.
- City of National City – Agrees RMC has been helpful. Eventually, enforcement will need to play a role once regulations go into effect
- SANDAG – Interest in coordinating with our local health departments to assess collision data in tandem with what's collected from operators

Regional Data Sharing Clearinghouse (SANDAG)

- Latest Draft Data Sharing Requirements are online: sandag.org/micromobility
- SANDAG is also seeking feedback on Data Sharing Use Cases posted to the RMC page.
 - Are there any new trip and non-trip related questions we want to consider as we establish the clearinghouse? Specific/unique geographies for trip tagging?

Next Steps

- Continue establishing the Regional Micromobility Clearinghouse
- Draft SANDAG-City Data Sharing MOA
- More targeted micromobility content coming in 2019 including health, safety, e-waste, parking, equity, and more.