

# **Dockless Vehicle Ordinance – Proposed Amendments**

**City Council Briefing  
March 4, 2020**

**Michael Rogers, Director  
Department of Transportation**



# Overview

1. Background on the Dockless Mobility Program
2. Dockless Mobility Program Concerns
3. Discussions with Operators and Stakeholders
4. Staff's Efforts to Address Concerns
5. Recommendations
6. Next Steps

# 1. Background on the Dockless Mobility Program

- A. Beginning in June 2018, the City of Dallas conducted a bike and scooter pilot program called the Dockless Mobility Program
- B. On November 28, 2018, the City Council extended the Dockless Mobility Program pilot for one year to better define the program's elements and ensure optimum effectiveness of its operation
- C. The pilot program was set to expire on November 28, 2019, but was extended by the City Council for an additional 4-month period to expire on March 31, 2020
- D. The Transportation & Infrastructure Committee was briefed on this item on December 3, 2019 and February 18, 2020

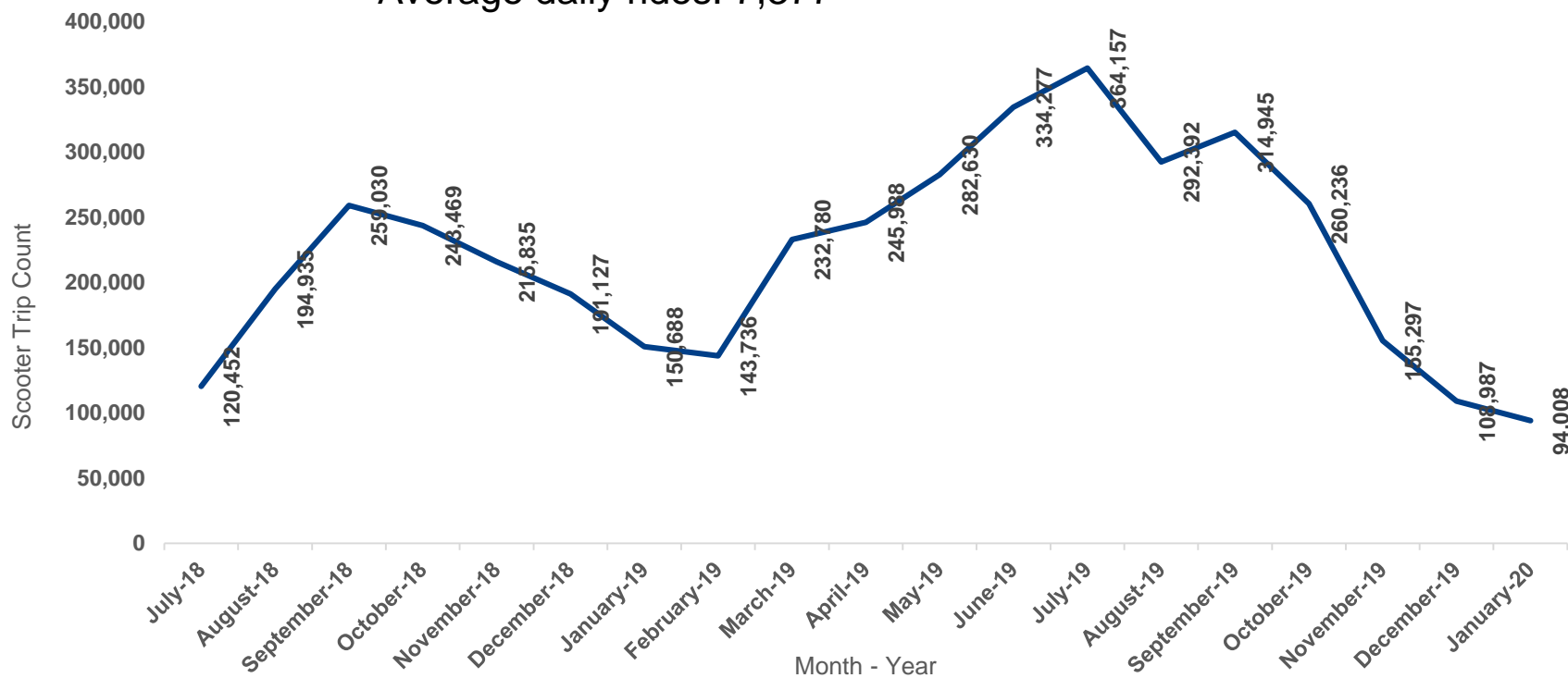
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# 1. Background on the Dockless Mobility Program (continued)

- A. The City of Dallas currently has **5** approved vendors with a total of **13,000** permitted units as of January 2020. The vendors are:
- Bird (4,000 units)
  - Jump (3,000 units)
  - Lime (3,000 units)
  - Ojo (500 units)
  - Wheels (2,500 units)
- B. The City of Dallas does not currently have any restrictions on the number of operators, or the number of units permitted

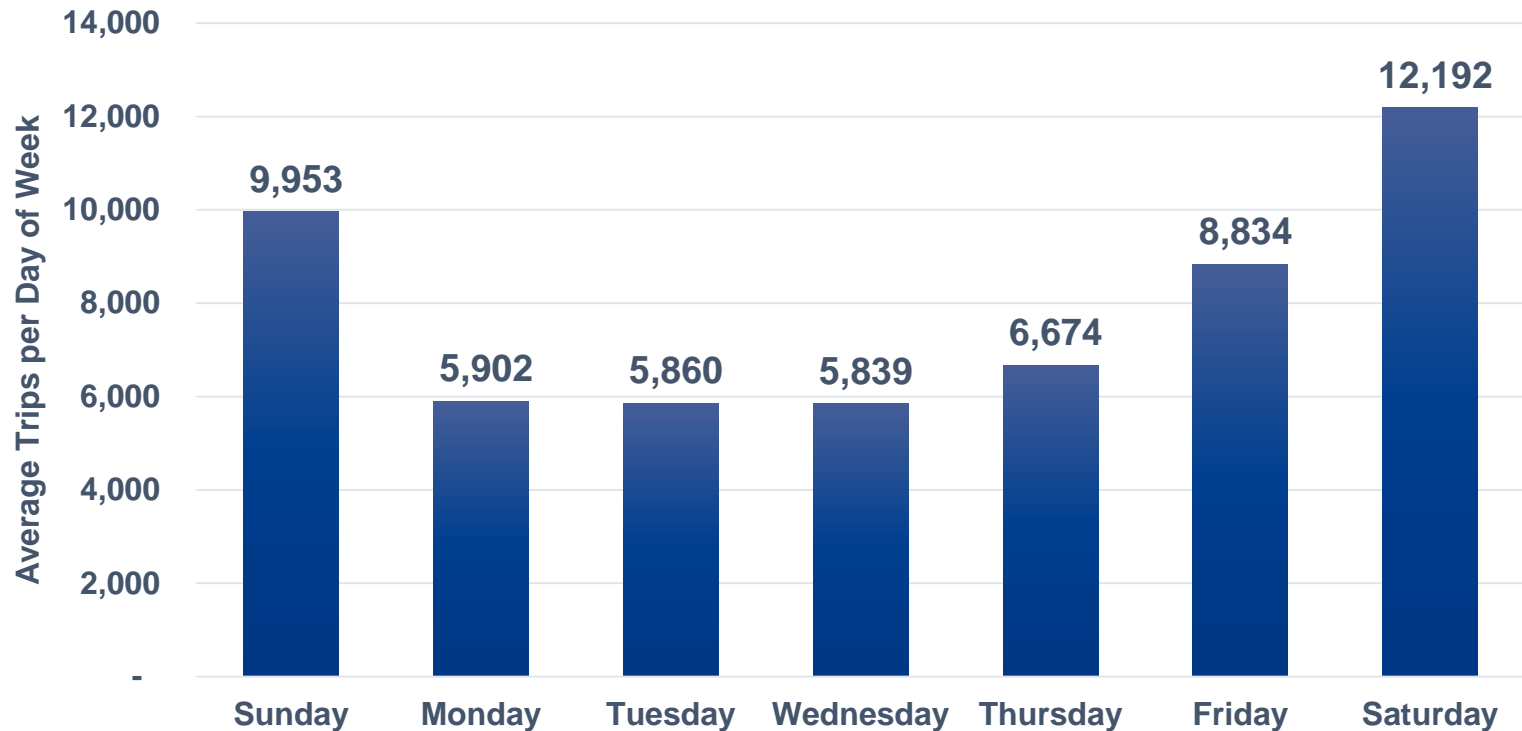
# 1. Background on the Dockless Mobility Program (continued)

- Total rides from July 2018 to January 2020: 4,204,969
- Average monthly rides: 221,314
- Average daily rides: 7,377



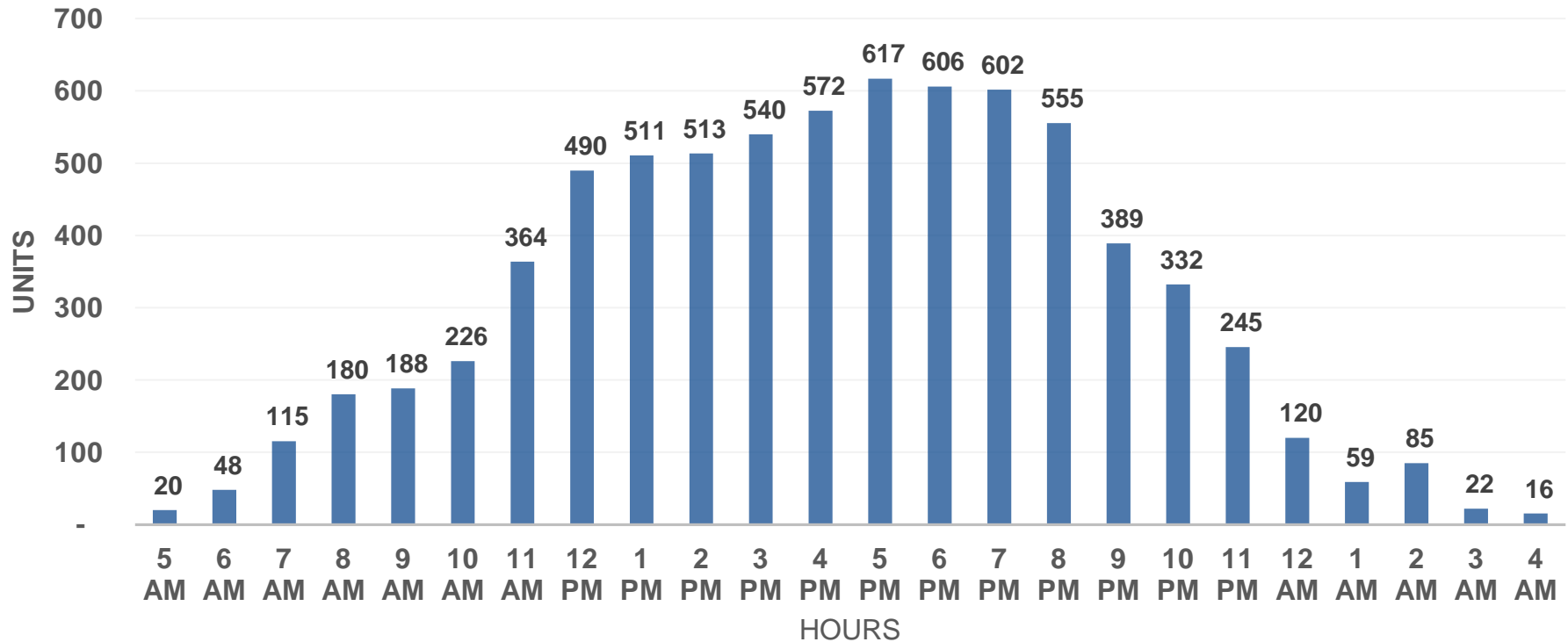
# 1. Background on the Dockless Mobility Program (continued)

Trips on different days of the week  
Average over 7,300 trips a daily



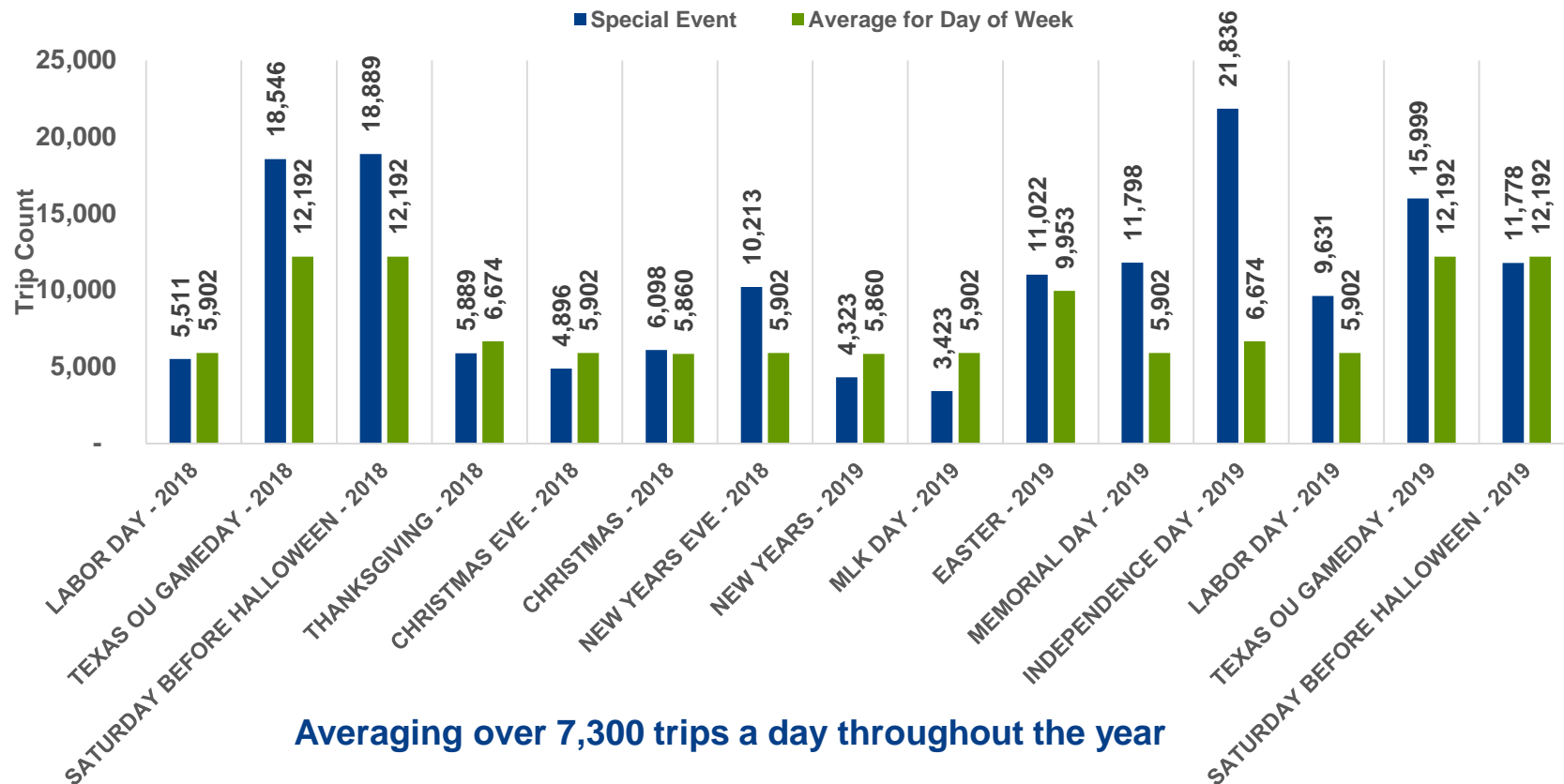
# 1. Background on the Dockless Mobility Program (continued)

Average Scooter Trips per Hour



# 1. Background on the Dockless Mobility Program (continued)

Trip Counts During Holidays or Special Events





# 1. Background on the Dockless Mobility Program (continued)

- Current Fees:
  - From October 2018 to February 2020 City of Dallas has actually collected \$139,328 from the Dockless Mobility program (Scooter only)
  - The funds are deposited in the City's general fund

Current Fee Structure	
Item	Fee
Annual application fee	\$ 808.00
Per unit annual fee	\$ 21.00
Per trip fee	N/A

## 2. Dockless Mobility Program Concerns

Internal and external stakeholders have identified 3 major concerns during this pilot program:

- A. Safety
- B. Compliance
- C. Infrastructure needs

## 2.A. Safety Concerns

### Dallas Safety Data Summary for Illustration Only - By Type and Severity

January 1, 2019 – December 31, 2019

Crash Data Source: Crash Records Information System (CRIS) by TxDOT(Reported Information

	Fatal	Injury	No Injury	Total	% of Crashes Injured	% of Crashes Fatal
<b>Vehicle Only Crashes</b>	97	11280	28275	39652	28.40%	0.2%
<b>Motorcycle Crashes</b>	14	275	69	358	76.80%	3.90%
<b>Cyclist Crashes</b>	3	125	16	144	86.80%	2.00%
<b>Pedestrian Crashes</b>	61	632	51	744	84.90%	8.20%
<b>Motorized Scooter Crashes</b>	*1	15	2	17	88.20%	5.80%
<b>Golf cart, Forklift, ATV Crashes</b>	0	6	5	11	54.50%	0.4%

Notes:

- Dallas Population (2019) 1.35 million, as reported by World Population Review
- Crash Data Source: Crash Records Information System (CRIS) by TxDOT
- Crash Data Extracted from CRIS on 2/25/2020 at 4:00 PM
- The statistics are preliminary and subject to change. (2019 crash data are validated in 2020)
- \*This number was not collected from CRIS.

## 2.A. Safety Concerns (continued)

- Between June 2018-December 2019, according to Baylor Scott and White Medical Center (in Deep Ellum area only)
  - 321 Emergency Visits
  - 47 Hospital Admissions
  - 58% are broken bone injuries
  - 43% are facial injuries
  - 35% are brain injuries
  - 13 Requiring ICU
  - 1 Death
- Contributing Factors
  - No helmet use
  - Consumption of Alcohol
  - Infrastructure conditions

City staff have been in contact with Baylor Scott and White Medical Center for updated regional injury data. Baylor is working on forming a regional committee of multiple medical organizations.

\*Data provided by Baylor Scott & White Medical Center (Deep Ellum location only)



## 2.B. Compliance Concerns

- Scooters are ridden in pedestrian-heavy areas such as Deep Ellum, CBD, and Uptown
- Scooters exist in parks and on trails
- Scooters are not being collected from unwanted places on a regularly scheduled basis
- Some scooters look abandoned and in bad shape



## 2.B. Compliance Concerns (continued)

- Clutter of scooters obstructing the sidewalks
- Disorderly parking
- Excessive number of units on one block
- Inoperable scooters on the street causing hazards
- The majority of the 311 service request submitted are for improperly parked scooters or obstruction concerns (90% of all calls and reports)



## 2.C. Infrastructure Concerns

- Uneven sidewalks, with potentially unsafe conditions for riders
- Road conditions, and lack of bike facilities in the street which potentially limit smooth rides
- Lack of lighting and visibility after-hours
- Limited designated scooter and bike parking locations and racks

### 3. Discussions with Operators and Stakeholders

- Staff has met with several Public Improvement Districts (PIDs) impacted by the scooter operations to discuss scooter-related issues and to obtain their feedback, including:
  1. Uptown Dallas, Inc.
  2. Downtown Dallas, Inc.
  3. Deep Ellum Foundation
- Staff also collected feedback from Greater Dallas Planning Council (GDPC).



### 3. Discussions with Operators and Stakeholders (continued)

Staff met with the scooter operators multiple times to address concerns. Some of the meeting dates are:

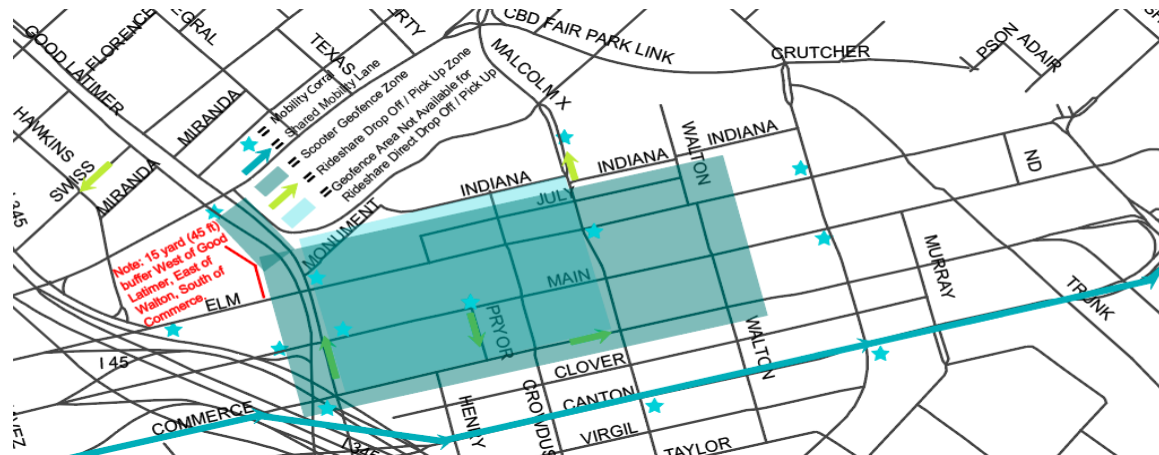
- October 17, 2019
- October 22, 2019
- October 23, 2019
- December 19, 2019
- January 16, 2020
- January 24, 2020
- February 6, 2020
- February 21, 2020

Topics of discussions were:

- Hours of operation
- “No Ride Zones”
- Data sharing with the City
- Enforcement
- Use of data vendor
- Numbering the units for each vendor
- Collaboration between the City, Operators and the PIDs
- Fee structure
- Disorderly parking concerns
- Limiting the number of operators in the city
- Community outreach
- Equitable distribution of fleet

# 3. Discussions with Operators and Stakeholders (continued)

- “No ride zone” area between 9:00PM and 4:59AM recommended by Deep Ellum Foundation and Dallas Police Department due to the following reasons:
  - Scooter riding while intoxicated
  - Scooter riders disobeying traffic laws such as riding the wrong way and two riders on one scooter
  - High pedestrian area
  - High vehicular traffic area



\*A letter from the Deep Ellum Foundation is available for your reference.

### 3. Discussions with Operators and Stakeholders (continued)

- Scooter vendors can “Geofence” this specific location and disengage any scooters or reduce speed digitally through their system
- Uptown Dallas, Inc. has also requested “No Sidewalk Riding” for certain areas (they are in the process of identifying the locations)
- Cities with “No Ride”, “Slow Ride”, or “Parking Zones” through geofencing:
  - Atlanta
  - Los Angeles
  - Charlotte
  - Denver
  - Portland
  - Sacramento

### 3. Discussions with Operators and Stakeholders (continued)

- No scooters shall be active or rentable outside of the allowed operational hours.
- Scooter operators shall share live (Mobility Data Specification-MDS) data with the vendor(s) contracted by the City
- Staff can activate an area to be a “No ride” zone for a special event or special circumstances with a notice to the operators
- These hours of operation and the zones will be digitally enforced through “Geofencing”, and any dockless scooters found in violation will be impounded by the City or its contracted vendor

# 3. Discussions with Operators and Stakeholders (continued)

- Any units in violation of chapter 43 section 43-168 & 43-169 will be impounded by the City or its vendors if the violation is not addressed within the agreed upon time
- Any units in violation of ADA Regulations, obstructing sidewalks, or causing a vehicular hazard, will be impounded if the violation is not addressed within the agreed upon time
- Staff and operators will collaborate and engage in community outreach to promote safety awareness for riders
- Operators will provide safety education to the riders and give out promotional safety gear (i.e. helmets) to the riders



### 3. Discussions with Operators and Stakeholders (continued)

- The proposed ordinance amendment will allow Parking Enforcement staff to issue citations for moving violations, which are currently handled by the Dallas Police Department
- If approved, Parking Enforcement staff will conduct periodic enforcement blitzes to ensure riders' compliance
- \$50 fee for impoundment, and \$25 daily storage fee after the first 48 hours will be charged to the operators to retrieve any impounded units

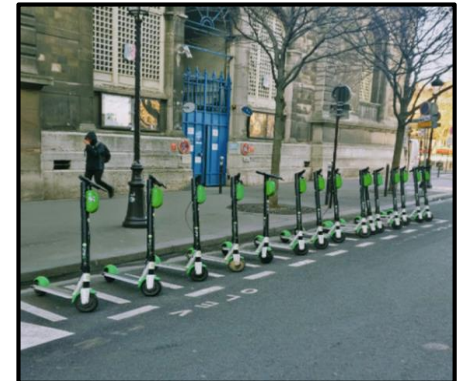
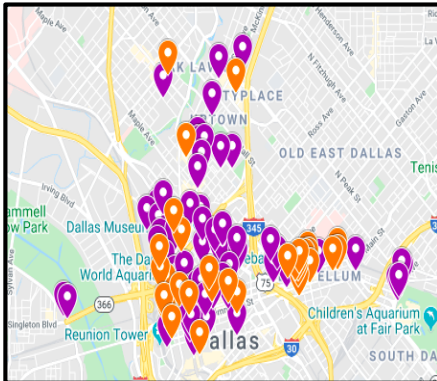
## 4. Staff's Efforts to address Concerns

- Staff installed 56 “No Sidewalk Riding” signs in the CBD and Deep Ellum area
- Parking Enforcement team is entering service requests (SR) and sending them to the operators to ensure compliance
- Staff is monitoring and auditing closed SRs to ensure SLA of 2 hours is met by the operators
- Staff is monitoring units deployed in the City right-of-way for proper maintenance and operability
- Parking Enforcement team is extracting all inoperable scooters from the right-of-way and informing the vendors for pickup



## 4. Staff's Efforts to Address Concerns (continued)

- City staff has identified over 100 locations throughout the Downtown, Deep Ellum, and Uptown areas for scooter and bike racks. Staff will collaborate with the PIDs and operator to start the installation process
- Parking locations were selected based on the following:
  - Trip origination data
  - Trip destination data
  - High scooter usage location data
  - Tourist attraction location
  - DART station





## 4. Staff's Efforts to Address Concerns (continued)

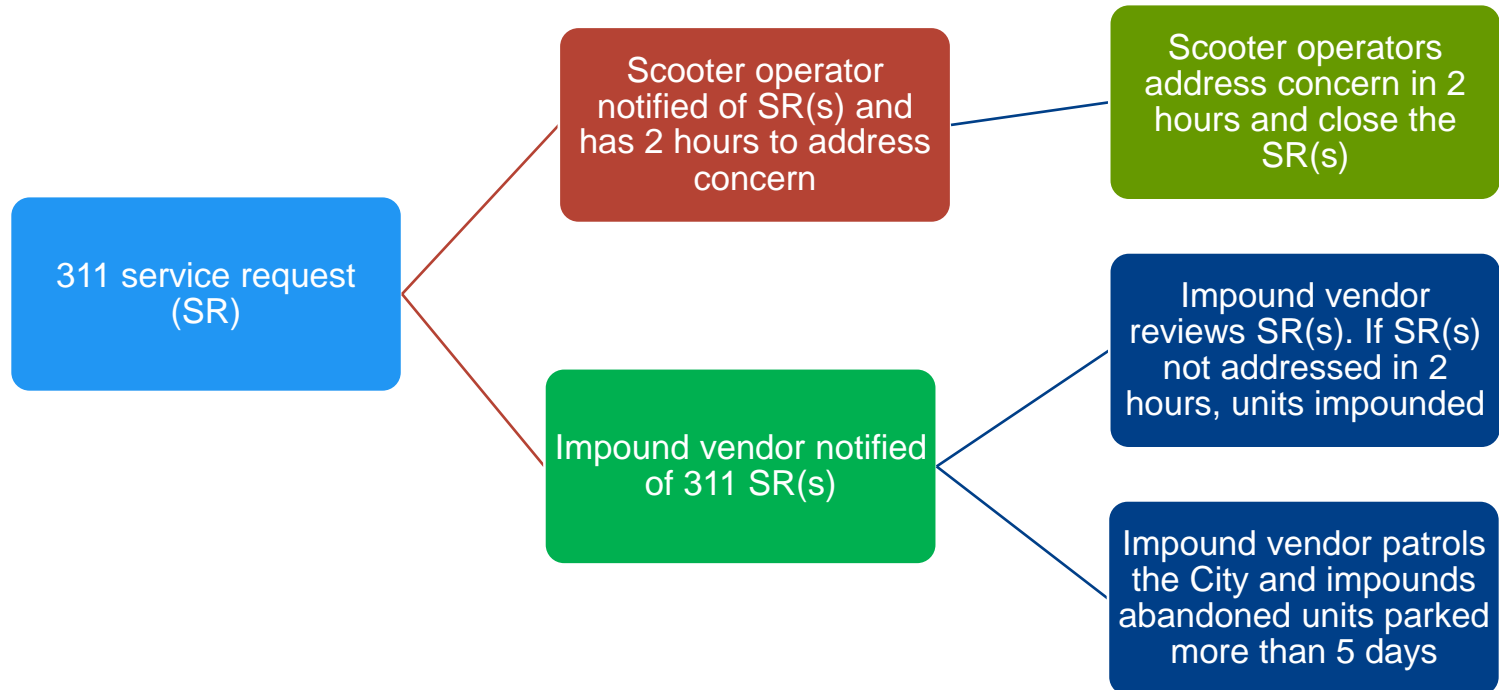
- Staff has started drafting three different RFPs to obtain:
  - Scooter operators
    - To limit the number of operators in the City
  - Data vendor(s)
    - To aggregate data from all operators
    - Run reports for staff
    - Ensure riders' and operators compliance
    - Help with digital enforcement
  - Scooter impound vendor
    - To impound/extract inoperable scooters from the right-of-way
    - Ensure proper maintenance and deployment of the fleet
    - Help staff with enforcement by impounding units that are out of compliance

## 4. Staff's Efforts to Address Concerns (continued)

- Staff has been working with the City Attorney's Office in developing the ordinance.
- Staff is working with vendors who will provide impound and data aggregation services to the City at no cost until the RFP processes are completed.
- Parking Enforcement team will impound and store out of compliance units until the impound vendor contracting process is completed.
  - In the event a successful impound vendor is not selected, Parking Enforcement will continue to impound and store units long-term and will conduct a full cost analysis to ensure the impoundment operation is self-sufficient.

## 4. Staff's Efforts to Address Concerns (continued)

- Typical SR(s) workflow for Operators and Impound vendors:



# 3. Staff's Efforts to Address Concerns (continued)

## Comparison with Other Cities

Name of the City	Hours of Operation	Fee Structure	Impound/Enforcement	# of Staff Dedicated to the Program	Sidewalk Riding
Dallas	24 Hours	\$808 application, \$21/vehicle	None	0	Yes in authorized area
Los Angeles	24 Hours	\$20,000 application, \$130/vehicle	Sanitation Division, LAPD	3-member admin team, data vendor and enforcement team	No
Atlanta	4:00 AM - 9:00 PM	\$12,000 application, \$200/vehicle	Solid Waste management group. Contracted vendor is being considered. PD	4-member admin team	No
San Antonio	24 Hours	\$500 application, \$20/vehicle	Parking Enforcement. PD	2-member admin team	No
Denver	Limiting HOO from 5 AM - 9 PM is being considered	\$15,000 application, \$30/vehicle	PD	N/A	No
Portland	N/A	\$500 application fee, \$80/vehicle, \$.05-\$.20/day and \$.25/trip,	N/A	3-member admin team, data vendor	No
Sacramento	24 Hours	\$4,440 application, \$136/vehicle, \$.10/trip	N/A	6-member admin team	No
San Diego	24 Hours	\$5,141, \$75/vehicle	Impound vendor. PD	4-member admin team	Yes in authorized area
Austin	24 Hours	\$30,000 application, \$30/vehicle	Impound vendor in consideration	N/A	Yes
Charlotte	5:00AM-9:00PM	Dynamic Parking fee	Digital enforcement vendor	2-member admin team	

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## 5. Recommendations

- Hours of Operation

- 5:00AM-11:30PM
  - Initial recommendation from staff was 5:00AM-10PM and the operators wanted 24 hours. A compromise was reached for the listed hours, but staff will seek City Council guidance based on comments from the Transportation and Infrastructure Committee.
- 5:00AM-9:00PM for Deep Ellum

- Maintenance

- An operator shall remove any inoperable dockless vehicle, or a dockless vehicle that is not safe to operate, from the right-of-way within 2 hours of notice from staff
- A dockless vehicle removed from the right-of-way in accordance with this subsection must be repaired before it is returned to service
- All operators to provide their maintenance process to staff
- All operators to provide a monthly maintenance log to staff
- A revision of SEC. 43-168.
- Operators shall add a unique device number on each unit for easy identification and maintenance record keeping purposes

## 5. Recommendations (continued)

- Equity Recommendations:
  - Operators to deploy a certain number of vehicles (decided by staff based on priority zones) in first-mile, last-mile and around other transit areas throughout the City
  - Operators to provide a cash option to unlock vehicles, such as PayNearMe program that allows riders to pay in cash at local stores
  - Operators to incentivize riders to park properly
- Enforcement Recommendations:
  - Amend Chapter 28 of the Dallas City Code to allow Parking Enforcement to enforce moving violations specific to scooters
  - Initiate RFP for Impound Vendor to extract out of compliance units from the City's right-of- way
  - Initiate RFP for Data Vendor to aggregate live data from scooter vendors to help with enforcement
  - In the interim, Parking Enforcement team will coordinate the enforcement for scooters

## 5. Recommendations (continued)

- Fee Recommendations

- The annual permit fee to be increased to \$1,000 from \$808
- Annual per vehicle fee to change to \$30 from \$21
- A per trip fee of \$.20
- Create a dedicated fund from the revenue to enhance the Dockless program and micro-mobility infrastructure

### Fee Comparison with Other Cities

Name of the City	Fee Structure
Dallas (Proposed)	\$1000 application fee, \$30/vehicle, \$.20 per ride
Los Angeles	\$20,000 application, \$130/vehicle
Atlanta	\$12,000 application, \$200/vehicle
San Antonio	\$500 application, \$20/vehicle
Denver	\$15,000 application, \$30/vehicle
Portland	\$500 application fee, \$80/vehicle, \$.05-\$.20/day \$.25/trip
Sacramento	\$4,440 application, \$136/vehicle, \$.10/trip
San Diego	\$5,141 application, \$75/vehicle
Austin	\$30,000 application, \$30/unit

## 5. Recommendations (continued)

- Several recommendations to address disorderly parking concerns:
  - Designated parking locations for certain areas/PIDs/CDs, to pick-up or drop off scooters. There is a fine for leaving a scooter outside the area and a “bounty” awarded to users who return scooter to a scooter parking location (Kelowna, British Columbia)
  - Certain block faces are prohibited from free-floating scooters (City of Aroura)
  - Certain blocks of the City require scooter re-balancing at the designated locations every 24 hours or less
  - Partnership with scooter operators to gradually implement and enforce designated scooter parking areas digitally
  - Staff and Scooter operators are notified of tipping events so that operators can address the issue immediately and align the scooter in proper way





## 6. Next steps

- City Council to review recommendations and authorize the amendment of the ordinance by March 31, 2020.
- Staff will continue to meet with the Operators over the next 2 weeks to share the latest pertinent information.
- Refine findings and recommend actions to bring back to full City Council by March 25, 2020

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# Appendix



## Los Angeles:

- Hours of Operations: 24 hours
- 11000-12000 permitted units (not confirmed)
- Top speed 15 mph
- No sidewalk riding
- \$20,000 annual application fee, \$130 per vehicle fee annually
- Sanitation Division impounds out of compliance units
- Los Angeles police department enforces rider compliance
- Side walk riding citation \$197

### Do not park:

- In front of driveways, crosswalks, and transit stops
- Near ADA access ramps
- Near utilities (such as fire hydrants)
- Along color curbs (such as Accessible Parking Zones-blue and Loading Zones-yellow)
- On landscaped areas or grass
- On sidewalks less than 3 feet wide
- Leave at least 6 feet of sidewalk space for pedestrians and persons with disabilities

## Atlanta:

- Hours of Operations: 4:00AM-9:00PM
- 12700 Permitted units
- Top speed 20 mph
- No sidewalk riding
- \$12,000 annual application fee, \$75 per vehicle fee annually, \$75 impound and \$25 storage fee per day
- The Department of Public Works will enforce appropriate parking of all devices and impounds out of compliance units (solid waste management team)
- Atlanta police department enforces rider compliance

### Parking:

- Leave 5 feet clear for walking
- Do NOT park on narrow sidewalks – keep riding until you find a good place to park
- Park at bike racks
- Park along the curb
- Park devices upright
- Do NOT block crosswalks, doorways, driveways, or anything else!
- Do NOT park at a Relay Bikeshare Station
- Do NOT park on vegetation or landscaping

## San Antonio:

- Hours of Operations: 24 hours
- 14,100 Permitted units
- Top speed 20 mph
- No sidewalk riding
- \$1000 annual application fee, \$20 per vehicle fee annually
- Parking enforcement impounds units out of compliance
- San Antonio police department enforces rider compliance

### Do not:

- Don't ride near pedestrians or on sidewalk.
- Don't park scooters in the way of pedestrians.
- Don't park scooters in the middle of sidewalks.
- Don't park scooters in bike lanes or streets.
- Don't leave scooters laying on the ground.

## Denver:

- Hours of Operations: HOO to 5 AM - 9 PM is being considered
- Top speed 20 mph
- No sidewalk riding
- \$15000 annual application fee, \$30 per vehicle fee annually
- Denver police department enforces rider compliance

## Portland:

- Hours of Operations: (unknown)
- Top speed 15 mph
- No sidewalk riding
- \$500 annual application fee, \$80 per vehicle annually, \$.05-\$.20/day and \$.25 per trip fee
- Portland police department enforces rider compliance

## Sacramento:

- Hours of Operations: 24 hours
- Top speed 20 mph
- No sidewalk riding
- \$4,440 annual application fee, \$136 per vehicle fee annually, \$.10 per trip fee
- Public works and the police department impounds units out of compliance
- Sacramento police department enforces rider compliance

Park in a secure, upright position at a bike rack or City designated drop zone. Bikes and scooters must be parked at bike racks or City designated drop zone. Drop zones

## San Diego:

- Hours of Operations: 24 hours
- Top speed 20 mph
- Sidewalk riding allowed on permitted areas
- \$5,141 annual application fee, \$75 per vehicle fee annually, \$.10 per trip fee
- Vendor impounds out of compliance units
- San Diego police department enforces rider compliance



## Austin:

- Hours of Operations: 24 hours
- Top speed 20 mph
- Sidewalk riding allowed
- \$30,000 annual application fee, \$60 per vehicle fee annually
- Austin police department enforces rider compliance

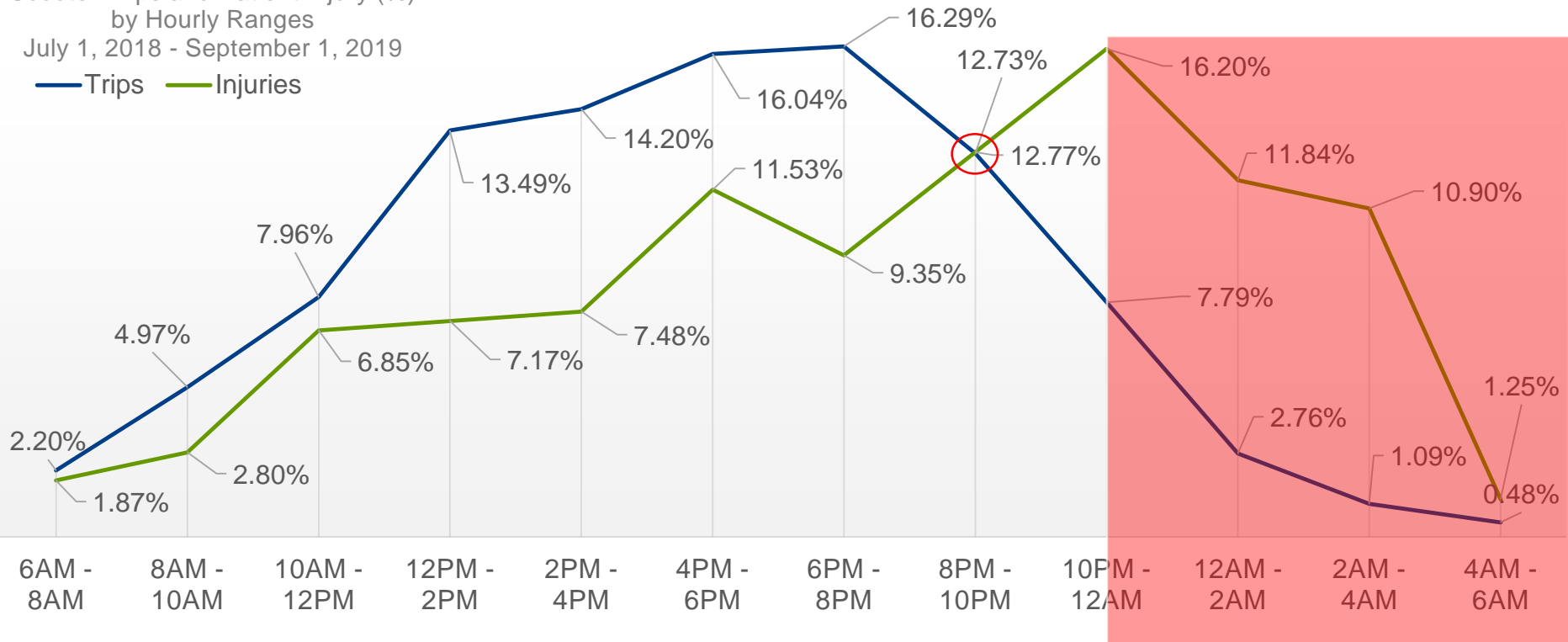
## Charlotte:

- Hours of Operations: 5:00AM-9:00PM
- Top speed 15 mph
- Sidewalk riding allowed
- Dynamic Parking fee
- Vendor impounds out of compliance units
- San Diego police department enforces rider compliance

City	Ordinance
Los Angeles	<a href="http://basic.cityofla.acsitefactory.com/sites/g/files/wph266/f/Final%20One-Year%20Dockless%20Permit.pdf">http://basic.cityofla.acsitefactory.com/sites/g/files/wph266/f/Final%20One-Year%20Dockless%20Permit.pdf</a>
Atlanta	<a href="https://www.atlantaga.gov/government/departments/shareable-dockless-mobility-devices">https://www.atlantaga.gov/government/departments/shareable-dockless-mobility-devices</a>
San Antonio	<a href="https://www.sanantonio.gov/Portals/0/Files/CCDO/Ordinance%202019-05-30-0426.pdf?ver=2019-07-01-163757-073">https://www.sanantonio.gov/Portals/0/Files/CCDO/Ordinance%202019-05-30-0426.pdf?ver=2019-07-01-163757-073</a>
Denver	<a href="https://www.denvergov.org/content/dam/denvergov/Portals/705/documents/permits/Dockless-Mobility-Pilot-Permit-Program-Overview_June2018.pdf">https://www.denvergov.org/content/dam/denvergov/Portals/705/documents/permits/Dockless-Mobility-Pilot-Permit-Program-Overview_June2018.pdf</a>
Detroit	<a href="https://detroitmi.gov/sites/detroitmi.localhost/files/2018-10/Dockless%20Scooters.pdf">https://detroitmi.gov/sites/detroitmi.localhost/files/2018-10/Dockless%20Scooters.pdf</a>
Sacramento	<a href="http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Transportation/Active-Transportation/Shared-Rideables-Permit-Application-2019v.pdf?la=en">http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Transportation/Active-Transportation/Shared-Rideables-Permit-Application-2019v.pdf?la=en</a>
San Diego	<a href="https://docs.sandiego.gov/council_reso_ordinance/rao2019/O-21070.pdf">https://docs.sandiego.gov/council_reso_ordinance/rao2019/O-21070.pdf</a>
New York	<a href="https://nycdotbikeshare.info/">https://nycdotbikeshare.info/</a>
Austin	<a href="https://library.municode.com/tx/austin/ordinances/code_of_ordinances?nodeId=964446">https://library.municode.com/tx/austin/ordinances/code_of_ordinances?nodeId=964446</a>
Hoboken	<a href="https://www.hobokennj.gov/resources/electric-scooters">https://www.hobokennj.gov/resources/electric-scooters</a>
Portland	<a href="https://www.portlandoregon.gov/citycode/article/690212">https://www.portlandoregon.gov/citycode/article/690212</a>

Scooter Trips and Patient Injury (%)  
by Hourly Ranges  
July 1, 2018 - September 1, 2019

— Trips — Injuries



12.12% of ridership  
40.19% of the accidents

\*Data provided by Baylor Scott & White Medical Center (Deep Ellum location)