

AN ORDINANCE

2019-02-14-0111

AMENDING ARTICLE XIX, CHAPTER 19 OF THE CITY CODE OF SAN ANTONIO, TEXAS, TO LIMIT THE HOURS OF OPERATION OF DOCKLESS VEHICLES AND REQUIRE DAILY PICKUP, AND TO ALLOW REMOVAL OF VEHICLES PARKED IN PROHIBITED AREAS WITHOUT WARNING

* * * * *

WHEREAS, the San Antonio City Council passed an ordinance regulating dockless vehicles on October 11, 2018, Ordinance Number 2018-10-11-0803, which has been made part of the City Code of San Antonio, Texas as Chapter 19, Article XIX, Sections 19-660 - 19-669; and

WHEREAS, this ordinance established a pilot program for the operation of these new types of vehicles so city staff could study and determine the effects and issues related to their operation; and

WHEREAS, City staff has identified issues with the operation of dockless vehicles and provided proposed revisions to the Dockless Vehicle Pilot Program to the City Council Transportation Committee on January 22, 2019; **NOW THEREFORE**:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

SECTION 1. That CHAPTER 19, "MOTOR VEHICLES AND TRAFFIC" of the City Code of San Antonio, Texas, Article XIX, Motor-Assisted Scooters, Electric Bicycles, and Bicycles Equipped with GPS, is hereby amended by adding Section 19-661(e), and Sections 19-664(f)(4) and (h).

ARTICLE XIX. - MOTOR-ASSISTED SCOOTERS, ELECTRIC BICYCLES, AND BICYCLES EQUIPPED WITH GPS

Sec. 19-661. - Operation, parking, and required equipment of motor-assisted scooters, electric bicycles, and bicycles equipped with GPS.

(e) Dockless vehicles may not be operated between the hours of 11:00 p.m. and 6 a.m., and permit holders shall make dockless vehicles inoperable during these hours.

Sec. 19-664. - Dockless vehicle operations.

(f) Notices of violations or broken vehicles:

(4) City staff, and other persons authorized by city staff, including but not limited to Centro San Antonio and any other identified partners, may remove dockless vehicles parked in prohibited areas, dockless vehicles blocking ADA facilities, or dockless vehicles located within areas identified consistent with Section 19-664(h), in violation of this article, or that are identified as broken, immediately and without notice of violation to a permit holder, in which case the city may not impose an impound fee.

...

(h) Notwithstanding the above, the Director has the authority to identify areas where vehicles must be removed to accommodate special events, construction, and maintenance work performed by the Downtown Public Improvement District. The Director shall have the authority to establish the time for any required removal and any subsequent deployment.

SECTION 2. The Director is authorized to implement a moratorium on new permits for participation in the Dockless Vehicle Pilot Program, effective January 22, 2019, as approved by the City Council Transportation Committee on that date.

SECTION 3. Funds generated by this ordinance will be deposited into Fund 11001000, Internal Order 219000000000 and General Ledgers 4202420 for semiannual business permits and 4202966 per semiannual for each dockless vehicle.

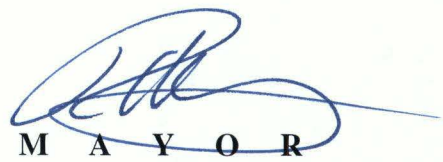
SECTION 4. Should any article, section, part, paragraph, sentence, phrase, clause, or word of this Ordinance, for any reason, be held illegal, inoperative, or invalid, or if any exception to or limitation upon any general provision herein contained be held to be unconstitutional or invalid or ineffective, the remainder shall, nevertheless, stand effective and valid as if it had been enacted and ordained without the portion held to be illegal, inoperative, unconstitutional, invalid or ineffective.

SECTION 5. The publishers of the City Code of San Antonio, Texas are authorized to amend said code to reflect the changes adopted herein and to correct typographical errors and to format and number paragraphs to conform to the existing code.

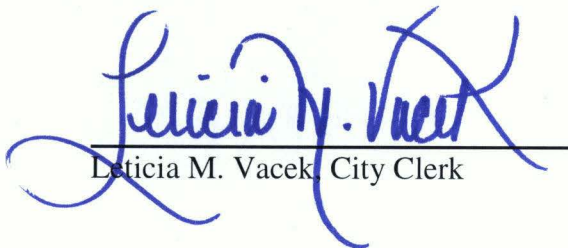
SECTION 6. The City Clerk of the City of San Antonio is hereby directed to publish notice of this ordinance as required by the Charter of the City of San Antonio and the laws of the State of Texas.

SECTION 7. This ordinance shall take effect five days following the date of the publication provided for above.


PASSED and APPROVED this 14th day of February, 2019.


M A Y O R
Ron Nirenberg

ATTEST:


Leticia M. Vacek, City Clerk

APPROVED AS TO FORM:


Andrew Segovia, City Attorney

Agenda Item:	4						
Date:	02/14/2019						
Time:	11:46:18 AM						
Vote Type:	Motion to Approve						
Description:	Ordinance approving amendments to the six month Dockless Vehicle Pilot Program. [Lori Houston, Assistant City Manager; John Jacks, Director, Center City Development and Operations]						
Result:	Passed						
Voter	Group	Not Present	Yea	Nay	Abstain	Motion	Second
Ron Nirenberg	Mayor		x				
Roberto C. Treviño	District 1		x			x	
Art A. Hall	District 2		x				x
Rebecca Viagran	District 3		x				
Rey Saldaña	District 4		x				
Shirley Gonzales	District 5			x			
Greg Brockhouse	District 6		x				
Ana E. Sandoval	District 7		x				
Manny Pelaez	District 8		x				
John Courage	District 9		x				
Clayton H. Perry	District 10		x				

February 14, 2019
City Council A Session
Item #4

Amendments to the Dockless Vehicle Pilot Program

John Jacks

Director, CCDO



WHY A PILOT

- A rapidly changing industry
- Uncertain market demand
- Opportunity to monitor a less restrictive regulatory approach
- Provided experience working with many providers (valuable should city consider a competitive process)



Pilot Program Development & Permitting

Development of 6 Month Pilot

Public Input Process:

- Approx. 150 people attended public meeting
- Survey with 4,400 responses
- Public Hearing at City Council

Transportation Committee: August 20th

B Session: September 12th

A Session: October 11th

JUMP



2,000



2,000



4,500



2,000

Lime

4,000



1,000

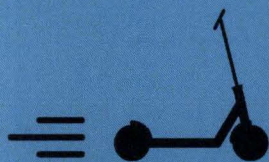


100



500

RIDERSHIP & DEPLOYMENT



1.421 million total rides

242,654 rides in January

0.735 miles Avg ride distance (Jan)

5,916 Vehicles deployed daily (Jan)

November
279,665

December
300,101

January
242,654



SUMMARY OF ADOPTED REGULATIONS

Riding

- Must be 16 years or older
- Scooters allowed on sidewalks (does not apply to ebikes)
- Helmets encouraged, but not required
- Must follow traffic laws

Parking

- 3' clearance for pedestrians
- May not curb block ramps
- 8' from business entrances and driveways
- Buffer from bus stops (15')

Prohibited Areas

- River Walk, park trails, creek ways, and in parks and plazas
- Parking and deployment is also prohibited in these areas

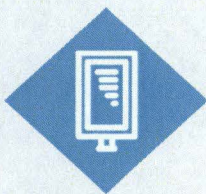
Permit Fees

Permits valid for
6 months

\$500 application fee
\$10 permit fee per vehicle

Projected Revenue for
6-month pilot: \$154,500

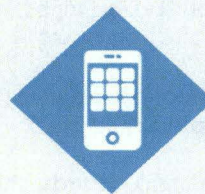
EDUCATION & OUTREACH



PSA's, Rack Cards,
Posters, Kiosks, Morning
Shows, Social Media,
Radio Spots



Pavement decals and
dedicated parking areas

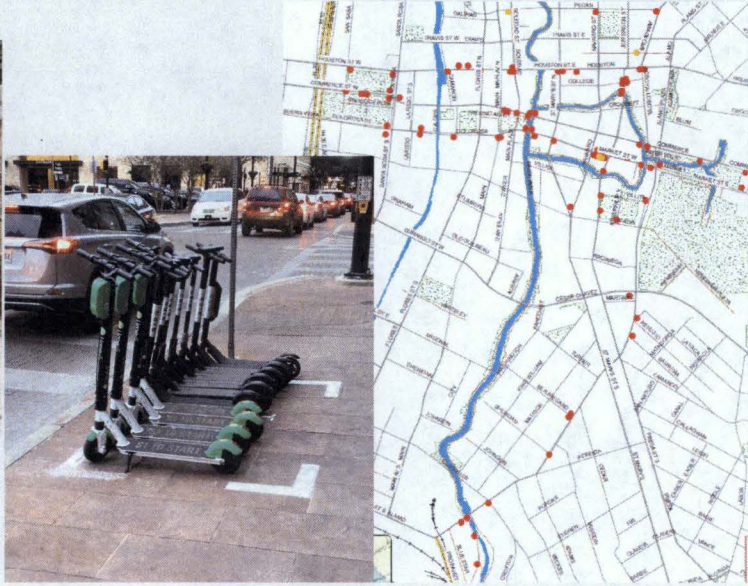


Added to the 311 App



Public Survey

DEDICATED PARKING AREAS & DECALS



EARLY SURVEY RESULTS

2,863 Survey Responses



- The #1 reason riders use dockless vehicles**
- 20.9%** **Work-based trips** (trips to, from or for employment related purposes)
- 6.7%** **School-based trips** (trips to, from or for school-related purposes)
- 10.6%** **Running errands, shopping for food, and other appointments**
- 42.6%** **For fun, exercise or other recreational trips** (i.e., going somewhere without a specific destination)
- 19.2%** **To go out** to eat at a restaurant, see a movie or show, or other entertainment trip

EARLY SURVEY RESULTS

2,863 Survey Responses

- 67.1%** E-scooters are often parked in my way
- 75.2%** Dockless vehicle riders do not obey traffic laws like stopping at stop lights
- 81.3%** Dockless vehicles look cluttered in some areas
- 74.1%** I have concerns about dockless vehicle safety
- 66.4%** Dockless vehicles are in prohibited areas (the River Walk, Alamo Plaza, park trails and paths, etc.)

Would you like there to be more or fewer vehicles?

- More **13.8%**
- Fewer **62.9%**
- The amount we have is fine **21.6%**

9

ENFORCEMENT



Parking Enforcement and Ambassadors have corrected approx. **20,500 scooters**



Impoundments: 70 scooters

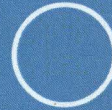


1,307 violations reported to 311

398 of these violations reported via the 311 App



4 dedicated enforcement staff to address parking + deployment violations



Implementation of SAPD overtime shifts for greater enforcement

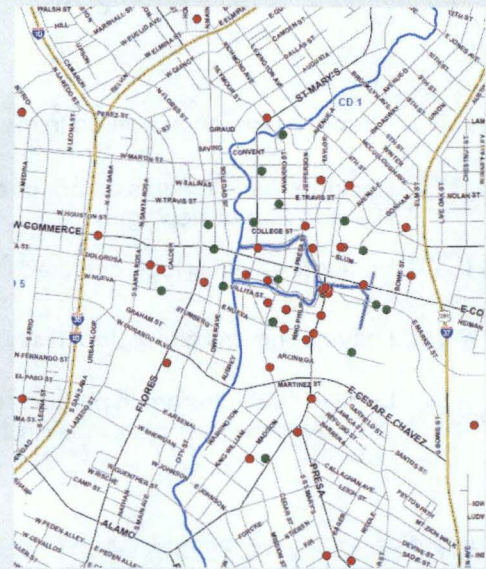
10

REPORTED INJURIES



93 Injuries
Reported to
EMS

40.6% of
Reported
Injuries occur
between
11PM - 4AM



ISSUES IDENTIFIED

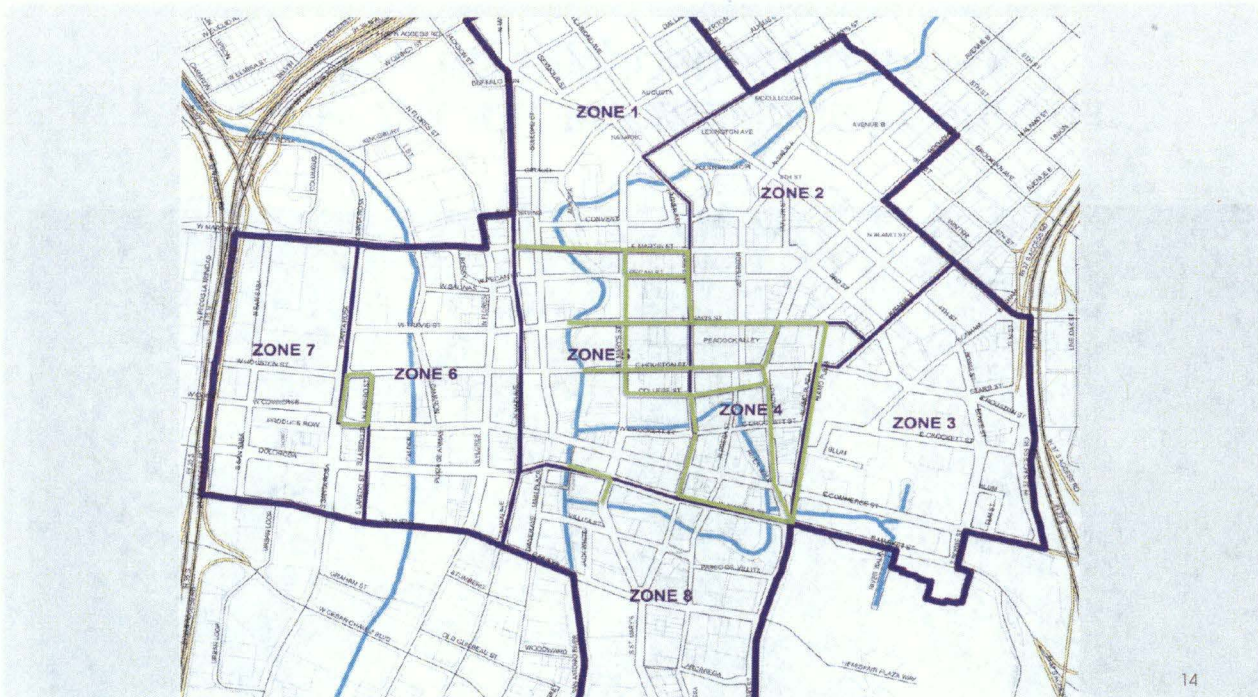
- Riding, parking, and deployment in prohibited areas – especially Alamo Plaza and River Walk
- Underage riding
- Multiple people on a scooter (sometimes adult and child)
- Accidents
- Deployment in violation of the ordinance (blocking sidewalks + curb ramps)
- Event impacts
- Vehicles not picked up at night
 - Impacts PID maintenance schedule

MID-POINT AMENDMENTS

Transportation Committee Endorsed Program Changes for the Pilot Program

- Impose hours of operation from 6 AM to 11 PM.
 - Intended to reduce late night accidents identified in EMS data
- Grant CCDO director authority to identify areas where scooters must be temporarily removed for the purpose of:
 - PID maintenance,
 - Avoiding construction conflicts
 - Preventing issues with special events
- Vehicles parked in prohibited areas may be collected without warning. The impoundment fee will not apply.
 - City staff, Centro, and identified partners will be authorized to remove vehicles
- Council ratification of the permitting moratorium implemented after Transportation Committee
- Encourage the use of designated parking zones.

13



14

ONGOING DATA ANALYSIS

Mobility Data
Specification (MDS)
Through API



Obtained Mobility data set from Razor & Lime

Ongoing Analysis:

- Vehicles that go untouched throughout the day
- Are rides replacing car trips
- Route information to inform potential infrastructure needs
- What is driving usage?
- Which prohibited areas are being ridden in?
- Which geofencing techniques are reducing rides through prohibited areas

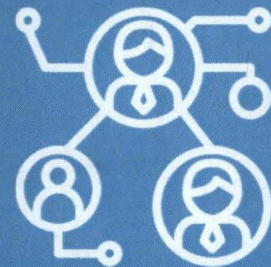
Accident Information:

- Time of day for accidents
- Areas where there are multiple accidents

35

GATHERING INFORMATION FOR FUTURE AMENDMENTS AFTER THE PILOT

- Data Gathering & Analysis
- Public Survey
- Stakeholder + Public Engagement
- Monitor the approach of peer cities
- Evaluate permit fees
 - Support infrastructure improvements
 - Expanded enforcement
 - Dedicated staff for administration



36

POTENTIAL AMENDMENTS AFTER THE PILOT

- Increase permit fees and application fees to cover greater enforcement and infrastructure
- Require vehicles to slow down or stop when entering a prohibited area
- Company to prevent users from ending rides in a prohibited area
- Vendors must require a photo of the parked vehicle prior to terminating a ride
- Consider a prohibition on sidewalk riding
- Require deployment in designated corrals for sensitive areas of the CBD
- Establish a maximum speed for vehicles

17

POTENTIAL AMENDMENTS AFTER THE PILOT

- Establish a maximum speed for vehicles
- Require greater data access and reporting
- Reasonable limits on the number of vehicles to be permitted
- Select authorized providers through an RFP process

18

SENATE BILL 549

Proposes Amendments to Sec. 551.351 of the Transportation Code
Related to Motor Assisted Scooters

- Requires a drivers license and establishes a state-wide minimum age of 16 yrs old
- A person may not use a motor-assisted scooter to carry more than one person
- Sets a state-wide maximum speed of 15 mph
- A person may not park a motor-assisted scooter in a manner that obstructs a roadway, path, or sidewalk

19

February 14, 2019
City Council A Session
Item #4

Amendments to the Dockless Vehicle Pilot Program

John Jacks
Director, CCDO

