Proposed changes to the Dockless Bike Share Ordinance

City Council
Workshop Item #6.1

CITY OF COLLEGE STATION
PLANNING & DEVELOPMENT

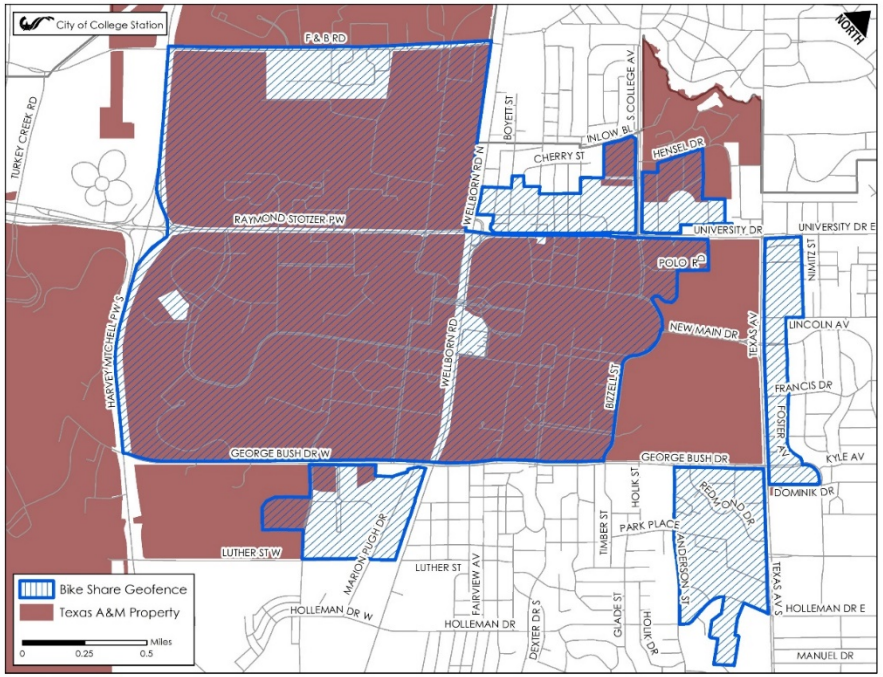
Overview

- Background on the Dockless Bikeshare Program
- Changes since adoption
- New term – micromobility
- Shared electric micro-vehicles
- How to manage and regulate?

Background

- Ordinance adopted in 2018 in response to TAMU bikeshare program
  - Requires an annual permit to operate in the City for short-term bike rentals
  - "Dockless" technology model – bikes can park anywhere
  - Requires a geofence
  - Currently doesn't allow electric scooters or other electric modes of transportation

- Veoride - Current TAMU Operator
  - Since launch in 2019:
    - Rides: 1.1 million
    - Riders: 67,000
    - Miles: 895,000
  - Current Geofence:



Since adoption of Dockless Bikeshare Ordinance …

- Parking changed to a “lock-to” system
  - To manage bikes being left everywhere and in undesirable locations
  - End ride with bike locked to a bike rack and a picture to verify
  - Fines and suspension for repeat offenders
- Veoride introduced electric sit-down scooters (called the Cosmo)

675 Cosmos

1250 pedal bikes

- Blue Duck introduced electric stand-up scooters in Midtown

Micromobility

- A range of micro-vehicles
- Human-powered or electric
- Privately owned or shared
- Low speed – less than 20 MPH

Shared Electric Micro-vehicles

Should they be allowed in the City?

- Pros:
  - Convenient alternative to human-powered micro-vehicles or cars for short distances
  - Expand the area riders can easily travel without a car
  - Potentially help alleviate traffic congestion
  - Veoride

	Bike	Cosmo
Rides per day	1.5	3.7
Avg. distance (in miles)	.66	1.8

- Cons:
  - Safety concerns with stand-up scooters
    - Less stable and controllable than bicycles and sit-down scooters
    - Small wheel size is more sensitive to road conditions (potholes, uneven pavement, etc.)
    - TAMU doesn't allow stand-up scooters on campus
    - Crash and Injury data is limited

- Things to consider:
  - Electric micro-vehicles will be hard to regulate without changes to current ordinance
  - Additional micro-vehicles may require more staff resources to enforce new regulations if not followed by users

How to Manage and Regulate?

Parking

- "Dockless" system – bikes left anywhere
  - Pros
    - Easy to use
  - Cons
    - Creates hazards – block pedestrian access especially for people with disabilities; driveways, etc.
    - Creates clutter
    - Encourages misuse

- "Lock-to" system – locked to a bike rack
  - Pros
    - Fewer hazards - don't block pedestrian access
    - Easier to fine offenders and correct behavior
  - Cons
    - Limited bicycle parking off-campus
    - Limited bicycle parking for personal bikes
    - Restricts changes to the geofence based on available parking especially in neighborhoods

How to Manage and Regulate?

- Specify types of micro-vehicles allowed
  - Sit-down vs. Stand-up scooters
  - Scooter wheel size (large vs. small)

- Define the service area
  - Texas law only allows e-scooters on roads with a speed limit of 35 MPH or less
  - TAMU has an exclusive contract with one company (currently Veoride)
  - Allow everywhere vs. Pilot program/location
- Consider Fleet-size
  - Limit total number of micro-vehicles allowed per company
  - Limit based on # of rides per day

Bicycle, Pedestrian, and Greenways Advisory Board

- Allow shared electric micro-vehicles - Yes
- Parking - Require a “Lock-to” system
- Type
  - Most preferred larger wheel size vs smaller for scooters
  - Most preferred stand-up scooters vs. sit-down scooters
- Service Area
  - Concerns with some neighborhoods not having access depending on geofences

Ordinance Amendment?

- Allow shared electric micro-vehicles?
- Change Parking?
  - "Dockless" or "Lock-to" system
- Specify Types to Allow?
  - Sit-down vs. Stand-up scooters
  - Scooter wheel size (large vs. small)
- Define Service area?
  - Everywhere vs. Pilot program/location
- Consider Fleet-size?
  - Limit total number of micro-vehicles allowed per company
  - Limit based on # of rides per day