Dockless Mobility Pilot Permit Program

INC Transportation Committee

July 12, 2018
Dockless Mobility Vehicles

• Vehicles utilizing onboard technology that allows a user to check out a vehicle remotely throughout the day from public right of way.

• Examples include bicycles, e-bikes, e-scooters, and whatever is next (single wheel e-skateboards, taxi drones, etc.)
Dockless Mobility Vehicles

• Current ordinance classifies scooters as “toy vehicles”
  – Toy vehicles are required to ride on sidewalk
  – No scooters in bike lanes
  – Coordinating with DPD on enforcement
  – All vehicles must always yield to pedestrians

• Bicycles/E-Bicycles are to ride in bike lanes per ordinance guidance on location/speed
  – E-Bicycles cannot use Parks’ maintained trails
No Ride/No Parking Zones

• Parks –
  – No scooters/motorized vehicles allowed within Parks, on Park’s roads, or on Parks maintained trails
  – E-bicycles are allowed on Parks’ roads but not on Parks maintained trails

• 16th Street Mall

• These and other areas will be made known to permittees who will be required to communicate these to users through app/education.
Vision for Dockless Mobility Pilot Permit Program

• Test new innovations and their ability to meaningfully meet Citywide mobility goals

• Integrate new services seamlessly with City’s transportation system
Dockless Mobility Pilot Permit Program

- Permits during pilot will be issued through the Transit Amenity Program (TAP)
  - Permits the placement of amenities at transit stops to encourage use of public transportation
  - The TAP program allows for pilots to test innovative strategies
  - Will create two distinct permit types
    1. Bicycles/E-Bicycles
    2. Scooters/Other
• CCD will be issuing one-year, revocable permits for the pilot

• Pilot program will adjust based on feedback and performance
Initial Phase of Pilot

• Bicycle/E-Bicycle Permits
  – Maximum 5 operators
    • Initial fleet size of 400 vehicles
    • Option to increase to 500 if 100 are committed to designated “opportunity areas.”

• Scooters/Other
  – Maximum 5 operators
    • Initial fleet size of 250 vehicles
    • Option to increase to 350 if 100 are committed to designated “opportunity areas.”
• Vehicle fleet size may be adjusted at any point during the pilot period

• Adjustments will be determined based on utilization data, performance and operational outcomes
Operator Requirements

- All vehicle types permitted will be required to have a unique ID, which will be reported to CCD
- All vehicle types will be required to have a sticker or element designating them as part of CCD program
- Operators will be required to make vehicles available at transit/bus stops
• Painted parking zones will be required within designated target areas

• Permittees will be responsible for painting dockless parking zones at transit areas
Coordination with RTD for LRT Stations on RTD Property

• Bulk of transit stops fall within public right of way – but some fall on RTD property (i.e. many LRT stations)
  – CCD will continue to coordinate with RTD on pilot program
  – RTD is developing license requirement for operators to access/store vehicles on RTD property
  – More information on license will be available in coming weeks and will be coordinated directly with RTD
Rebalancing Requirements

• The operators are expected to rebalance vehicles back to transit stations continuously.

• A hard reset is required prior to each morning so that all vehicles start the day at a transit stop.

• Permittees encouraged to incentivize users to return vehicles to identified locations as well as provide clear parking information in app.
• Bicycle/E-Bicycle Permit
  – $150 application fee
  – $15,000 permit fee
  – $20/vehicle towards endowment fund

• Scooter/Other Permit
  – $150 application fee
  – $15,000 permit fee
  – $30/vehicle towards endowment fund
Questions?