

# SHARED ACTIVE TRANSPORTATION SYSTEM MANAGEMENT

City of Winston-Salem Public Works Committee

November 20, 2018



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# STATE STATUTES

- Street Riding
  - Motorized scooter definition
    - Bird has requested the state legislature to define motorized scooters to confirm they are not mopeds or other vehicles
  - Exemption from registration based on definition as non-vehicles
  - Municipalities may regulate time, place, and manner of use



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# MANAGEMENT OPTIONS

Option 1: Permit application process open to all SATS companies

Option 2: Request for Proposals (RFP)



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## EXISTING LOCAL ORDINANCES

- Sec. 42-88. - Driving on sidewalk.
- It shall be unlawful for any person to drive a motor vehicle, moped, motorized scooter, mini motorcycle, all terrain vehicle, or similar motorized conveyance on any sidewalk except at a permanent or temporary drive. Persons may ride bicycles and mobility impairment transportation devices such as wheel chairs on the sidewalk provided that the bicycle or device is operated in a manner and at speeds which do not interfere with or endanger others use of the sidewalk.



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## EXISTING LOCAL ORDINANCES

- Sec. 42-85. - Operation of motor vehicles in public parks and other publicly owned areas.
- It shall be unlawful to operate any motorcycle, motorbike, motor scooter, motorized go-cart or other motor vehicle in or on any public park, public recreation area, public school grounds or other publicly owned property within the corporate limits of the city or in or on any such property owned by the city outside the corporate limits of the city, except on the streets, parking areas or other public ways designed and intended for motor vehicular use; provided, however, that this prohibition shall not apply to:



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# DEFINITIONS (PROPOSED)

- Motorized Scooter
- Bicycle
- Device Operating Area
- Rebalance
- Shared Active Transportation System (SATS)
- Shared Device



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# LOCAL ORDINANCES – DEFINITION (PROPOSED)

- Motorized scooter definition from the City of Durham
  - A vehicle that is steered by a steering handle, designed to be stood upon by the operator while the vehicle is in operation, and powered by a motor capable of propelling the vehicle at a speed no greater than 18 miles per hour on a level surface; and whose wheels have diameters of ten inches or less.
- Motorized scooter non-vehicle definition from National Highway Traffic Safety Administration (NHTSA)
  - The following scooters or scooter-like vehicles are not “motor vehicles” that must be manufactured to comply with all applicable FMVSS [Federal Motor Vehicle Safety Standards] and be so certified to be lawfully imported in the United States:
    - Scooters lacking seats that are operated in a stand-up mode.
    - Scooters that are incapable of a top speed of 20mph or greater.



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# AUTHORIZATION (PROPOSED)

- Unlawful to operate SATS in Winston-Salem without authorization from the city



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# SIDEWALKS (PROPOSED)

- Bicycles and electric assisted bicycles
  - Follow existing bicycle ordinance, which prohibits riding on downtown sidewalks, but allows riding on sidewalks elsewhere in the community as long as cyclists yield the right-of-way to pedestrians and give an audible signal before passing.
- Motorized scooters
  - Prohibit the operation of motorized scooters on sidewalks



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# GREENWAYS (PROPOSED)

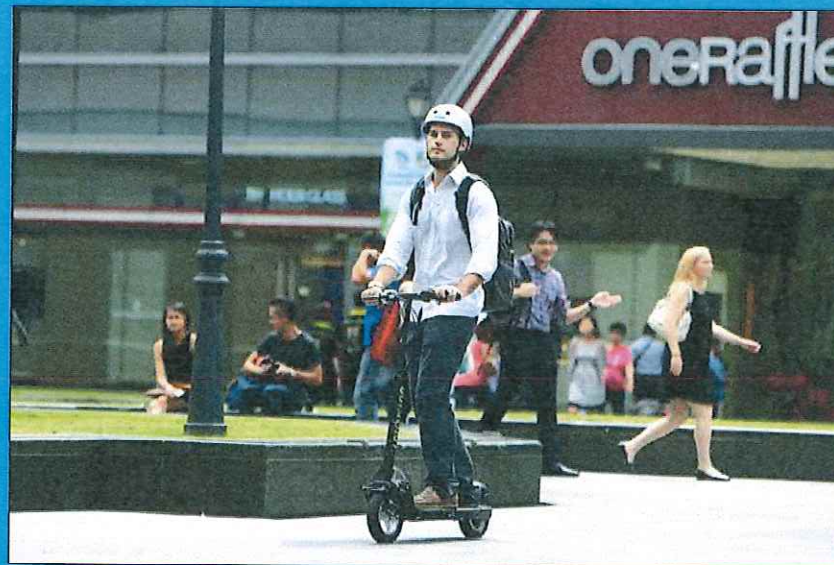
- Greenways
  - Prohibit the operation of motorized scooters on trails and greenways



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# BASIC SAFETY REQUIREMENTS (PROPOSED)

- Motorized scooters shall not be ridden by anyone under the age of 18
- Person operating motorized scooters must wear a helmet



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# OTHER SAFETY REGULATIONS (PROPOSED)

- Require SATS companies to implement programs to educate customers on safe operation of devices and local laws applicable to their operation

## Rules of the Road

- You must be 18+ years old with a valid driver's license
- Bird is fun with friends, but only one rider per Bird is permitted
- Follow all traffic rules including street signs and stop signs
- Use caution at crosswalks



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# PARKING (PROPOSED)

- SATS companies and device customers shall not park devices in such a way as to impede the flow of traffic on streets or sidewalks
- Placement of designated parking areas could be managed through the city's encroachment agreement process
- Dockless shared device parking areas could be designated by pavement markings, though customers would be able to park elsewhere



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## PARKING (PROPOSED)

- All devices to be collected or disabled every night before 9:00pm.
- All devices to be placed in designated parking areas and enabled every morning after 6:00am.
- All devices to be parked upright
- Responsiveness to complaints of inappropriate usage and parking
  - 6am – 9pm weekdays, except holidays: 1 hour
  - All other times: 10 hours
- SATS companies must provide a method for identifying customers who park illegally, contacting them, and restricting their membership if necessary



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## PARKING (PROPOSED)

- Bicycles to be removed before being parked in the same location for more than seven consecutive days
- Motorized scooters to be removed before being parked in the same location for more than seventy-two consecutive hours
- All inoperable or unsafe devices shall be removed within 24 hours



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# CUSTOMER SERVICE (PROPOSED)

- SATS companies must provide the following:
  - city-specific website that explains terms of service, including user instructions, privacy policies, and all fees, costs, penalties, and unexpected charges in languages as city requests
  - Physical presence in the city with a local support team
  - 24/7 customer service support with phone number on all vehicles, signs, and racks
  - Protocols for extreme weather, emergencies, special events, maintenance, and construction



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# EQUIPMENT STANDARDS (PROPOSED)

- Devices must:
  - Meet standards established in Code of Federal Regulations (bicycles)
  - Comply with applicable equipment and vehicle registration requirements in state statutes (electric assisted bicycles and motorized scooters)
  - Prominently display SATS company contact information on all devices
  - Provide GPS capability
  - Display a unique serial number



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# LIABILITY (PROPOSED)

- Insurance requirements
- Indemnification for city
- Performance bond



## FEES (PROPOSED)

- Permit fee
  - \$1,000
- Per unit fee at launch
  - Motorized scooter: \$100
  - Electric assisted bicycle: \$50
  - Bicycle: \$25
- Relocation/Removal fee when completed by city
  - \$50
- Annual permit renewal: \$500



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# LOCATION RESTRICTIONS (PROPOSED)

- Use geofencing to prevent rides and parking in restricted areas determined by city
- SATS companies to communicate with customers at the end of a trip when the device has been operated in a restricted area
- Speed governance in restricted areas



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## EQUITY (PROPOSED)

- SATS companies shall not restrict operation to only certain geographic areas unless approved by city
- SATS companies shall not discriminate against low and moderate income people
- SATS companies shall deploy and maintain sufficient number of shared devices to satisfy demand within census tracts of low and moderate income areas
- SATS companies shall implement programs to reduce barriers to low-income persons without smart phones or credit cards



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## DATA SHARING (PROPOSED)

- Purpose: To support safe, equitable, and effective management of SATS
- Customers
- Trips
  - Frequency
  - Location
  - Device type
- Crashes
- SATS companies shall communicate to prospective customers that this data will be collected and shared with the city. Use NACTO privacy standards to protect customer information.



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# PROCESS AUDIT (PROPOSED)

- Photo Identification
- Photos of parking
- Responsiveness to complaints
- Operation during permitted times
- Charger training, practices, etc.
- Maintenance
- Restricted areas



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