

## Legislation Details (With Text)

<b>File #:</b>	ROGC 18-681	<b>Version:</b>	1
<b>Type:</b>	Rules Committee Reviews, Recommendations and Approvals	<b>Status:</b>	Agenda Ready
<b>File created:</b>	12/6/2018	<b>In control:</b>	Joint Meeting for the Rules and Open Government Committee and Committee of the Whole
<b>On agenda:</b>	12/12/2018	<b>Final action:</b>	
<b>Title:</b>	Micromobility Permits: Prompting Innovation for Safer Streets (Liccardo, Peralez,Davis)		
<b>Sponsors:</b>			
<b>Indexes:</b>			
<b>Code sections:</b>			
<b>Attachments:</b>	1. Memorandum		

Date	Ver.	Action By	Action	Result
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### Micromobility Permits: Prompting Innovation for Safer Streets (Liccardo, Peralez,Davis)

Restrict the issuance of electric scooter permits to companies that will include the following elements with their service:

- 1. Geo-Fencing for E-scooter Operations:** In addition to complying with standard permit requirements, companies will be required to deploy technology that in designated areas-primarily sidewalks with high pedestrian activity like Downtown and transit station areas-either (a) halts, or (b) adjusts e-scooters to substantially lower speeds no faster than a casual walking pace (approx. 5 mph). On such pedestrian-dense streets, scooters may only be operated at full speeds within bike lanes and shared lanes (“sharrows”).
  - a. Staff is directed to immediately conduct outreach to companies that are operating, or seeking to operate, to assess technology safety solutions and the path for expedited implementation.
  - b. The permit program will begin in February of 2019. By July 1, 2019, any company that is unable, or unwilling, to implement the technology required to ensure the safety of our community must cease operations in San Jose as of that date. Through the City Manager, the Director of Transportation may modify that date as necessary for successful implementation of the program. In the intervening period, companies are invited to test and/or pilot safety technology solutions in San Jose in coordination with the Department of Transportation.
  - c. The City would work with the applicants to define pedestrian-dense areas, such as Downtown core, or parts of Willow Street in Washington-Guadalupe, Jackson Street in Japantown, or Lincoln Avenue in Willow Glen, where suitable bike infrastructure is also present.
  - d. Applicants will be responsible for the installation, maintenance and removal of sensors or other infrastructure needed for the deployment of their technology, facilitated by the Department of Transportation.
  - e. If the technology warrants the use of city streets and poles, the City Manager may restrict access with exclusive agreements to minimize street clutter, provided that shared-use agreements can enable fair competition among companies.
- 2. Geo-Fencing for E-scooter Parking:** In pedestrian-dense areas, the City may mandate escooter parking areas to ensure that the City can avoid tripping hazards, obstructing transit boarding, and blocking of sidewalks for residents with limited mobility or disabilities. Permitted companies must deploy suitable technology to ensure compliance.

**3. Data sharing:** Permitted companies must provide data-with appropriate restrictions to protect personal information and proprietary data from competitors- with the City to allow Department of Transportation and the Valley Transportation Authority staff to gather insights about frequency of usage and routes to assist with infrastructure planning, monitoring first and last mile connections, and with e-scooter monitoring and compliance. Operators should also enable third-party Mobility as a Service (MaaS) providers to integrate scooters into their apps, including availability data and support for transactions, allowing for scooter use by a wider population.

**4. Safety-reporting capability:** Permitted companies must enable residents to readily report unsafe riding (e.g. riding on sidewalks in ways menacing to pedestrians, weaving through traffic, riding in bike lanes in the wrong direction, etc.), defective scooters, and scooters left on private property with an easy-to-use app feature. City staff should also work with permitted companies to explore options for reporting by non-smartphone users.

**5. Safety Messaging and Prevention:** Permitted companies must display prominent messaging to riders at the beginning of each ride that educates them about San Jose's rules and safe riding practices.