



MOBILITY, ACCESSIBILITY, & TRANSPORTATION COMMISSION AGENDA

Date: Monday, February 25, 2019
Time: 6:00 PM
Location: Common Council Chambers,
Third Floor, City Hall

Time	Item	Presenter(s)
6:00 pm	Call to Order Agenda Review Approval of Minutes – January 2019 Statements from the Public Commissioner's Comments	All
6:10 pm	E-Scooters	Commissioners Barden and Powers
7:00 pm	Break	
7:05 pm	CC Liaison Report	Alderpersons McGonigal and Nguyen
7:10 pm	Chair's Report Assignment of Vice Chair for March meeting	All
7:15 pm	Pedestrian Snow Removal Public Input	Commissioners Brouwer and Chang
7:25 pm	DPW Parking Analysis	Commissioner Lyczko
7:35 pm	ADA Issues ADA Training ADA Workplan	Commissioners Brylinsky and Roberts
7:45 pm	Future Topics: March – TCAT April/May/June – ADA/Snow/Parking	
7:50 pm	Meeting Wrap-Up Announcements Next Meeting Date: March 25, 2019 Feedback on Today's meeting	
8:00 pm	Adjournment	

The Mobility, Accessibility & Transportation Commission is charged with providing the Common Council, appropriate committees thereof, the City's quasi-judicial boards, and staff with advisory research, public input, and analysis for matters related to mobility, accessibility and transportation.

If you have a disability that will require special arrangements to be made in order for you to fully participate in the meeting, please contact the City Clerk at 274-6570 at least 48 hours before the meeting.

Out of consideration for the health of other individuals, please try to refrain from using perfume/cologne and other scented personal care products at City of Ithaca meetings. Thank you for your cooperation and understanding.

Dated: February 21, 2019

Summary of e-Scooter Research

Prepared for the Ithaca PEDC and Common Council

Sarah Barden and Megan Powers
Members, Mobility Accessibility, and Transportation Commission

Created 5 February 2019
Revised 20 February 2019

Executive Summary

The City of Ithaca Planning and Economic Development Committee (PEDC) asked the Mobility, Accessibility, and Transportation Commission (MATCom) to research several facets of e-scooter implementation to help the City of Ithaca determine whether and how to launch an e-scooter sharing pilot program.

MATCom has spoken with representatives from several cities to learn how these municipalities have approached safety and infrastructure, how they established service-provider collaboration, and what challenges they faced with their e-scooter programs. We have also researched best practices for e-scooter implementation. We have collected feedback from other city departments. Finally, we have spoken with Jeff Goodmark, local contact for Lime, to understand Lime's hopes and expectations for an e-scooter program in Ithaca. Our findings are summarized in the following sections.

We believe it is in Ithaca's best interest to establish an exclusive Memorandum of Understanding (MOU) for an e-scooter pilot program beginning in Spring 2019. This pilot should be of limited duration (e.g. through the Fall) but be renewable.

E-Scooter Sharing in Other Cities

MATCom has communicated firsthand with city employees about their e-scooter programs in four cities: Harrisonburg, VA, Memphis, TN, Providence, RI, and St. Paul, MN. Portland, OR, provides extensive information about its e-scooter program online. Reviewing conversations with these cities revealed several common themes.

- Cities use the NACTO Guidelines to model their MOUs and ordinances.
- Cities rely on their existing bike infrastructure for e-scooters (as opposed to building new infrastructure).
- Cities limit e-scooter speed to 15 mph, at least in some areas.
- Cities employ selective geofencing to prohibit e-scooters from particular areas. Geofencing uses GPS to establish a virtual perimeter around an area. The device's software can respond to the geofence in a variety of ways. For example, a geofence can be set up so that an e-scooter cannot be ridden within a particular boundary (for example, on the Ithaca Commons).
- Cities are concerned about poorly parked e-scooters. Lime scooters have generally been parked well, and Lime staffing has been responsive.
- Cities are concerned about safety and want to launch education initiatives. Most have not done so because of the logistics and cost involved.
- Cities struggle with citizens riding e-scooters on sidewalks but do not have a good solution.

Harrisonburg, VA

Of all the cities MATCom investigated, Harrisonburg is closest in size to Ithaca. Like Ithaca, it is a college town with a centralized downtown area. Harrisonburg was the least prepared of the cities for the influx of e-scooters. Both Bird and Lime brought e-scooters to Harrisonburg before the city had prepared e-scooter guidelines or established an MOU. Harrisonburg found itself at the center of an escalating e-scooter competition between Bird and Lime and became overwhelmed with the number of e-scooters.

The city was able to rein in the e-scooter companies and now has a good relationship with Lime. It has worked with Lime to implement temporary geofencing for events. Harrisonburg is now looking to expand the Lime fleet to include bicycles.

More so than other cities we researched, Harrisonburg reported conflict between drivers and e-scooters.

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Memphis, TN

Memphis studied how other cities responded to e-scooters and created an ordinance in advance of their arrival in the city. When Nashville ejected Bird e-scooters from the city, Memphis invited Bird there instead and quickly worked with Bird to create an interim operating agreement.

Lime introduced 250 e-scooters after being asked by the city to wait for the interim agreement with Bird, but Memphis responded by impounding the Lime e-scooters. Memphis negotiated a deal with Lime two months later.

Improper parking that blocked ADA access was initially a problem in Memphis, but Bird helped address the issue by firing some of the chargers who were not complying with regulations and by including staffers who ride around the city and reposition poorly parked devices.

Memphis added e-scooter specific parking. Its bike infrastructure was lightly used, so the introduction of e-scooters has not caused a strain.

Memphis manages volume by requiring e-scooters to average three rides per day.

A few citizens needed care at a trauma center following head injuries related to e-scooter use. Memphis has since required that the e-scooter apps include rider education. Memphis has also educated its downtown representatives about e-scooter usage for tourists.

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Providence, RI

Providence is interesting because it allows both cycling and e-scooter riding on its sidewalks. The sidewalks in Providence are not particularly wide, and the increased ridership has caused increasing tension. So far, there isn't enough data to determine whether crashes between e-scooter riders and pedestrians are more likely to occur in Providence than in other cities. Providence is investigating several options to limit e-scooter riding on sidewalks, including introducing a ban to riding e-scooters on downtown streets and explicitly linking allowed sidewalk use with the lack of a designated bike lane.

Providence explicitly modeled its e-scooter policies on the NACTO guidelines and has the MOU posted publicly via the city's website: (<http://www.providenceri.gov/wp-content/uploads/2018/08/Scooter-policy-update-final-12-27-18.pdf>).

Citizens' reception to the e-scooter program has been less enthusiastic than the reaction to the bike-sharing program. The on-the-ground team for the bike share component has generally been more responsive than a similar team for the e-scooter program.

Providence currently hosts two e-scooter companies. One of them pulled out for the winter, and the other has significantly reduced ridership, even though Providence has had relatively little snowfall to date.

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St. Paul, MN

St. Paul currently has agreements with both Bird and Lime for e-scooter sharing. The city preemptively addressed concerns about poorly parked e-scooters by including a provision that the e-scooter providers would pay the city whenever a city employee was called to reposition an e-scooter. The agreement gives the e-scooter company a window before the city employee is

called. St. Paul has still struggled with illegally or poorly parked e-scooter's but the city has found that the e-scooters are repositioned or re-rented before its staff can arrive on the scene.

St. Paul struggles with citizens riding e-scooters on the sidewalks (which is illegal) and in various parks where bicycles and similar devices are banned. They hope to launch an education initiative in the future.

Overall response to the e-scooter program has been positive. There have been complaints about negative pedestrian-scooter interactions, but there has not been a noticeable uptick in crashes.

St. Paul does not have an e-scooter program active for the winter but plans to renew agreements for the spring.

The St. Paul MOU can be viewed here:

<https://drive.google.com/file/d/0B3kAZ5t5YyDKem5LR3F3TDBoX1h5TUhxNHZpOU83YXVMeTQ4/view?usp=sharing>

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Portland, OR

MATCom has not spoken with anyone in Portland firsthand, but Portland has made a wealth of information available online.

Portland commissioned an independent, scientific study of e-scooter ridership and perceptions as part of its pilot program.

On the whole, the people of Portland approve of the e-scooter program. Citizens with positive views of the program stressed the flexibility, convenience, and fun of the program. Those with negative views were concerned about improper or illegal use of e-scooters. Top priorities among all survey respondents were education about and enforcement of the current rules

See Portland's PBOT page for more information and to read its reports:

<https://www.portlandoregon.gov/transportation/77294>

Feedback from City Departments

Representatives from city departments we have interviewed have generally been positive about implementing an e-scooter program. Most are concerned about helping to ensure safety and/or to curtail improper parking.

City Clerk

Julie Holcomb is especially concerned about safety and is willing to help deploy education initiatives.

Engineering

Tim Logue suggests Ithaca ask the Health Department to help collect e-scooter incident data. He also recommends we ask Lime to sponsor an independent study about e-scooter usage. He recommends we wait to see where the e-scooters are used before introducing new infrastructure requests.

Fire Department

Tom Parsons has concerns about insurance and liability, but his top priority is safety. He would be in favor of e-scooters if Ithaca can implement requirements and education to make their use as safe as possible.

Planning and Economic Development

The Planning and Economic Development Division was particularly interested in ensuring the scooters and bikes are spread equitably throughout Ithaca. Scooter use is limited to people who are 16 or older, but Ithaca Youth can benefit strongly from enhanced mobility options. A scooter agreement with Lime could also require Lime Bikes to be distributed so that they're easy for middle- and high-school students to use for accessing after-school activities.

They saw an opportunity to make The Commons more accessible by allowing scooters on The Commons but limiting their speed to 5 mph. Unfortunately, the technology for scooters to achieve this is not quite ready, and Lime recommends enforcing having no scooters on the Commons.

JoAnn Cornish strongly endorses education initiatives and encourages training downtown tourism staff to promote safe scooter ridership.

The Planning Division appeared open to an interim scooter agreement with Lime and would appreciate a draft MOU that meets the NACTO Guidelines to serve as a basis moving forward. They believe Lime should pay the City of Ithaca for the privilege of providing e-scooter coverage in the city.

Feedback from Lime

Jeff Goodmark insists that Lime needs to introduce e-scooters to Ithaca so that the company can be profitable here. He would like to see e-scooters introduced in April. He requests that Ithaca sign an exclusive agreement with Lime for e-scooters. MATCom believes this is a reasonable action for Ithaca because of our size.

Equitable Ridership

[Add information about how other cities approach inequalities through their scooter programs]

New York State Law

Currently, e-scooters are illegal in New York State, but enforcement appears to be largely left to individual municipalities.

New York State legislature appears poised to make both e-scooters and e-bikes legal in the near future.

NACTO Guidelines

NACTO, the National Association of City Transportation Officials, developed a set of policy guidelines it believes all cities should follow when navigating “shared active transportation.” These are on pages 6-9 of “Guidelines for the Regulation and Management of Shared Active Transportation”, v. 1, July, 2018: <https://nacto.org/wp-content/uploads/2018/07/NACTO-Shared-Active-Transportation-Guidelines.pdf>

Summary

MATCom has found that on the whole, e-scooters represent an exciting opportunity for the City of Ithaca. We believe Ithaca should develop an exclusive e-scooter agreement with Lime, separate from the bike-share MOU, to launch a pilot e-scooter program for a predefined, renewable period of time.

Ithaca should expect citizens to ride e-scooters illegally on the sidewalks. Residents will express concern about both improper ridership and lack of enforcement. The city can help alleviate these concerns by working with Lime to ensure proper ridership is enforced and to leverage local interested NGOs and groups to better educate residents.

The parking of e-scooters will be a second area of concern. Ithaca should act proactively with Lime to ensure its employees are actively monitoring scooters for improper parking.

All the cities we interviewed continue to struggle with aspects of the e-scooter program, but all plan to continue the programs. The majority of residents support e-scooters.