

Dockless Shared Mobility Recommendation

From the Pedestrian and Bicycle Advisory Commission
To the Infrastructure and Transportation Committee

February 12, 2019



What is dockless mobility?

- Rental bikes and scooters that do not require the user to return to a station/dock
- Users locate and unlock vehicles with a phone application, hourly usage fees
- Short trips, last-mile mobility options



Image Source: Carly Geraci, Dallas Morning News

History of Discussion:

June 2017 Dockless bike share program set up in downtown Fort Worth without permission, letter sent to discontinue operations

August 2017 Informal report (IR No. 10033) sent to City Council indicating that PABAC and City staff would work on a solution

October 2017 – April 2018 PABAC public presentations and discussions on dockless shared mobility

April 2018 – January 2019 Subcommittee researches best practices and provides recommendation to PABAC

Dockless Shared Mobility Subcommittee

- Created in April 2018
- Jason Lamers, Chair
- Jon West, District 6
- Ben Watson, District 8
- Amy Buresh, District 9
- Provides recommendation to PABAC on possible future of dockless shared mobility in Fort Worth

PABAC Recommendation

On January 10, 2019 the Pedestrian and Bicycle Advisory Commission voted unanimously to approve the following recommendation for dockless shared mobility to the Infrastructure and Transportation Committee:

- Does NOT recommend a dockless bike share pilot program
- Expansion of current B-Cycle program through the assistance of the City
- Begin a formal process to implement a dockless electric scooter pilot program and determine its feasibility

Subcommittee Task

- **In depth discussion** on alternative scenarios
- Measured approach to a **data-driven** decision
- Create a **specific** and **informed** recommendation
- **Stakeholder** surveys and conversations

- City Departments
- Dockless Mobility Companies
- Fort Worth Bike Share
- Downtown Fort Worth Inc.
- Sundance Square
- Near Southside Inc.
- Tarrant Regional Water District
- Streams and Valleys
- Trinity Metro
- Trinity River Vision Authority
- Visit Fort Worth
- Fort Worth Chamber
- Greater Fort Worth Real Estate Council
- Neighborhood Associations



Subcommittee Process

Meetings:

- Six sub-committee meetings
- Conference call with cities from across the U.S.

Survey:

- Operators
- Community stakeholders

Benchmarking:

- Direct contract/ordinance
- Local management
- Access to data
- Non-routine events
- Public education
- Insurance/indemnification
- Third-party advertising
- Use of sidewalks
- Count caps
- Parking
- Safety
- Compliance

Differences Between Bikes and Scooters

- Longer **trip lengths**, shorter trip times
- Typical cap of **15mph**
- Average bicyclist speed: 11-14 mph (FHWA)
- **Fully electric**, not motor assist
- Scooters are **picked up nightly** to be charged
- Redistributed in groups of **limited numbers**
- Ages **18 and over**



Image Source: Andrew Small, CityLab

Differences Between Bikes and Scooters

- **Smaller footprint** than a bike
- **Advancing technology** could allow for check-in stations or limit where trips can end
- Apps show **appropriate parking areas** and discourage sidewalk riding



Image Source: City of Austin Transportation Department

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Next Steps

- Determine limits and regulations of a pilot program
- Begin RFP process



Image Source: City of Austin Transportation Department

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Questions / Comments



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