

Board of County Commissioners

**Proposed Moratorium on Micromobility
Devices, Including Motorized Scooters**

March 24, 2020



Presentation Outline

- Purpose
- Background
- Ordinance Overview
- Next Steps
- Action Requested



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Purpose

- **Discuss current unregulated use of micromobility devices in Orange County**
- **Summarize issues regarding micromobility devices**
- **Request approval of moratorium in order to allow sufficient opportunity to develop an ordinance regulating or permanently prohibiting micromobility devices**



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Background

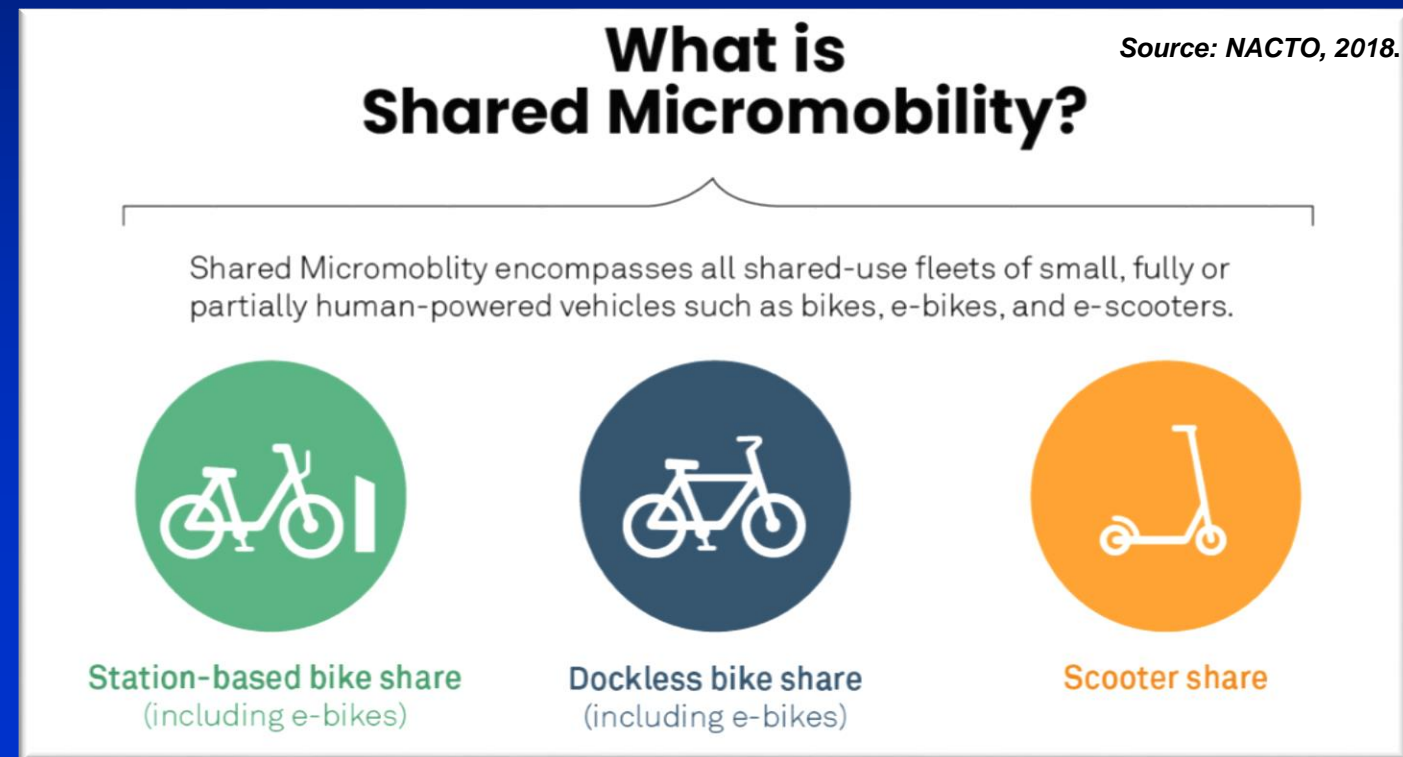
- “Micromobility Devices” – defined by Section 316.003(38), Florida Statutes:
 - Any motorized transportation device made available for private use reserved online for point-to-point trips
 - Can travel up to 20 miles per hour
 - Includes motorized scooters and motorized bicycles
- With certain exceptions, micromobility riders have the same rights and duties applicable to bicycle riders





Background

- Over 84 million trips in U.S. on micromobility devices in 2018
 - Up 140% from 2017
- Operated through a “shared” service model
- Smartphone application
 - Locates devices
 - Unlocks for ride



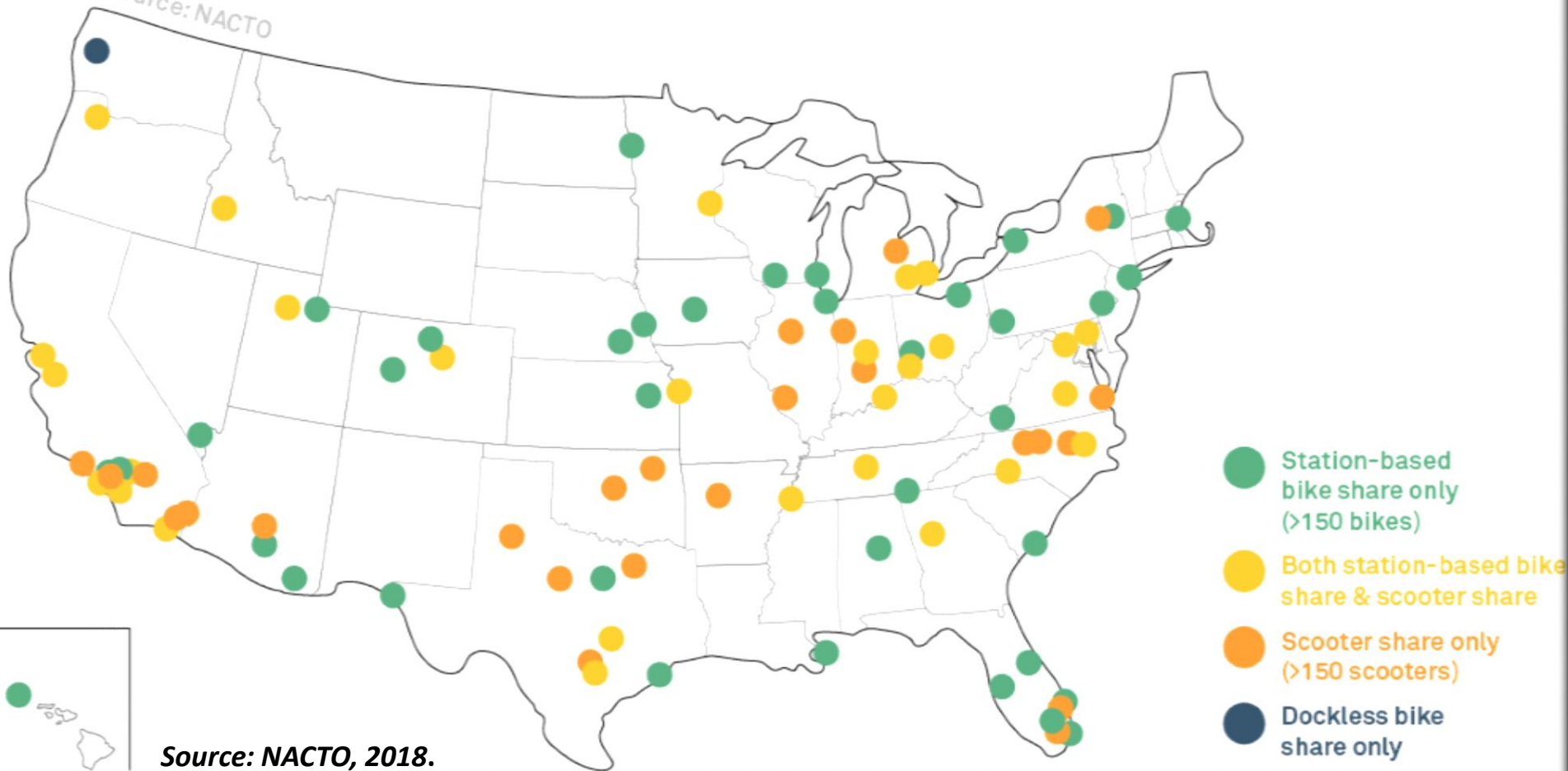


Background

Shared Micromobility Across the U.S.

As of 12/31/18

Source: NACTO



Source: NACTO, 2018.

Major Vendors

- Lime*
- Jump*
- Bird*
- Pace*
- Skip*
- Spin*
- Gotcha*
- Lyft*
- Razor*
- Bolt*
- Wheels*
- Sun Scooter*
- Ojo*
- VeoRide*
- Rebel*
- Helbiz*

Background

Motorized Scooters

- Rapidly replacing motorized bikes in shared systems nationwide
 - Cheaper to purchase, operate, and transport
 - Survey of U.S. markets showed that 1/3 to 1/2 of all motorized scooter trips replaced motor vehicle trips
 - Can offer “First Mile – Last Mile” options for transit users
 - Included in many urban city sustainability plans





Background

▪ Operational Challenges

– Safety

- Speeds typically between 10 - 15 mph
- Interaction with pedestrians/bicyclists on sidewalks causing injuries (CDC study)
- Helmets not supplied or required by vendors
- On-street conflicts with motor vehicles

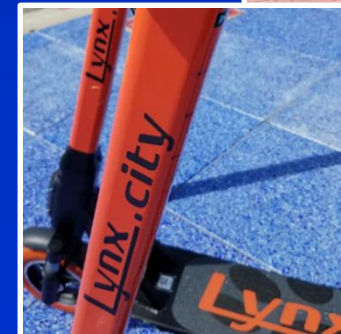
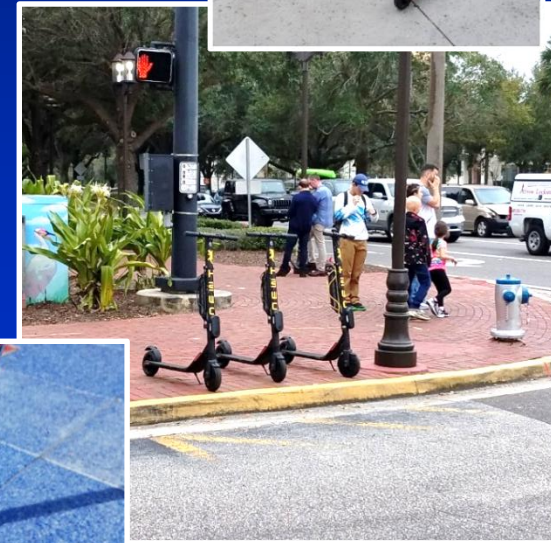
– Parking

- Clutter on sidewalks and at curbs/ADA concerns
- Devices left in parking spaces and on private property

Background

International Drive

- Scooter vendor began operating in Aug. 2019
 - 20 to 30 scooters staged on I-Drive between Sand Lake Road and Icon Park
 - Mostly in groups of 2 to 5 scooters
- I-Drive Master Improvement District expressed concerns about safety, liability, clutter
- Second vendor began operating in Feb. 2020



Background

Orlando

- Bikeshare program since 2015
 - New vendors changed to “dockless” (no stations)
- Revised micromobility ordinance in Dec. 2019
 - New bikeshare standards
 - Created scooter pilot program
 - Allows up to 1,800 scooters
 - Speed limit of 10 mph
 - Up to 15 mph only with staff review of operating history/crash data





Background

Orlando

- **Several requirements for scooter companies**
 - \$5,000 application fee and \$0.25 per ride to the City
 - Extensive reporting of data to City
 - Safety education for users
 - Minimum 20% of fleet must be west of I-4 in CRA for equity
- **Received 9 applications to date**
 - Approved 7 vendors
 - One vendor has devices with seats

Background

University of Central Florida

- One-year scooter pilot began Jan. 2020
- 20,000 riders in first month
- Exclusive agreement with one vendor
 - Initial fleet of 300 to increase to 750
 - Range of speed limits from 8 to 15 mph
 - Safety events/user education
 - \$1 to ride plus \$0.15/minute





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Ordinance Overview

Proposed Moratorium Ordinance

- **Micromobility devices prohibited from April 3, 2020 until Jan. 15, 2021, or until new micromobility ordinance is adopted, whichever date is earlier**
- **Allow sufficient time to research and study safety and other issues**
- **During moratorium, micromobility devices subject to seizure and impoundment**
- **Effective within unincorporated Orange County only**
- **Exempts motorized devices not within statutory definition**



Ordinance Overview

- **Need adequate time to review issues & challenges**
 - Safety considerations
 - Diverse development patterns
 - Higher traffic volumes/roadway speeds
 - Suitability of infrastructure
 - Ensure equitable distribution of micromobility devices
- **Develop regulatory framework**



Ordinance Overview

▪ Proposed change to Section 35-84:

Sec. 35-84. Penalties and Remedies ~~Seizure and Impoundment~~.

Any person who violates Section 35-81(a) shall be subject to any one or more of the following penalties and/or remedies:

(a) A violation of Section 35-81(a) may be enforced through the code enforcement process as described in Chapter 11 of the Orange County Code and Chapter 162 of the Florida Statutes;

(b) Orange County may bring a lawsuit in a court of competent jurisdiction to pursue temporary or permanent injunctive relief or any other legal or equitable remedy authorized by law to cure, remove, prevent, or end a violation of Section 35-81(a);

(c) A violation of Section 35-81(a) may be punished as provided in Section 1-9 of the Orange County Code; and

(d) Orange County may seize and impound any micromobility device found on public property: in violation of Section 35-81(a), and ~~the~~ the micromobility device will be released to the lawful owner only after all towing and storage fees have been satisfied.



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Next Steps

- **Adopt moratorium ordinance**
 - Addresses immediate I-Drive needs
- **Monitor Orlando and UCF pilot programs**
- **Research other jurisdictions**
- **Consult with stakeholders and I-Drive interests**



Next Steps

- **Conduct public outreach**
 - Pine Hills NID, I-Drive CRA, area-specific advisory boards
 - Disability Advisory Board, LYNX, other stakeholders
 - Industry forum for micromobility providers and mobility advocates
- **Hold BCC work session**
 - Present results of research
 - Identify options and seek direction
- **Draft and present new ordinance**



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Requested Action

- **Adopt the ordinance imposing a moratorium on micromobility devices in unincorporated Orange County, Florida from April 3, 2020, until Jan. 15, 2021, or until an ordinance is adopted addressing such devices, whichever is sooner, with such ordinance to include the change to Section 35-84.**