

Board of County Commissioners

Work Session on Micromobility Devices,  
Including Motorized Scooters

October 27, 2020

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 Presentation Outline

- Purpose & Background
- Public Outreach
- Local Examples
- Regulatory Considerations & Options
- Next Steps

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### Purpose

- Define micromobility devices and recap previous County regulatory actions
- Review public/stakeholder input received
- Summarize staff assessment
- Outline options for County regulation for Board direction



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### Background

- “Micromobility devices” – defined by Section 316.003(39), Florida Statutes:
  - Motorized transportation devices reserved online for point-to-point trips
  - Traveling no more than 20 miles per hour
  - Including motorized scooters and motorized bicycles
  - Excluding scooters/bikes owned by individuals/not part of a shared system
- Generally, micromobility riders have the same rights and duties of bicycle riders

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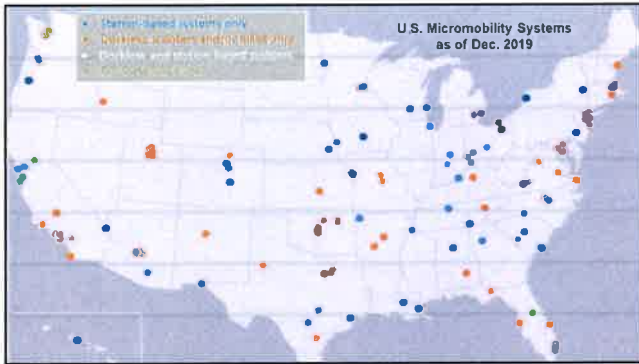
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### Background

- County commitments to expanding transportation choices, multimodal infrastructure, and sustainability
  - Comprehensive Plan
  - Sustainability Plan: Our Home For Life
  - I-Drive 2040 Vision Plan
  - Pine Hills 2045 Neighborhood Improvement Plan

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### Background

- Scooter vendor began operating in I-Drive area in Aug. 2019—another in Feb. 2020
- BCC adopted countywide moratorium in Mar. 2020
  - Restricted micromobility devices until Jan. 2021 in unincorporated area or until regulations developed
- County received Notice of Intent to file lawsuit
  - Considered risk, cost, reduced traffic, and temporary nature of moratorium
- On July 7, 2020, BCC rescinded moratorium
  - Staff directed to move forward on review



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### Public Outreach

- Designed to capture diverse public opinion
  - Community organizations
  - Business development groups
  - Industry stakeholders
  - Citizen advisory boards
  - Governmental agencies

Disability Advisory Board  
 Efficient Transportation for the Community of CF (ETC)  
 Hunter's Creek Board of Directors  
 I-Drive Resort Area Chamber of Commerce  
 I-Drive Steering Review Group  
 Pine Hills Neighborhood Improvement District  
 Sustainability Advisory Board  
 UniVersal Blvd Property Owners Association

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### Public Outreach

Micromobility Industry Forum – July 2020

- Five companies participated
- Confirmed services would not have stations for parking or require helmets
- Detailed safety education, COVID-19, and emergency/complaint response
- Need staffing flexibility—employees vs. contractors varies by operator
- Do not want to have to pick up devices nightly
- Noted most users want to ride where the speed limit is 35 mph or less

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### Public Outreach

- Agency coordination ongoing
  - City of Orlando meeting – May 2020
  - UCF meeting – August 2020
  - Apopka/Maitland/Winter Park meeting – September 2020
  - LYNX meeting – October 2020
  - Transportation Disadvantaged Local Coordinating Board – November 2020






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### Public Outreach

#### Community Stakeholder Input

- Do not think residents outside urban areas will be interested
- Concerns about parking
- Concerns about scooters left near business entrances
- Do not want scooters left on sidewalk blocking pedestrians
- Do not want scooter riders on sidewalks
- Handling of enforcement may be an issue

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### Public Outreach

#### International Drive Stakeholder Input

- Concerns about liability for crashes on private property
- Device clutter and parking near business entrances/on property
- Bonding/insurance and financial sustainability of companies
- County enforcement of parking, safe operations, and fines/fees
- Geofencing areas/properties to prohibit operations
- Restricting operation on I-Drive and on sidewalks
- Potential impacts to I-Ride Trolley ridership and revenue
- Sanitation/safety during COVID-19, a focus of I-Drive businesses

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 **Local Examples**

Orlando

- Bikeshare program since 2015
- Created scooter pilot program in 2019
  - Allows up to 1,800 scooters
  - Speed limit of 10 mph—up to 15 mph after staff review
  - Application fee and usage fee per ride to the City
  - Extensive reporting of data
  - Safety education for users
  - Minimum 20% of fleet must be west of I-4 in CRA for equity
- Approved 7 vendors - one vendor has scooters with seats




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 **Local Examples**

University of Central Florida

- One-year scooter pilot began Jan, 2020
  - Averaged 10,000 riders/day
- Suspended in March 2020 due to COVID-19
  - Student Health Center concerns due to injuries
  - Have COVID-19 cleaning protocols
  - Hope to reinstate program next year
- Exclusive agreement with one vendor
  - Initial fleet of 300 to increase to 750
  - Speeds differ by location—from 5 to 18 mph


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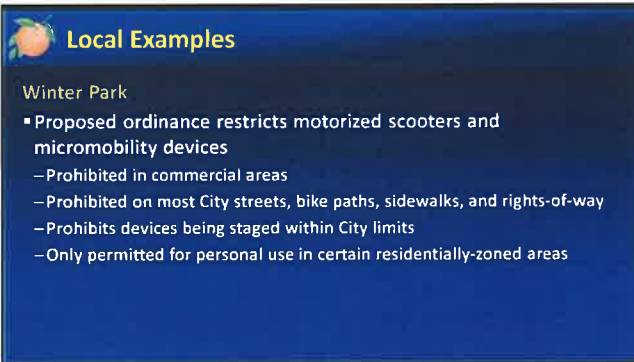
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### Local Examples

Winter Park

- Proposed ordinance restricts motorized scooters and micromobility devices
  - Prohibited in commercial areas
  - Prohibited on most City streets, bike paths, sidewalks, and rights-of-way
  - Prohibits devices being staged within City limits
  - Only permitted for personal use in certain residentially-zoned areas

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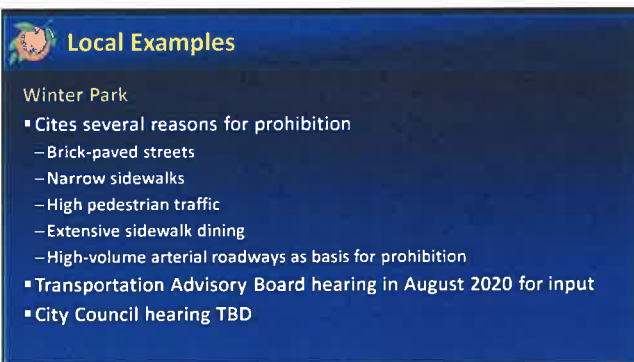
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### Local Examples

Winter Park

- Cites several reasons for prohibition
  - Brick-paved streets
  - Narrow sidewalks
  - High pedestrian traffic
  - Extensive sidewalk dining
  - High-volume arterial roadways as basis for prohibition
- Transportation Advisory Board hearing in August 2020 for input
- City Council hearing TBD

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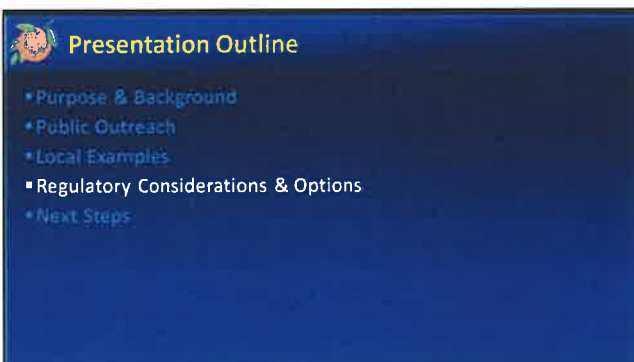
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### Regulatory Considerations

- **Diverse development patterns**
  - Higher traffic volumes/roadway speeds in County vs. Orlando
  - Suitability of infrastructure and sidewalk width
  - Relationship to transit service and stops
- **Safety and accessibility**
  - Device speeds and interactions with walkers/bikes/vehicles causing injuries
  - Helmets not supplied or required by vendors
  - ADA concerns regarding clutter on sidewalks/curbs
- **Equitable distribution of micromobility devices**
- **Improper parking on private property and near entrances**

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### Options

1. Do not regulate
2. Establish regulations
  - One-year pilot or permanent program
  - Pilot similar to Orlando/UCF scooter programs
  - Operational standards
  - Consider limiting to designated Target Areas
3. Do not allow in Orange County

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### Options

1. Do Not Regulate
  - **Current situation**
    - Only statutory provisions would apply
    - No permit or authorization required to operate in County rights-of-way
    - Would limit County's ability to respond to issues
    - Manage complaints of improper parking/storage
      - 311
      - Code Enforcement

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## 2. Establish Regulations

- Pilot or permanent program with operational standards
- Fees for application and per-device for operations
  - Parking standards
  - Enforcement/penalties for parking and late fee payment
  - Required safety education for users
- Limit to Target Areas
  - Define areas based on built environment/demographics
  - Consider safety and public input
  - Exclude areas based on safety parameters

[illegible]

## 2. Establish Regulations

- Initial identification of potential Target Areas
  - Access and Opportunity Model mapping
  - Proximity to transit, jobs, grocery stores, and services
- Transportation network review
  - Posted speeds, sidewalks locations/widths, and transit stops
- Further assessment needed to ensure safe operations
  - Crash data, traffic volumes, and other factors

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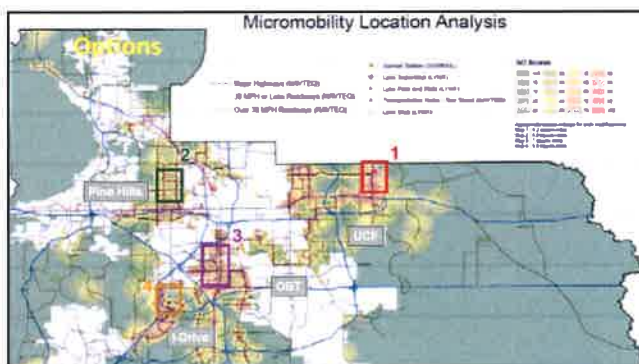
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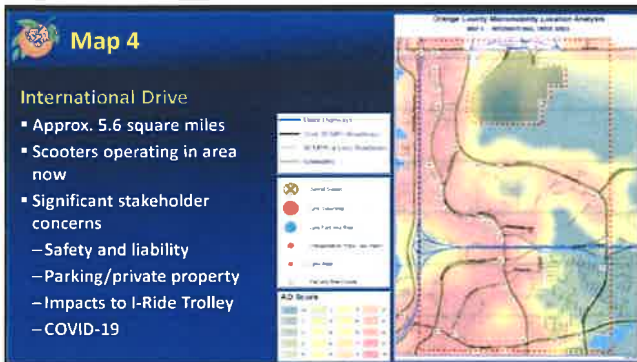
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### Options

**3. Do Not Allow**

- Restrict micromobility systems in unincorporated area
  - Similar to Winter Park's draft ordinance
  - Relevant case: *Classy Cycles, Inc. v. Panama City Beach* (2019)
  - Requires undisputed facts that any restriction is safety related
- Would not govern personal scooter/electric bicycle use
  - E-bike use on trails under review by staff—currently prohibited

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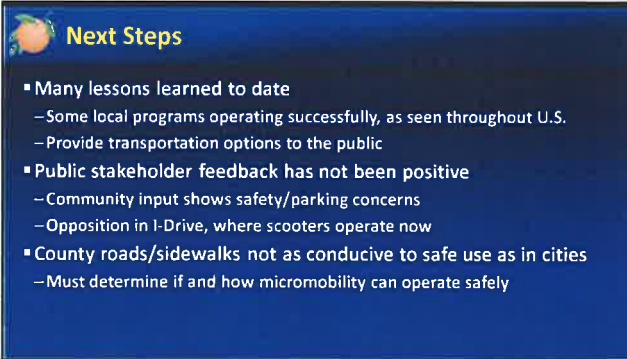
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**Next Steps**

- Many lessons learned to date
  - Some local programs operating successfully, as seen throughout U.S.
  - Provide transportation options to the public
- Public stakeholder feedback has not been positive
  - Community input shows safety/parking concerns
  - Opposition in I-Drive, where scooters operate now
- County roads/sidewalks not as conducive to safe use as in cities
  - Must determine if and how micromobility can operate safely

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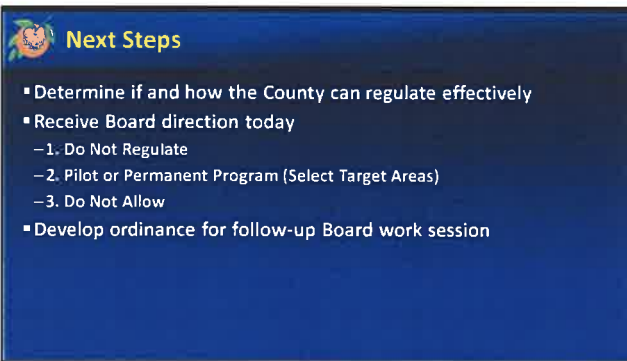
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**Next Steps**

- Determine if and how the County can regulate effectively
- Receive Board direction today
  - 1. Do Not Regulate
  - 2. Pilot or Permanent Program (Select Target Areas)
  - 3. Do Not Allow
- Develop ordinance for follow-up Board work session

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