

CITY OF SANTA ROSA  
BICYCLE AND PEDESTRIAN ADVISORY BOARD  
STAFF REPORT  
November 21, 2019

**SUBJECT**

Shared Mobility Devices (SMDs)

**ISSUE**

The Board may provide input on the potential use of Shared Mobility Devices (SMDs) in Santa Rosa.

**STAFF PRESENTER**

Nancy Adams, Transportation Planner

**RECOMMENDATION**

For information only. No action required.

**BACKGROUND**

The evolution of Shared Mobility Devices (SMDs) has surged in the last several years. Examples of these devices include electric scooters and electric bikes.

Since the arrival of electric scooters in California in 2017, the landscape has evolved from being dominated by two vendors to being crowded with competitors. The e-scooter companies typically offer wheeled electric mobility that may be accessed via a smartphone app and a credit card and picked up and dropped off anywhere. The dockless nature of e-scooters is primarily what makes them more convenient and appealing.

As cities struggle to meet the mobility needs of residents, workers and tourists, e-scooters can provide a convenient solution for improved mobility options. On the other hand, e-scooters can pose challenges to riders and pedestrians and the use of public right of way.

It is anticipated that in 2020 a pilot bike share project will be launched in several cities in Sonoma County along the SMART rail corridor. Santa Rosa is included in the group of cities. This may include e-bikes as an option.

Two of the goals of the Bicycle and Pedestrian Master Plan Update 2018 (BPMPU2018) are Goal 1 Increase Access and Comfort and Goal 3 Support a Culture of Walking and Biking. If the City is willing to consider a policy that would enable these devices to operate within our jurisdiction, then it can help us in meeting these goals in the BPMPU2018.

**ANALYSIS**

1. Some cities (such as San Francisco, Santa Monica, San Jose, Santa Cruz, Oakland, Fremont, Mountain View and Sacramento) have responded to the presence of SMDs in their jurisdictions in a variety of approaches. A few cities have banned SMDs. Other cities have regulated SMDs with permit systems and by establishing pilot programs. Other cities have taken a more laissez-faire

approach and have decided not to regulate SMDs, relying instead on state law to control SMDs in their jurisdictions. Attachment 1 shows a summary of how some cities have responded to SMDs

2. SMDs have created a handful of issues/concerns for local jurisdictions such as:
  - drop off/parking (clutter of devices) in public right of way,
  - safety concerns with operations,
  - interaction with pedestrians, cyclists, and vehicles,
  - inconsistent rules of the road,
  - enforcement, and
  - liability/indemnification.
3. There are a couple of state bills (AB 1112 and AB 1286) that have been introduced related to SMDs. (See Attachment.) Both bills, aimed at enabling and regulating new forms of urban mobility, have been put on hold at least until early 2020.
4. Sections of the California Vehicle Code (CVC) address the regulation and operation of scooters. (See Attachment 3.)
5. City of Santa Rosa Municipal Code also includes regulations related to scooters. (See Attachment 4.)
6. The Board may provide input on SMDs.
7. Staff will be scheduling a City Council study session in early 2020 to seek their input on SMDs.

## **RECOMMENDATION**

For information only. No action required.

Attachment 1:	Summary of Approaches by Selected CA Cities - SMDs
Attachment 2:	Draft Legislation AB 1112 and AB 1286 – SMDs
Attachment 3:	California Vehicle Code (CVC) Scooters
Attachment 4:	City of Santa Rosa Municipal Code Scooters