

CITY OF SANTA ROSA
CLIMATE ACTION SUBCOMMITTEE

TO: CLIMATE ACTION SUBCOMMITTEE
FROM: NANCY ADAMS, TRANSPORTATION PLANNER
TRANSPORTATION AND PUBLIC WORKS
SUBJECT: SHARED MOBILITY DEVICES (SMDs)
AGENDA ACTION: FOR INFORMATION ONLY. NO ACTION REQUIRED.

RECOMMENDATION

Staff is seeking feedback regarding how Shared Mobility Devices (SMDs) integrate with Climate Action Plan policies and goals.

EXECUTIVE SUMMARY

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 2021 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 will include e-bikes as an option.

Relationship to Climate Action Plan (CAP)

The Climate Action Plan (CAP) was developed to meet the requirements of the Greenhouse Gas (GHG) Reduction Strategy and outline a clear path to successfully implement policies, programs, and activities that will achieve the City's adopted GHG reduction targets. The transportation sector accounts for approximately 51% of the total

SHARED MOBILITY DEVICES (SMDS)

PAGE 2 OF 3

GHG emissions. The sources of emissions from the transportation sector is quantitatively tracked by vehicle miles traveled (VMT).

In order to achieve the state-recommended reduction target of 15% below 2007 emissions levels by 2020 and the locally adopted reduction target of 25% below 1990 levels, the City will need to implement the goals, policies and actions set forth in the CAP. The CAP includes - Goal #4: Improve Transport Options which increases the availability of safe, reliable and convenient alternatives to single-occupancy vehicular travel.

Implementation strategies related to increase safe, reliable alternatives to vehicle travel identified in the CAP are to monitor progress of improving non-vehicular network to promote walking and biking, implement the Bicycle and Pedestrian Master Plan Update 2018 (BPMPU2018) and implement a bike share program. The Plan targets that by 2020 25% of the BPMPU 2018 be implemented and 100% by 2035.

SMDs will create and strengthen first and last mile connections to Sonoma Marin Area Transit (SMART) and CityBus further supporting efforts to reduce VMT.

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 2). Both bills, aimed at enabling and regulating new forms of urban mobility. AB 1286 was passed in the Assembly and Senate in August 2020 and enrolled in September 2020. AB 1112 was amended in July 2020.
4. Sections of the California Vehicle Code (CVC) address the regulation and

SHARED MOBILITY DEVICES (SMDS)

PAGE 3 OF 3

operation of scooters. (See Attachment 3)

5. City of Santa Rosa Municipal Code also includes regulations related to scooters. (See Attachment 4)
6. On November 21, 2019, staff made a presentation to the Bicycle and Pedestrian Board (BPAB) on SMDs.
7. Staff will be scheduling a City Council study session in October 2020 to seek its input on SMDs.

ATTACHMENTS

- 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

CONTACT

Nancy Adams, NAdams@srcity.org, (707) 543-3910