# **Electric Scooters**

#### Overview of a Growing Trend in Local Transportation

#### Los Alamos County / Atomic City Transit October 2019

Attachment A

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### **Private Sector Initiative**

- Scooters owned and delivered by for profit vendor
- APP based user interface with credit card requirement
- Scooters have GPS and can be located using the APP
- Fees typically charged per use (50¢ to \$1.00 to unlock) and for time-in-use (per minute charge usually around 15¢)
- Users responsible for leaving scooter in suitable public locations
- Private firm responsible for maintaining/charging/relocating
- Local government responsible for ordinance to regulate use

### Most Popular Companies

- BIRD •
- BOLT (TAXIFY)
- JUMP BIKES (UBER)
- LIME •
- LYFT

- RAZORUSA
- SCOOT NETWORKS
- SKIP
- SPIN (FORD MOTORS)

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### **Example Implementation Locations**

- LIME
  - Detroit
  - Plainfield
  - Keyport
  - Providence
  - Nashville

- Bird
  - Austin
  - Columbus
  - Santa Monica
  - Atlanta
  - Salt Lake City

### New Mexico's Experience to Date

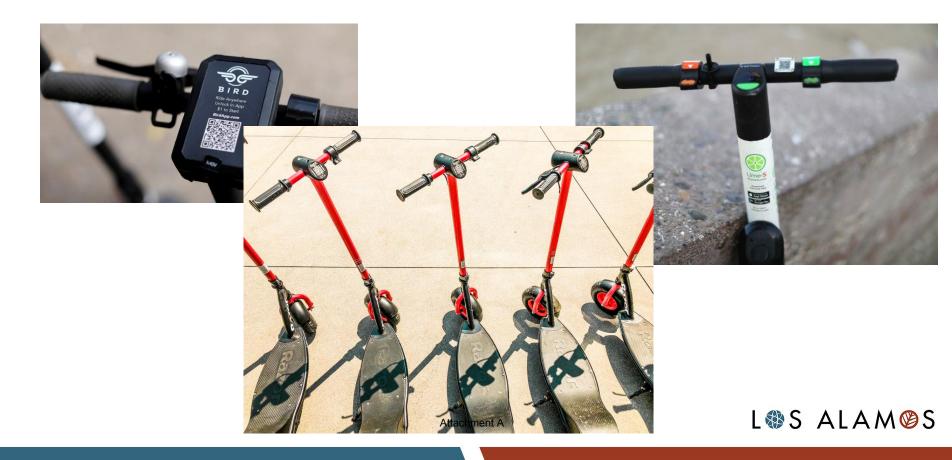
- Albuquerque conceptually approved by Council but no deployment (UNM – also has a policy but no deployment)
- Farmington no deployment at this time and no additional information available
- Las Cruces City and Mayor are exploring possibility with vendor (NMSU – Spin has current deployment that students use and enjoy)
- Santa Fe 1 year moratorium to develop regulatory ordinance

#### What The Scooters Look Like



Attachment A

#### **Additional Scooter Photos**



### **Benefits to Local Communities**

- Inexpensive user option for short trips or first/last mile of trip to/from transit
- No public sector investment in capital or ongoing equipment upkeep/maintenance
- Deployments typically more successful in terms of usage than bike-share programs
- Enjoyed by tourists and locals alike
- Available to most (requires smart phone and credit card)

### **Challenges for Local Communities**

- Deployment is market-based: vendor decides when, where, and number of scooters to be located in a community (can occur with little to no notice)
- Operation must be financially viable to continue serving a community
- Local community must address issues related to deployment such as:
  - Regulating rider behavior (where they ride and where they park)
  - Managing rider safety (helmet laws and general rider safety)
  - Controlling parking of scooters when not in use (defined areas to which parking is limited)
- Proactive ordinance development can lead to improved public acceptance
- If desired by Los Alamos County can a vendor be attracted to test the Los Alamos County market?

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### **Staff Recommendations**

- Explore example ordinances and policies from communities where successful deployments have occurred
- Develop draft Los Alamos County ordinance and/or policy to address identified community challenges such as:
  - Regulating rider behavior (where they ride and where they park)
  - Managing rider safety (helmet laws and general rider safety)
  - Controlling parking of scooters when not in use (*define required parking areas*)
  - Managing vandalism or theft
  - Ensuring vendor upkeep, charging, relocation and ongoing maintenance of scooters
  - Determining if riders be allowed to transport scooters on Atomic City Transit buses
  - Requiring a minimum deployment timeframe from vendor to assess viability Attachment A

## **QUESTIONS?**

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Attachment A