

Electric Scooters

Overview of a Growing Trend in Local Transportation

Los Alamos County / Atomic City Transit
October 2019

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)

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



San Francisco



Detroit

Additional Scooter Photos



Attachment A



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?

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

QUESTIONS?