



# Car, Bike/E-Bike, and Scooter Share Policies and Regulations

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*City Council Strategic Planning Workshop, March 1 and 2, 2019*

**Discussion question:** *What opportunities and challenges exist for the City to support “Shared Use Mobility” companies within Shoreline?*

## **Background:**

The City Council requested staff to outline the opportunities and challenges for the City to support the operations of one or more companies, such as Lime (bike/e-bike), Jump (e-bike), car2go (car), Zipcar (car) or ReachNow (car), that provide shared use car, bike and/or scooter services within City limits. These services are part of a growing sector of transportation services often referred to as “Shared Use Mobility.” Currently the City does not officially support or regulate any of these types of services. However, Lime, Jump, car2go, Zipcar and ReachNow are located in the City of Seattle and in a few other cities in Washington State.

## **What is Shared Use Mobility?**

As noted above, Lime, Jump, car2go and ReachNow are examples of what is called in the transportation industry a “Shared Use Mobility” service. Shared Use Mobility can be defined as a transportation service(s) and resource that is shared among users, either concurrently or one after another. This includes public transit; taxis; bike sharing; car sharing; ridesharing (i.e., non-commercial services like carpooling and vanpooling); ride sourcing; scooter sharing (now often grouped with bike sharing under the heading of “micro mobility”); shuttle services; “micro transit”; and more.

## **Why Should it be of Interest to the City of Shoreline?**

Shifting travel trends and new technologies are changing the way people use Shoreline’s right-of-way. The City’s biennial resident satisfaction survey presents strong and growing support for alternatives to driving. Moreover, the City’s recent upzoning in the light rail station subareas will accelerate the need for a more flexible, multimodal system that reduces the need for parking and minimizes impacts on the City’s infrastructure. National user data demonstrates an increased demand for shared use services as it reduces traffic congestion, mitigates various forms of pollution, reduces transportation costs, and provides convenient mobility for those who cannot afford to buy and maintain a vehicle. Shared use services also create accessible mobility options for those with limited physical ability.

## **What are the Perceived Risks of Supporting Shared Use Mobility?**

Potential risks and concerns to the City of the shared use mobility options include equipment vandalism and disruptive uses of the City right-of-way (e.g. stacking a group bikes into a pyramid on a sidewalk), user safety (e.g. riders choosing not to wear bike helmets and vandals cutting bike brake lines) and the safety of others in proximity to its operations, equitable low-income access, protection of user data privacy, data sharing with the City and administration and enforcement costs.

## **Considerations:**

Before allowing one or more shared use mobility services to operate in the City, staff would recommend the City develop a workplan identifying how to evaluate and implement one or more shared use mobility services. This workplan would include an evaluation of the operation, administration,

maintenance, and enforcement costs of a service's implementation, as well as the what applicable policies, plans, programs, and codes the City would need to create or modify to support the desired services. The evaluation of potential services would also likely include a stakeholder engagement element. City codes (a preliminary list is found below) would need to be reviewed and potentially updated to support the evaluation of one or more services.

Staff is seeking guidance on whether Council is interested in having staff develop a workplan to further evaluate and potentially implement one or more shared use programs in the city. Depending on the ultimate scope of a Share Use Mobility Workplan, the evaluation and implementation of one or more shared use mobility services would take approximately six to twelve months. This effort would require approximately a quarter of a senior to management level staff position as well as technical support from a consultant knowledgeable of these types of service programs. This effort is not currently included in the Transportation Division's workplan for 2019 or 2020, which are at capacity.

With additional resources, the development and implementation of a Share Use Mobility Workplan could be initiated in 2020. However, if Council desired conducting this effort in 2019, it could be accomplished with substantial consultant support and some rebalancing and potential reprioritization of staff work assignments. The work assignment restructuring in 2019 could include reallocating resources that would go to supporting regional transportation planning meetings and slowing down the 185<sup>th</sup> corridor study for a revised completion from the fall of 2019 to 2020. These actions would reduce our ability to pursue collaborative planning work with our regional partners and limit our ability to compete for grant funding on transportation projects as well as reduce our presence and leadership in regional planning efforts.

#### **Additional Information – City of Seattle**

More information about the City of Seattle's approach to shared use mobility (New Mobility Playbook) and regulations for Shared Use Mobility services can be found at the following links:

- [https://www.seattle.gov/Documents/Departments/SDOT/NewMobilityProgram/NewMobility\\_Playbook\\_9.2017.pdf](https://www.seattle.gov/Documents/Departments/SDOT/NewMobilityProgram/NewMobility_Playbook_9.2017.pdf)
- <http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/bike-share>
- <https://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/parking-regulations/car-sharing-and-parking-regulations>

#### **Applicable sections of the Shoreline Municipal Code**

As part of the proposed Shared Use Mobility Workplan, the following sections of the municipal code (potentially among others) would need to be reviewed for potential updates that support desired Shared Use Mobility services by the City:

- Title 5. Business Licenses and Regulations
- Title 8. Health and Safety
- Title 9. Public Peace, Morals and Welfare
- Title 10. Vehicles and Traffic (10.07 Motorized Foot Scooters and Similar Devices; 10.20 Speed Limits)
- Title 12. Streets, Sidewalks and Public Places (12.15 Use of Right-of-Way for City permitted or contracted operations)
- Title 20. Development Code (20.30.750 Junk vehicles a public nuisance; 20.40 Zoning and Use Provisions)