

Memorandum



CITY OF DALLAS

DATE June 10, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **Upcoming Briefing on the Dockless Vehicle Program**

On June 15, 2022, the City Council will receive a briefing on the Dockless Vehicle Program Proposed Changes. This memorandum provides background information in advance of the briefing.

Program Background

The Dockless Vehicle Program, which regulates companies (“operators”) that rent motor-assisted scooters, electric bicycles and similar dockless vehicle devices, was halted and all operating authority permits suspended in Fall 2020 to address public safety concerns. Department of Transportation staff have been working with the Transportation and Infrastructure (TRNI) Committee’s Micromobility Working Group—comprised of several Council Members and stakeholders such as the Deep Ellum Foundation, Downtown Dallas Inc., Uptown Dallas Inc., and the Dallas Police Department—to develop processes and procedures to relaunch the Dockless Vehicle Program in a way that is safe, equitable, orderly, and promotes broader City goals and in line with the Council-adopted Strategic Mobility Plan.

The Working Group identified 17 key issues, which were broken down into the following categories: 1) the permit program; 2) rider behavior and device operation; and 3) general program management.

For each issue, best practices from case study cities and research were reviewed, and preliminary recommendations were identified. The preliminary recommendations were presented to the TRNI Committee on February 22, 2022 and revised based on the feedback received.

Overview of the Recommendations

To realize the recommendations, staff drafted proposed changes to Sec. 28.41.1.1 and Chapter 43 Article X of the Dallas City Code and proposed new Director Rules. Key recommendations and proposed changes include:

- Giving the director authority to limit the number of operators and number of units an operator may deploy at any given time and limiting the number of operators that may be permitted in the first year of the program relaunch to three (3) operators, and up to 500 deployed dockless vehicles per operator, regardless of the type of dockless vehicle (bicycle, electric bicycle, motor-assisted scooter).
- Limiting the number of dockless vehicles that operators can deploy in the downtown area and on a given block, to help reduce clutter.
- Requiring a certain percentage of an operator’s dockless vehicles to be deployed in low-income/equity opportunity areas.

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- Moving the regulations governing the operation of electric bicycles from Sec. 9.1 to Sec. 28.41.1.1, to be consistent with laws governing the parking and operation of other types of dockless vehicles. Move parking and operation regulations for dockless vehicles from Chapter 43 to Sec. 28.41.1.1, so they are applicable to all users of dockless vehicles, whether rented or privately owned.
- Improving the regulations in Sec. 28.41.1.1 governing where riding and parking is prohibited and permitted, to reduce issues with sidewalk clutter, riding on sidewalks, and riding in public plazas and parks.
- Adopting Slow Ride Zones, where the speed limit for dockless vehicles will be limited to 10 mph, that operators must comply with using geofencing.
- Limiting the hours in which operators' dockless vehicles can be active to 5:00 am to 9:00 pm.
- Requiring operators to take a more proactive role in reducing parking and riding issues by requiring, among other things, geofencing, regular rider education and testing, and that riders take an end-of-trip photo to demonstrate compliance with parking laws.
- Providing greater clarity on the triggers for penalizing operators for lack of compliance with the City Code, Director Rules, or permit conditions.
- Hiring a data vendor to process the data that will be used to monitor each operator's compliance.
- Moving much of the requirements governing operators' dockless vehicle deployment, data sharing, user education, the specific triggers for penalties, etc. to new Director Rules, to allow staff to more nimbly, but transparently, make changes to the program as lessons are learned or conditions change.

Next Steps

On June 15th, Department of Transportation staff will brief the City Council on the final recommendations for addressing the issues and relaunching the Dockless Vehicle Program, and how the recommendations will be reflected in the proposed changes to the Dallas City Code that will be brought before City Council on June 22nd. The proposed changes are intended to allow for the program's successful phased resumption and create an avenue to more efficiently address issues and continually improve the program in the future.

If you have any questions or concerns, please contact Ghassan "Gus" Khankarli, Ph.D. P.E., PMP, CLTD, at ghassan.khankarli@dallas.gov.



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