



Board Report

File #: 2019-0086, **File Type:** Informational Report

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 20, 2019**

SUBJECT: INTRODUCTION OF MICRO MOBILITY VEHICLES PROGRAM AT METRO STATIONS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Introduction of Micro Mobility Vehicles Program at Metro Stations.

ISSUE

Micro mobility is evolving in the transportation industry and is forecasted to grow due to social, cultural, new lifestyle and technological trends. In order to manage this growth it has become necessary to develop a program to regulate these vehicles. These vehicles have the potential to provide a flexible and affordable option and a vital link for the first/last mile connection for transit patrons. Staff has developed an administrative program proposal for Board consideration this month and potentially for adoption next month.

BACKGROUND

Micro mobility refers to a category of alternative vehicles, such as e-scooters and dockless bikes, which have soared in popularity since their introduction in the summer of 2017. Micro mobility vehicles, specifically e-scooters and dockless bike share bicycles, are now part of the transportation landscape necessitating urgent action to address community concerns about managing how and where these vehicles operate on Metro properties and rights of way (ROW).

At the September 2018 Board meeting, staff provided a report on the status of the Metro Bike Share Program which included the operation and regulation of dockless bikes and e-scooters. Staff was directed to develop a program to permit the operation of micro mobility vehicles and to ensure that the plan included regulations to address parking so that they do not impede or restrict pedestrian access while on Metro property, parking facilities, and ROW.

DISCUSSION

The Micro Mobility Vehicles Program (Program) is an administrative program that staff proposes to regulate e-scooter and dockless bike operations on Metro property, parking facilities, and ROW.

Observations and Options

Micro mobility vehicles have been observed at approximately twenty-five (25) Metro stations along transit corridors, parking in or adjacent to ADA parking spaces, blocking fare gates at transit stations, and abandoned in the middle of transit station platforms.

Although Metro does not have jurisdiction to regulate on-street spaces that belong to the cities and the County, Metro does have the authority to regulate these vehicles on its properties, parking facilities, and ROW, and to implement an administrative program for micro mobility vehicle operators who are responsible for regulating their users.

Implementing an administrative program will potentially add value to the first/last mile connection to transit stations by providing additional affordable alternatives for transit users.

Program Concept

The proposed objective of the Program is to implement a self-sustaining solution for operating and parking micro mobility vehicles, specifically e-scooters and dockless bikes, on Metro properties, parking facilities, and ROW. The proposed program Metro expects to reduce short-distance, single occupancy vehicle (SOV) trips while providing a low cost, flexible mobility option, particularly for those connected to transit, regardless of fitness or ability.

The proposed program's concept is modeled after Metro's Car Share program. The concept is for operators to lease parking spaces at Metro park and ride lots which would be regulated through an operating license agreement. Operators would be required to provide their own parking infrastructure. All vehicles are required to park at the designated area stated in the operating license agreement. Metro Parking Enforcement would be tasked to regulate parking behavior and record all violations of the operating license agreement. Administrative penalties would be tracked and applied to the operators' monthly invoice and would require all operators to remain in good standing. The non-exclusive license agreement will not consume or procure service by any service provider or operator.

The proposed program will designate a parking space at each station for each potential operating company. One parking space (8' x 21') will serve as the baseline and holds approximately twenty-five (25) e-scooters or dockless bicycles. The location will be visible and user friendly for transit patrons.

Workshops, Surveys and Other Outreach

Metro Parking Management staff conducted several workshops and outreach meetings during the program development process. Three workshops were conducted for the Micro Mobility Vehicles Program and consisted of outreach to seven (7) operators and local jurisdictions throughout Los Angeles County.

The first two workshops focused on obtaining input from operators. Seven (7) operators attended a presentation of the proposed program and offered constructive feedback which was incorporated into the program framework.

A third workshop was conducted exclusively for municipalities and the County. All eighty-eight (88) cities in Los Angeles County were invited and representatives from over thirty (30) jurisdictions

attended the workshop. Representatives voiced their input and concerns, which allowed staff to address their issues.

Two (2) surveys were conducted in January 2019 and February 2019. The first survey was directed to local jurisdictions throughout Los Angeles County to understand each city's position on regulating or banning micro mobility vehicles. The survey was distributed to eighty-eight (88) Los Angeles County cities. A total of thirty (30) responses were received for the survey. The survey was focused on how each city was approaching micro mobility vehicles, whether through a formal ban, an informal ban or an administrative program. Four (4) cities responded they would institute an informal or temporary ban while four (4) other cities would institute a formal ban. Twenty-one (21) cities responded they would manage or regulate the vehicles through an administrative program, and one (1) city did not have a stance.

The second survey, consisting of six (6) questions, was distributed to e-scooter operators to assess opinions on parking infrastructure. The survey was distributed to seven (7) operators. A total of four (4) responses were received for the survey. The survey focused on how critical it was to have a specifically designated parking space for each operator or a shared combined space. Two (2) operators responded they would prefer a designated space; one (1) operator preferred a combined space, and one (1) operator was indifferent. All four (4) operators are currently planning to design infrastructure and one (1) operator had a proprietary design. Three (3) operators are willing to share infrastructure design, and one (1) operator was not. Three (3) operators responded they would prefer the ability to actively charge e-scooters while parked at a station and one (1) operator was indifferent.

Finally, staff met separately with various Metro departments and individually with four (4) e-scooter operators between November 2018 and February 2019.

Rules and Regulations

E-scooters and dockless bike share bicycles are considered 'vehicles', thereby permitting Metro the right to regulate operators and tow violating vehicles. California Vehicle Code (CVC) 21113 gives Metro the authority to adopt its own parking ordinance to regulate Metro's ROW and parking facilities. Metro adopted Parking Ordinance, Administration Code 8, and proposes to incorporate the Micro Mobility Vehicle Ordinance under a Chapter covering "Non-Automobiles" (Attachment A). Metro shall require all operators to execute an operating license agreement prior to the deployment and storage of vehicles on Metro property, parking facilities, and ROW. To ensure operators are permitted to work in specific jurisdictions where Metro stations are located, documentation of authorization from the jurisdictional agency will be required prior to entering into license agreements with Metro. Additionally, operators will still be subject to the County and municipality regulations in which they operate, which include, but are not limited to, a vehicle cap.

Metro will enforce ADA parking spaces by requiring operators to maintain a clear path of travel at all times. Metro shall allow the operators the opportunity to rectify violations brought to the operator's attention within two hours, with the exception of ADA violations or parking beyond the fare gates area and boarding platform. ADA violations will be immediately removed. Any vehicles parked at non-designated areas will not be considered lost and found articles. They will be removed or towed at the operator's expense and subject to a violation.

Enforcement

Enforcement of the micro mobility ordinance is anticipated to be provided by Metro's parking enforcement contractor. Parking enforcement officers will patrol the areas covered in the license agreement to regulate parking behavior and record and track violations. All violations, if any, will result in an administrative penalty which will be applied to the operators' monthly invoices. The invoiced violations will include the vehicle number, date, time and applicable code section.

If the violation is not related to ADA compliance, prior to issuing a citation parking, Metro Parking Enforcement is anticipated to inform the operator to relocate or correct the situation within a two (2)-hour period. If the violation involves blocking a clear path of travel for the disabled parking space(s), enforcement will immediately relocate the vehicle back to the designated parking location and record the violation as an incident.

Any user who violates the ordinance while operating the vehicle and is observed by Metro Security, Police, or a parking enforcement officer, will receive a citation.

Proposed Fee and Estimated Revenue and Enforcement Cost

Staff does not anticipate the implementation of the Micro Mobility Vehicles Program will create an adverse impact on the current budget. The parking enforcement contract scope of service will need to be amended to include two (2) additional enforcement officers who will be delegated to the program. The addition of two (2) enforcement officers will generate an expenditure of \$100,000 per year for salaries and benefits, and an expenditure of approximately \$50,000 for the purchase and maintenance of a patrol vehicle. These costs are anticipated to be absorbed by the current Parking Enforcement contract without additional funding request.

A one-time application fee per license agreement is proposed at \$1,500 to cover the cost of administering the program and site visits. The fee is consistent with current Metro's ROW Usage Permit application.

A license agreement fee is proposed at \$500 per parking space, per station, per operator, per month. The proposed fee is based on \$1 per day, per scooter, for twenty-five (25) scooters, for twenty (20) working days per month. Additional spaces at each station will be assessed at \$250 per parking space, per station, per month.

The administrative penalty for vehicle violations is proposed at \$50 per violation. ADA violations will remain consistent with the current penalty of \$338 per violation.

Staff anticipates generating approximately \$1.1 million in gross revenue per year for the Micro Mobility Vehicles Program.

Equity Platform

By developing the proposed Micro Mobility Vehicle Program, Metro will potentially provide an additional affordable alternative first and last mile option to connect with Metro transit system. This Program is planned to be implemented at various stations, including disadvantaged communities.

DETERMINATION OF SAFETY IMPACT

The introduction of Micro Mobility Vehicles Program proposal receive and file report will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The proposed program is a revenue-generating initiative program. Anticipated the program to be adopted, revenue to Metro is estimated at \$1,050,000 per year through the license agreement process and \$10,500 through the application process on the first year of the program. Additional income will also be generated through administrative violations or growth from the program.

Impact to Budget

Enforcement expenses are anticipated to be absorbed by the current parking enforcement contract budget without additional funding request or impact to budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Micro Mobility Vehicles Program at Metro Stations will support:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may direct staff not to continue develop the Program. However, this is not recommended as the micro mobility vehicles will continue to park at Metro Stations and will cause a vehicle littering issue.

NEXT STEPS

Staff will continue to perform more outreach efforts to introduce the Program and return to the Board in April 2019 for potential adoption of the Micro Mobility Vehicles Program.

ATTACHMENTS

Attachment A - Metro Parking Ordinance

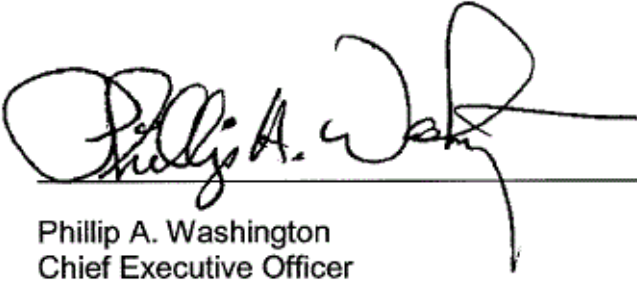
Attachment B - Metro Parking Rates and Permit Fee Resolution

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