

Dockless Vehicle Options in Montgomery County

Update to
Metropolitan Washington Council of Governments

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Topics Covered

- Rationale: Improving Personal Mobility Choices
- Dockless Vehicle Pilot Considerations & Phasing
- Safety Concerns and Planning
- State e-Scooter Legislation
- County Regulation
- Dockless Vehicle Expansion – Demonstration Project



Improving Personal Mobility Choices

- Supports County Executive's Goals
 - *A Greener County*
 - *Easier Commutes*
 - *Safe Neighborhoods*
 - *Effective, Sustainable Government*



- Serves MCDOT Vision

A seamless transportation system for people of all ages, incomes and abilities that supports a vibrant and sustainable community

- Advances MCDOT Mission

To move people and connect places with the best transportation choices and services

- Supports Commuter Services Mission

Reduce use of single occupant vehicles; increase use of alternatives

- Answers broader need as demonstrated by regional trends

Montgomery County 1st suburban jurisdiction in nation to implement dockless program

Improving Personal Mobility Choices



- First-Mile / Last-Mile connections to transit and employment
- Broader access for minorities and underserved communities
- Private interest from developers and property managers
- Support of Transportation Demand Management (TDM) program goals
- Support of Climate Change goals
- Reduce auto trips and parking demand
- Participation from Cities of Gaithersburg, Rockville and Takoma Park

Improving Personal Mobility Choices – Baltimore Survey

Why do you use a scooter? (select all that apply)		
Answer	#	%
Save money on transportation	1783	16.1%
Get around more easily or faster	3039	27.5%
As a more environmentally friendly option	1563	14.1%
As a healthier transportation option	656	5.9%
It looked fun and I was curious	2285	20.6%
To avoid traffic	1568	14.2%
Other answers: Parking issues Cheaper than uber/lyft Charing them	177	1.6%
TOTAL	11071	100%
98% of respondents who had ridden vehicles answered this question		

Improving Personal Mobility Choices

– Baltimore Survey (continued)

What is the most common reason you use a scooter?		
Answer	#	%
Commute to/from work or school	831	24.4%
Connect to an MTA/ CityLink/ CharmCity bus, lightrail, or metro	142	4.2%
Recreation or exercise	311	9.1%
Shopping or errands	557	16.4%
Entertainment/socializing (festival, museum, restaurant, etc)	1189	34.9%
For work or business during the day	273	8.0%
Other	103	3.0%
TOTAL	3406	100%
97.3% of respondents who had ridden vehicles answered this question		

Improving Personal Mobility Choices – Portland Survey

Think about your last ride on an e-scooter in Portland. If a shared e-scooter had not been available, how would you have gotten around? (Select only one.)

	Percent of total
Driven a personal vehicle, carshare vehicle, or other motor vehicle	14.33%
Other (please specify below)	1.04%
Ridden a personal bike	0.76%
Ridden a personal e-scooter	0.28%
Ridden as a passenger in a vehicle and dropped off by a friend, family member, or other person	1.80%
Ridden BIKETOWN	3.13%
Taken a Bus/ MAX/ Streetcar	3.89%
Taken a taxi, Uber, or Lyft	34.25%
Walked	35.48%
Would not have taken trip	5.03%
Grand Total	100.00%

Dockless Bikeshare - Phase 1 Pilot



Evaluation of Phase 1 Pilot – Pedal Bikes Only

- Conducted by Toole Design Group - Spring 2018
- Executive Summary posted on MCDOT website

Key Take-aways from Evaluation

- 18,000 trips in first six months
- Most trips started and finished in pilot area
- 93% of bikes were parked without blocking sidewalks/buildings/bus stops

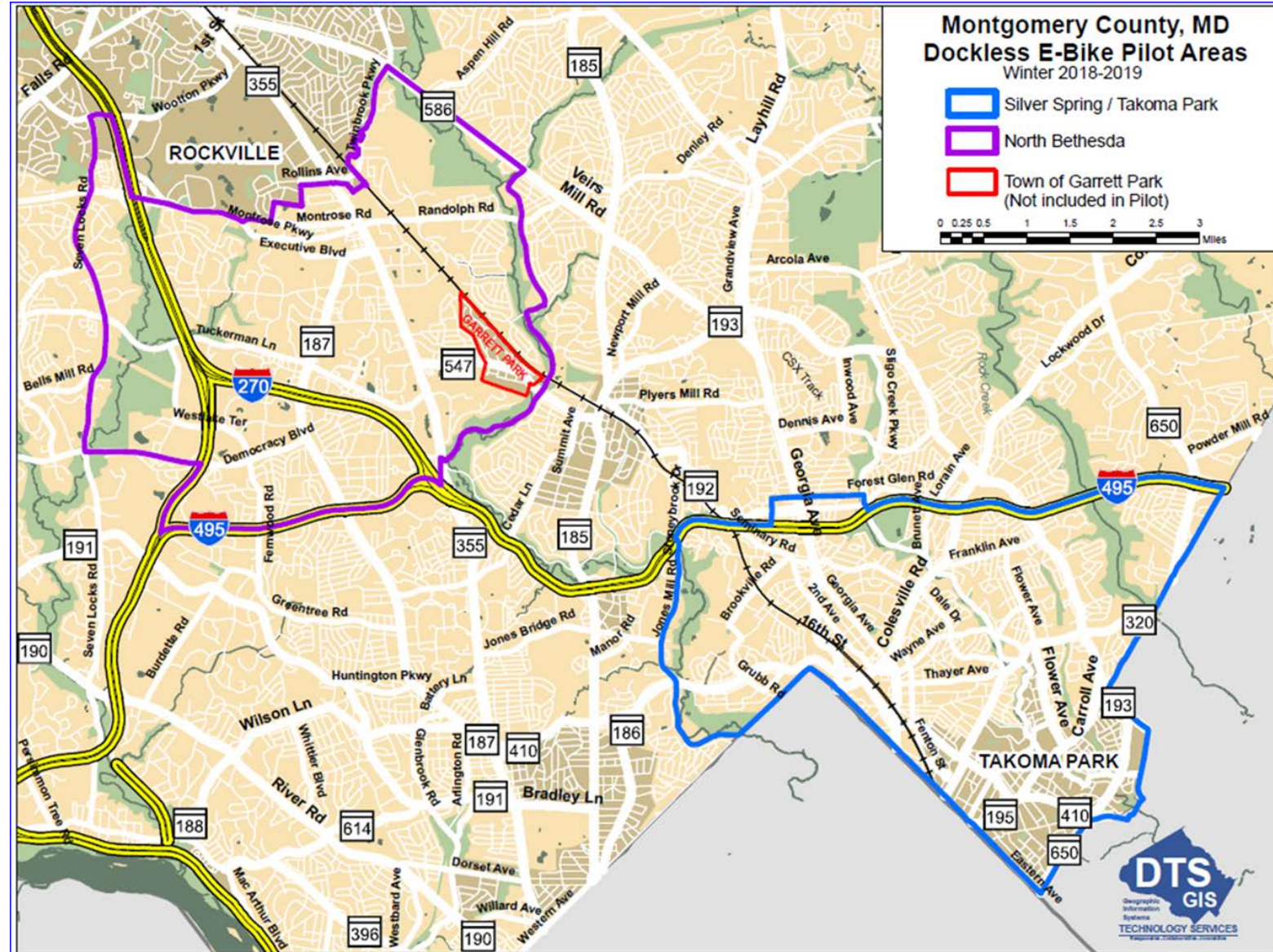
Results From Community & Online Survey

- Increase in total bike use
- Used both dockless and Capital Bikeshare
- 84% said to continue the program
- Need more bike racks
- Expand outreach and education

Dockless Vehicle Pilot Program Expansion

Phase 2 – Fall/Winter 2018-19

- Outreach conducted throughout Proposed Expansion Area
- 3 Open Houses
- Presentations to many organizations, Chambers of Commerce, TMD Advisory Committees
- Pilot Area expanded to include North Bethesda
- E-bikes added to Pedal Bikes



Dockless Vehicle Expansion

Pilot Program – Phase 3 – Spring 2019

Adding e-Scooters, Expanding Pilot Area

- 6 month pilot – extendable for additional 6 months
- Select up to 4 vendors from those submitting letters of interest
- Permit both e-bikes and e-scooters
 - Preference given to vendors offering both bikes & scooters
- Expand pilot area to include additional areas of the County except:
 - Agricultural Reserve
 - Non-participating jurisdictions - Geo-fenced out
 - Vehicles not allowed to end a trip or park in Cities, Villages and Towns that do not opt into the expanded program; penalties may be assessed by vendors



Safety Concerns and Planning

- Dockless vehicle trips replacing car trips that are more dangerous
- Public agencies can build safe infrastructure (and fill potholes)
- Require riders be over 18 & valid driver's license to use rentals
- Should wear helmets, not drink and ride
- Limit overnight operations: Crash risk may be higher late at night
 - Out of total of 4 fatalities nationwide, 3 took place between 1 am & 5 am
- Centers for Disease Control evaluated Austin, Texas accident data
- Portland, Oregon – City enforcement personnel issue warnings and fines to vendors for sidewalk riding or illegal parking.
 - \$50 fine for sidewalk riding; \$15 fine for illegal parking
 - Vendors responsible for transferring warning/fines to their riders/account holders



Safety Concerns and Planning



- Austin Public Health Report on Dockless Electric Scooter-Related Injuries Study
https://austintexas.gov/sites/default/files/files/Health/Epidemiology/APH_Dockless_Electric_Scooter_Study_5-2-19.pdf
 - 190 confirmed rider injury cases in 3 months (9/5/2018 to 11/30/2018) out of over 936,000 trips
 - 2 pedestrian injuries
 - 20 individuals injured per 100,000 e-scooter trips
 - 33% were riding for first time
 - 14% of injured required hospitalization
 - 15% injury suggestive of traumatic brain injury; less than 1% wore helmets
 - 16% injuries involved a motorized vehicle with 10% colliding with vehicle
 - 39% of rider injuries occurred between 6 pm and 6 am (after dark?)
 - 37% of riders reported excessive scooter speed contributed to their injury
- Findings point to the need for:
 - Increasing frequency and adding methods of training (currently training is mostly in-app)
 - Continuing education/messages - for both motor vehicle drivers & e-scooter riders
 - Promoting e-scooter safe-riding practices – especially re use of helmets & controlling speed
 - Messaging should especially target young adults 18 – 29 years old

State e-Scooter Legislation



- **Added definition of e-scooters to State transportation law**
 - “Vehicle Laws - Electric Low-Speed Scooter”
 - SB 770/HB 748 – Sponsored by Senator Will Smith & Delegate David Fraser-Hidalgo
 - Passed by both Chambers
 - Governor signed late April 2019
 - <http://mgaleg.maryland.gov/webmga/frmMain.aspx?id=hb0748&stab=01&pid=billpage&tab=subject3&ys=2019RS>
- **Defined as a type of bicycle** (Note: e-bikes already defined in State code)
- **e-Scooters required to follow traffic laws**
 - Controls types of roads on which they can operate
 - Requires adherence to traffic control devices
 - Maximum speed of 20 mph

County Regulation



- Permits riding non-motorized bicycles on sidewalks
- Prohibits motorized vehicles on sidewalks
 - Except motorized wheelchair & similar
- E-bikes and e-scooters are not permitted to be ridden on sidewalks
- E-bikes and e-scooters must follow all Maryland bicycle codes
- County MOU with companies participating in Demonstration Project regulates:
 - Vehicle safety; Rider training
 - Parking and deployment coordination w/ County/Cities
 - Operating speed – 15 mph max
 - Other operational factors – e.g. hours of operation
 - **Types of contact information required**
 - **Embossed lettering for visually impaired**

Dockless Vehicle Expansion

Pilot Program – Phase 3



Basic Parameters/MOU

- Start with minimum 50; ramp up gradually to a minimum of 200 vehicles & maximum of 500 vehicles per company
- Permit increasing maximum if daily use warrants:
= Average weekly ridership: 1 trip/day for bikes, 3 trips/day for e-scooters
- Operational hours: 5 a.m. – 10 p.m.
- Rider Training - Monthly training sessions – Beginning Sat. June 1st w/ 2 locations: East & West
- Note: Montgomery County Parks Department initiating separate dockless vehicle pilot
Developing MOUs/regulations – program operated in collaboration w/ MCDOT

<https://www.montgomeryparks.org/montgomery-parks-e-bikes-and-e-scooters-pilot-program-will-launch-june-1-2019/>

- Rock Creek Trail
- Sligo Creek Trail (up until the Prince Georges County line)
- Matthew Henson Trail
- Long Branch Trail
- Northwest Branch Trail (paved portion south of I-495, up until the Prince Georges County line)

Vendor Responsibilities



- **Operate in compliance with MOU**
 - MOU (posted on MCDOT website)
 - Insurance, \$10K Performance Bond
 - Weekly or Monthly Reporting – e.g. use, complaints, accidents
 - Data to be provided to County or 3rd party vendor designated by County to consolidate & analyze info from all operators
- **Respond to calls within established time parameters – w/in 2 hrs 6am – 11pm**
- **Responsible for customer and public information**
 - Conduct regular training sessions and public education programs – 1st ones on 6/1/19
- **Display visible/tactile logo, contact information, website and phone numbers on dockless vehicles**
- **No more than 3 dockless vehicles per block face for each company**
 - Subject to adjustment for block sizes, composition of area
 - Designated deployment areas max = 15 vehicles

Dockless Vehicle Deployment & Parking Policies



- Only permitted in public ROW, bike parking areas, designated areas, sidewalks
- May not impede pedestrian access, fire hydrants, street furniture, bus stops or interfere with traffic
- MCDOT/Cities coordinate w/ vendor to identify deployment & preferred parking areas
- Vendor required to move improperly parked dockless vehicles
- County can remove violating dockless vehicles at vendor expense (if vendor does not)
- Vendors required to ensure that dockless vehicles do not impede sidewalk snow removal
- County can require removal of dockless vehicles for other special or emergency conditions

Customer Service & Communications

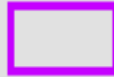
- Vendors of dockless vehicles
 - Contact information on each dockless vehicle
 - Access from mobile app
 - Customer service phone number
 - Track, address and report complaints
- County
 - County MC311
 - Commuter Services Section
- Press release:

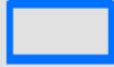
https://www2.montgomerycountymd.gov/mcgportalapps/Press_Detail.aspx?Item_ID=23155



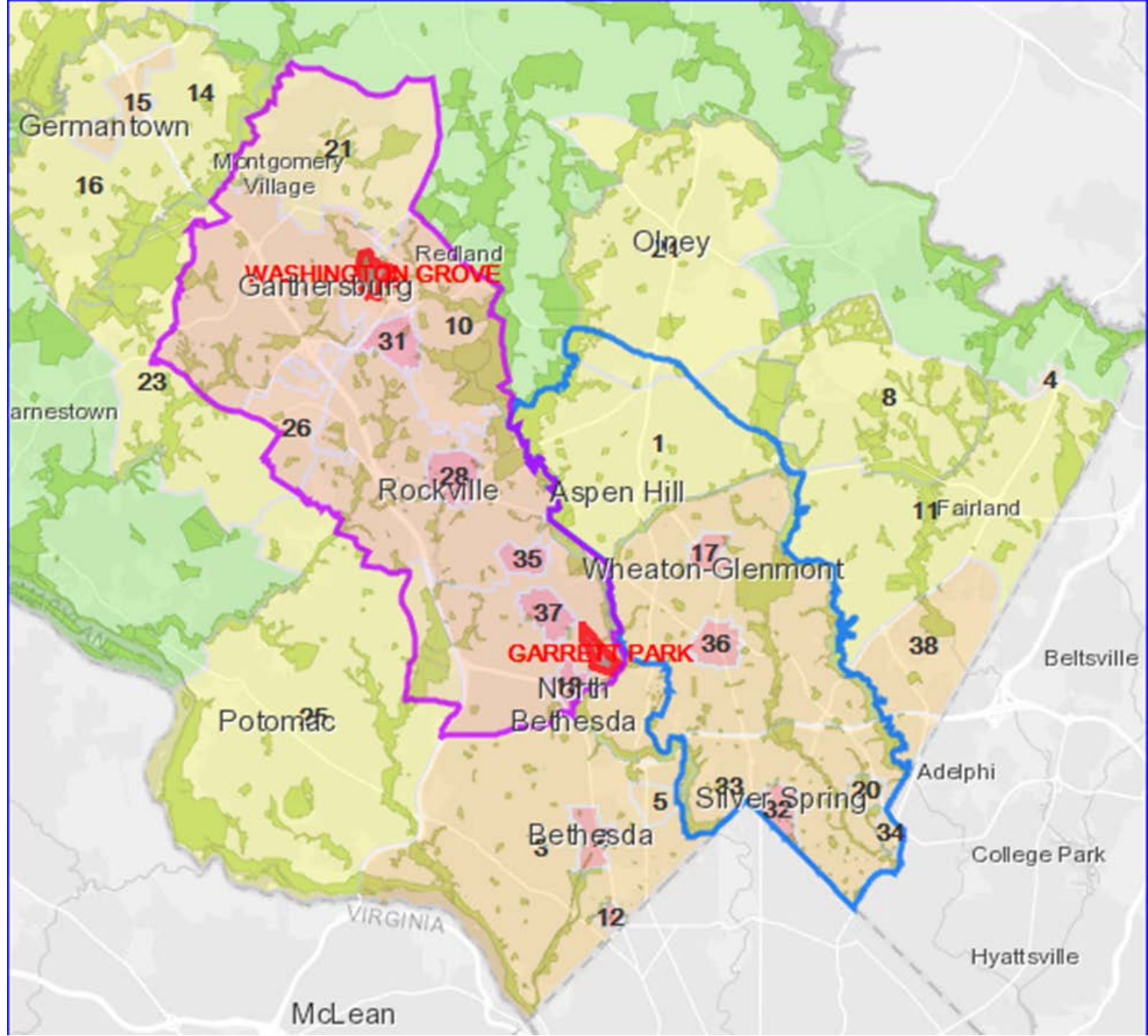
MCDOT Dockless Vehicle Demonstration Project Service Areas *

Spring 2019

 West County Service Area

 East County Service Area


 Jurisdictions within Service Areas Not Participating



*The Montgomery County Parks Department is adopting their own program regarding use of dockless vehicles in County parks. Please visit their website for further information: www.montgomeryparks.org

Questions?



Contact Information:	
<p>Montgomery County Commuter Services Department of Transportation Office of Transportation Policy 101 Monroe Street –10th Floor Rockville, MD 20850 www.montgomerycountymd.gov/commute</p>  <p>Better Ways To Work! <i>Montgomery County Commuter Services</i></p> <p>Bikeshare/e-bike & e-Scooter Information: www.montgomerycountymd.gov/bikeshare</p>  <p>MCDOT <i>Montgomery County Department of Transportation</i></p>	<p>Chris Conklin, Deputy Director for Transportation Policy (240) 777-7198 Chris.Conklin@montgomerycountymd.gov</p> <p>Gary Erenrich, Special Assistant to the Director (240) 777-7156 Gary.Erenrich@montgomerycountymd.gov</p> <p>Sandra L. Brecher, Chief Commuter Services Section (240) 777-8383 Sandra.Brecher@montgomerycountymd.gov</p>