

RESOLUTION No. 37511

Accept 2019 E-Scooter Findings Report and authorize next steps regarding a solicitation from shared micromobility providers to operate in a permanent program (Resolution)

WHEREAS, the Portland City Charter gives the City broad powers and authorities to protect persons and property and to provide for the safety and good order of the City, which includes regulating and controlling for any and every purpose the use of streets, highways, alleys, sidewalks, public thoroughfares, and public places within the City, including for transportation or use of every description, and for installation of any kind; and

WHEREAS, Portland City Code vests those broad powers and authorities to regulate the transportation system, including the ability to establish fees and charges, with the City Council, the Director of Transportation, the City Traffic Engineer, and the Portland Bureau of Transportation (PBOT); and

WHEREAS, over the past decade, new technology has propelled a suite of “new mobility” services, profoundly changing how many people travel and obtain goods. “New mobility” refers to transportation services that are connected to or enabled by digital technology. Examples include, but are not limited to, ride-hailing companies like Uber and Lyft; shared micromobility providers including station-based bike-share and dockless fleets of bikes, e-bikes, electric scooters, and electric mopeds; station-based and free-floating car-share; autonomous vehicles; and software applications that combine information from different services into platforms that help residents conveniently plan, book, and pay for multimodal travel options; and

WHEREAS, new mobility services have potential to help get people to where they need to go and deliver goods conveniently. Yet, at the same time, new mobility can reinforce inequities and create new problems related to traffic congestion, carbon emissions, and safety challenges for all road users; and

WHEREAS, across the board, new mobility services require careful, yet agile, management strategies and investment by PBOT to ensure they best support City policies and goals as outlined in documents that include, but are not limited to, the Comprehensive Plan (Ordinance No. 187832), Transportation System Plan (Ordinance No. 188957), the City of Portland and Multnomah County Joint Climate Action Plan (Resolution No. 37135), goals to meet 100% of community energy needs through renewable energy (Resolution No. 37289), the Climate Emergency Declaration (Resolution No. 37494), and PBOT’s 2019-2022 Strategic Plan; and

WHEREAS, PBOT has regulations or contractual operating requirements in place to manage services like Transportation Network Companies (Portland City Code Chapter 16.40), car-share (TRN-3.309), BIKETOWN (Ordinance No. 190078), shared electric

scooters (TRN-15.01), and automated vehicles (TRN-14.34) to make sure these services advance City goals; and

WHEREAS, PBOT's 2019 New Mobility Snapshot Report summarizes trends in bike-share, scooter-share, car-share, and private for-hire use in Portland in 2019. It describes the historical evolution of new mobility in Portland, illustrates how new mobility addresses city goals, and lays a groundwork for discussion about creating and updating regulations and fees for new mobility in Portland (Exhibit A); and

WHEREAS, Shared Electric Scooters (E-Scooters) are the most recent new mobility innovation to provide commercial operations in Portland's public right-of-way, launching in 2018 after PBOT prevented the unauthorized deployment of these services through the creation of a 120-day "Shared Electric Scooter Pilot Program"; and

WHEREAS, during the 2018 pilot program, PBOT implemented an initial set of regulations to manage e-scooters (TRN-15.01) that required permits to operate; and

WHEREAS, during the 2018 pilot, PBOT collected data, engaged the community, and conducted research, which showed that residents and visitors took more than 700,000 trips; a majority of Portlanders viewed e-scooters positively; that Portlanders primarily used e-scooters for transportation; that e-scooters replaced driving and ride-hailing trips; that e-scooter users preferred riding on low-speed streets and in bike lanes; and, that e-scooters attracted new people to active transportation; and

WHEREAS, PBOT research and engagement also noted challenges with e-scooters around unsafe riding, parking, and equitable access and documented its research and findings in the 2018 E-Scooter Findings Report (Exhibit B); and

WHEREAS, PBOT concluded in the 2018 E-Scooter Findings Report that e-scooters have the potential to advance Portland's transportation goals, and recommended the City conduct a second pilot in 2019 to provide PBOT with more time to collect data and test innovative solutions to those challenges.

WHEREAS, in April 2019, PBOT updated its regulations guiding e-scooter operations, launched a second, year-long e-scooter pilot program, and used a competitive permit process that resulted in allowing six companies to operate shared e-scooters in Portland; and

WHEREAS, in December 2019, PBOT extended the pilot until December 31, 2020 to allow more time for PBOT to collect data, test management strategies, and learn from market volatility and other developments in the privately operated e-scooter industry; and

WHEREAS, more than one million e-scooter trips occurred between April and December 2019 and sixty-eight percent (68%) of all trips started in the Central City; and

WHEREAS, during the 2019-2020 pilot, PBOT collected data, engaged the community, and conducted research, which showed that e-scooters continue to reduce congestion

and greenhouse gas emissions by replacing personal vehicle and taxi, Uber, and Lyft trips; PBOT's deployment requirements made scooters available to ride in places like East Portland where companies may not have otherwise deployed; the safety of e-scooters is on par with other U.S. cities and that user behavior is improving due to education and compliance; identified strategies to further improve outcomes on climate, safety, equity, and congestion goals; and documented its research and findings in the 2019 E-Scooter Findings Report (Exhibit C); and

WHEREAS, in the 2019 E-Scooter Findings Report, PBOT documents lessons learned as an organization and presented its recommendations for a new management approach to contract with a limited number of e-scooter companies for a longer period of time in order to allow the agency to reduce administrative burdens, better use City resources, help stabilize volatility in the market, and enable e-scooter companies to partner with the City to further advance Portland's goals.

WHEREAS, PBOT has tested and learned about e-scooters over the course of two pilots that, to date, have spanned more than twenty-one months and PBOT now believes it has sufficient information to establish a permanent e-scooter program that will be informed by community engagement and Council feedback.

NOW, THEREFORE, BE IT RESOLVED THAT, the City Council of the City of Portland accepts the 2019 E-Scooter Findings Report and authorizes PBOT to develop a Solicitation from shared micromobility companies to operate in a permanent program; and

BE IT FURTHER RESOLVED THAT, Portland City Council directs PBOT to continue to collect data and conduct research to support program evaluation, and to manage new mobility services in ways that advance, rather than undermine, City goals; and

BE IT FURTHER RESOLVED THAT, Portland City Council directs PBOT to engage stakeholders from organizations representing Black, Indigenous, and People of Color (BIPOC) communities; seniors; people with disabilities; and, the Central City in outreach on management strategies to further improve how e-scooters deliver on City goals; and

BE IT FURTHER RESOLVED THAT, Portland City Council directs PBOT to provide Council with information about the structure of a permanent E-Scooter Program and how it addresses feedback heard during PBOT's community engagement.

Adopted by the Council, October 14, 2020

Commissioner Chloe Eudaly
Prepared by: Jacob Sherman; CB
Date Prepared: September 22, 2020

MARY HULL CABALLERO

Auditor of the City of Portland

By *Keelan McClymont*
Deputy

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 Agenda No.
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 Title

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INTRODUCED BY Commissioner/Auditor: Chloe Eudaly	CLERK USE: DATE FILED <u>10/6/20</u>
COMMISSIONER APPROVAL Mayor—Finance & Administration – Wheeler Position 1/Utilities - Fritz Position 2/Works - Ryan Position 3/Affairs - Hardesty Position 4/Safety - Eudaly <small>Jamey Duhamel <small>Digitally signed by Jamey Duhamel Date: 2020.10.06 08:24:00 -0700</small></small>	<p style="text-align: center;">Mary Hull Caballero Auditor of the City of Portland</p> <p>By: <u>Keelan McClymont</u> <small>Digitally signed by Keelan McClymont Date: 2020.10.06 16:01:09 -0700</small> Deputy</p>
BUREAU APPROVAL Bureau: PBOT Bureau Head: <u>Christopher Warner</u> <small>Digitally signed by Christopher Warner Date: 2020.10.06 08:24:00 -0700</small>	ACTION TAKEN:
Prepared by: <u>Jacob Sherman</u> Date Prepared: <u>9/22/20</u>	
Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
City Auditor Office Approval: required for Code Ordinances	
City Attorney Approval: <u>Ken McGair</u> <small>Digitally signed by Ken McGair Date: 2020.09.29 10:57:44 -0700</small> required for contract, code, easement, franchise, charter, Comp Plan	
Council Meeting Date <u>10/14/20</u>	

AGENDA
TIME CERTAIN <input checked="" type="checkbox"/> Start time: <u>9:45 am</u> Total amount of time needed: <u>1 hr</u> <small>(for presentation, testimony and discussion)</small>
CONSENT <input type="checkbox"/>
REGULAR <input type="checkbox"/> Total amount of time needed: _____ <small>(for presentation, testimony and discussion)</small>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz		
2. Ryan	2. Ryan	✓	
3. Hardesty	3. Hardesty	✓	
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	✓	