

MINUTES OF THE PUBLIC SAFETY COMMITTEE
September 23, 2019
East Conference Room

Present: Councilmembers Bullock, O'Malley, & Litten

Also Present: Assistant Law Director Swallow, Katelyn Milius and David Baas of the Planning Department

Call to Order: 6:38 p.m.

AGENDA

Approve minutes from the September 9, 2019 Public Safety Committee meeting.

Councilman Litten made a motion to approve the minutes from the September 9th meeting of the Public Safety Committee, which was seconded by Councilman O'Malley. All members voted in favor. Motion passed.

Communication from Director Sylvester regarding Cuyahoga County Bicycle & Scooter Share Program (Referred to Public Safety Committee 9/3/19)

Chairman Bullock shared a handout that mapped out his vision for the discussion regarding the bicycle and scooter share program over 2 committee meetings. In the first meeting, the chairman expressed a desire to review the traffic code for potential updates and big picture issues and in the second he sought to have a detailed discussion on what rules an e-scooter vendor can operate by and would like to invite vendors to the meeting. Members expressed their concerns regarding the safety of e-scooters and how they would interact with Lakewood's built environment and traffic. Members raised the need for a moratorium on e-scooters in Lakewood and discussed the logistics of establishing one with Assistant Law Director Swallow. Some members recalled Council President O'Leary requesting a motion for one at the last regular meeting of Council. Chairman Bullock focused discussion on the use cases and 3 failure items listed on the handout he provided, some including scooter-pedestrian conflicts on sidewalks, motor vehicle conflicts, and parking clutter. Councilman O'Malley expressed interest in examining Columbus data on scooters as they have been put into use there for the past year or two. There were questions over the frequency of accidents, any strategies to mitigate accidents, and whether insurance covers an accident. Councilman Litten urged all parties to get in touch with Ohio City Inc., who could provide local input on how scooters have been implemented in Cleveland.

David Baas gave a presentation on e-bikes and scooters. The presentation included information on shared micro-mobility, gave national trends along with data from Portland, Austin, and a UCLA study. Scooters are in over 100 cities in the nation. There is a two-pronged approach in managing scooters: 1) devices need to be regulated whether there is a transportation system in place or not and the traffic code can be used to do that 2) system controls can be utilized through a vendor and its use of technology. Members questioned if people are acquiring these vehicles for private use and what their cost is. It was indicated that they are being acquired and the cost is only a couple hundred dollars. The scooter sharing industry started taking off in 2010 and they

were first released in Los Angeles in 2017, with their use exploding since. Station based bike share is high but based on 6 major markets along the coastal areas of the country. Based on data from Portland, a third of residents and half of visitors claimed they used scooters to replace driving and scooters also served as a means to attract people to alternative transport and move people into bikeshare programs. The 2 main concerns that come with scooters are sidewalks and parking. The average trip one takes with one is 1.1 miles. Looking at data from two emergency rooms in the UCLA study, along with Portland's statistics, it was found that the most injuries occurred from people just falling off the scooters. There were minimal instances of pedestrian vs. scooter accidents. The majority of riders did not wear helmets.

Mr. Baas gave an account of how scooters have been implemented in Cuyahoga County. 100 were dropped in Cleveland with no notice, which resulted in a moratorium on them. This has been a common business practice among vendors. The county took a year to come up with licensing and regulations for them. Cleveland piloted the County program and gave 4 licenses to 4 vendors that include Bird, Lime, Spin, and Veoride, with the county putting a 1600 limit on the number of scooters. Each business' license is only good for a year. Managing the number of scooters is key to avoid overflowing the market and creating problems for a city's transportation system. Above any municipal law is the county's rules contained in the licensing. If a municipality wants to participate in the pilot program, they can approve them by ordinance. The county has an MOU program that makes rules unique to each municipality. It was noted that devices are routinely collected and rebalanced throughout the area, one of the key regulations in the county's program. Companies are now able to build in incentivized parking areas and limits on geography, which help them match demand and keep sidewalks continually clear. Companies also pay individuals to pick up scooters and redistribute them to approved parking areas. Planning and Law department staff stated that the scooters may fall under the section of the code that governs mopeds. Another common approach is to put their regulations into the bike section of code since you want them to operate like bikes. Section 373 of Lakewood's code has a provision for bicycle rentals, mandating that a vendor must have a sticker on it and be registered with the chief of police.

Mr. Baas noted that Columbus updated its code in 2018 and Cleveland did the same in April 2019, each choosing to generally to fall under the state code's language on mobility devices (e-bikes and scooters). Each cities code update included how devices are to be treated on streets, in regard to parking, and Columbus added an age to operate guideline (16 years old). Most cities restrict devices to 35 mph or less streets. Columbus lets scooters travel up to 20 mph and Cleveland restricts them to 12 mph. E-bikes' speed cannot be regulated. Cleveland chose to adopt a sidewalk use map based on the zoning map. Columbus had a more general definition, which entails prohibiting going on sidewalks unless you have to access property. Cleveland requires devices to be parked in the upright condition and prohibits them from blocking access to driveways or doorways. Issues that these types of transportation present the opportunity to clear up confusion in the bike code.

Chairman Bullock made a motion to make a request of the administration for Council to consider a traffic code update to incorporate regulations for e-bikes and scooters, which was seconded by Councilman Litten. All members voted in favor. Motion passed.

Mr. Baas noted that the bike and scooter share systems are part of the Lakewood Community Vision, as they increase the number of miles traveled without a car. The main question is whether a share system can be a benefit while addressing challenges, like helping with parking issues. There was discussion as to whether scooters could be used on the Shoreway or around the Browns stadium. Mr. Baas indicated that vendors have geofencing capabilities that prevent passage into these busy/dangerous areas, by slowing the device down to 1 mph when they enter a restricted zone. There are also capabilities to shut down the scooters at certain times, like Cleveland has implemented at 7 p.m. Those points can be established with code changes and made a part of the county's MOU agreement with a vendor. Education with the devices is going to be a large undertaking and physical signs may need to be placed to guide the scooters beyond indicators on an app.

Committee members discussed the need to regulate scooters to ensure transportation safety in Lakewood and suggested that scooters could also serve as a way to bring people into the non-car transportation system. They also expressed a desire to update the traffic code simultaneously while addressing the scooter issue to efficiently use Council's time. It was clarified that the 1,600-scooter limit currently in place for Cuyahoga County would not hinder Lakewood from entering into the county program (it was a figure that Cleveland chose for its municipality). Planning Department officials stated they planned to speak with vendors and use survey data to find the right scooter/bike mix for a pilot program. Chairman Bullock stated he would like the vendors to come into Council, do a pitch, and show off their technology. The Planning Department is in the process of coordinating that meeting with vendor companies, such as Lime and Bird.

Meeting adjourned: 7:43 p.m.

- Double check on moratorium

~~11 AM - 7:45 PM~~

agenda

Scooter and e-Bike Share Deliberation

First Hearing:

September 23, 2019

Immediate Goal	Update Traffic Code	<ul style="list-style-type: none"> • Ensure Lakewood public safety forces can enforce traffic & parking, wherever as a scooter/e-bike originates from. • Create safe harbor for appropriate use.
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Big Picture Evaluation	<p>What are Lakewood's goals?</p> <p>What fits Lakewood?</p> <p>By what criteria will we measure fitness?</p>	<ul style="list-style-type: none"> • See page two for Use Cases, Success, and Failure.
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Second Hearing:

TBA

Scooter/e-Bike Share "101" presentation	<p>Slide presentation by Planning to address:</p> <ul style="list-style-type: none"> • How does a system operate? • How would it be designed and what locations would be selected? • How will nuisances be mitigated? • Can the City develop "Design Guidelines" for vehicle share? 	<p>This will answer questions such as:</p> <ul style="list-style-type: none"> • How many total locations & vehicles? • What will contract/MOU specify? • How will clutter, parking, & enforcement be handled? By whom? • What speed limits do we auto-program, where?
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Vendor Demo	<p>Invite various vendors to attend, present, and demo their equipment and services.</p>	<p>Test drives in parking lot of City Hall.</p>
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Big-Picture Planning Considerations:

Use Cases for Scooters and e-Bikes:

- Bike Trip could be done on a Scooter or e-Bikes.
- Walking can be extended or replaced by Scooters or e-Bikes.
- Does NOT replace Uber ride home after enjoying a few drinks.
- Bike or Scooter use IS for:
 - First Mile/Last Mile Transit
 - Replacing Autos on short trips
 - Recreation

What does **Success** look like?

- ✓ Safe Scooter use to supplement bikes and extend walking.
- ✓ Significantly increase number of non-automotive trips by significantly broadening pool of users for (e-)Bikes and Scooters.
- ✓ Use e-bike /scooter expansion to drive more large-scale bike infrastructure.

What does **Failure** look like?

- ✗ Scooter-Pedestrian conflicts on sidewalks
- ✗ Motor vehicle conflicts
- ✗ Parking Clutter