



AGENDA ITEM SUMMARY

City Council

STAFF

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SUBJECT

Items Relating to Parking of Shared Mobility Devices and Electric Scooters.

EXECUTIVE SUMMARY

A. First Reading of Ordinance No. 097, 2023, Amending Sections 2002, 2106 and 2108 of the Fort Collins Traffic Code to Address the Parking of Shared Mobility Devices and Electric Scooters.

B. First Reading of Ordinance No. 098, 2023, Repealing Chapter 24, Article VI, Parking of Shared Mobility Devices, of the Code of the City.

The purpose of this item is to add shared mobility devices and electric scooters to the Fort Collins Traffic Code regulations for parking of bicycles and electric bicycles, and also to repeal two sections of the City Code that separately relate only to parking of shared mobility devices and electric scooters.

STAFF RECOMMENDATION

Staff recommends adoption of these Ordinances on First Reading.

BACKGROUND / DISCUSSION

The City and Colorado State University (CSU) selected Spin as the sole provider of shared e-bikes and e-scooters in Fort Collins in a competitive selection process. Spin began operating in 2021 on a one-year contract, which is renewable for up to five years total. The City and CSU have renewed the contract with Spin two years in a row.

During the first year, the City received complaints about improperly parked Spin e-bikes and e-scooters. During the fall of 2022, in collaboration with a graduate student intern from Colorado State University (candidate for Master's in Public Health), FC Moves conducted a study of Spin parking behavior and collected photos and observations of over 400 Spin e-scooters and e-bikes. The study evaluated whether the device was parked in compliance with City regulations, namely Code Section 24-179, which specifically addresses the parking of shared mobility devices. The study also evaluated whether the parked device blocked a path or access, and whether the parked device blocked a path or access for individuals with disabilities.

The Spin parking study found that eighty-seven percent (87%) of shared mobility devices were not parked in compliance with the City code. For eighty-four percent (84%) of devices that were not parked in compliance, the study found there was no parking spot compliant with Section 24-179 available nearby.

While collecting data for the Spin parking study, FC Moves staff noted that, in most of the City, streets with unmetered, unmarked parking often are the best option to park e-bikes and e-scooters. Under the proposed ordinances, this now would be a legal option. Under the ordinances proposed by this agenda item, thirty-eight percent (38%) of the devices that were parked out of compliance in the fall 2022 study would have had a legal spot nearby, including fifty-six percent (56%) of devices that were blocking a path or access.

Using the data from the Spin parking study, FC Moves and Spin developed a parking management program that includes creating designated parking areas, assessment of penalties for improper parking, and educating riders on better parking practices. These steps are being rolled out now and, in fall 2023, data will be collected to compare parking behavior before and after these countermeasures. Also, should Council approve the ordinances proposed by this agenda item, FC Moves and Spin plans to educate riders to use this new option through a quiz tied to a \$5 ride credit.

It is important to note that, in addition to the City's own restrictions on parking of shared mobility devices, Spin imposes restrictions on the parking of its devices through "geofenced" no-park zones and rider penalties for violations. For example, Old Town Square currently is designated as a no-ride and no-park zone.

One of Council's "Five Guiding Principles" is to "*Make the code easier to use and understand.*" Currently, parking of personally-owned electric scooters and shared mobility devices (whether bicycles, electric bicycles, or electric scooters) is regulated by Section 24-179 of the City Code. Parking of personally owned bicycles and electric bicycles, however, is regulated by Section 2108 of the Traffic Code. The proposed ordinances effectively would combine regulation of e-scooters and shared mobility devices in the Traffic Code, so that parking regulations for bicycles, electric bicycles, and electric scooters are the same regardless of whether they are shared- or personally-owned devices. These ordinances also would allow for Spin shared mobility devices to be parked on streets which provides more options for parking in compliance with City regulations and are expected to reduce the number of parked shared mobility devices blocking paths or access.

In preparing these proposed changes, FC Moves staff consulted with Police Services, Traffic Operations, Parking Services and Spin staff. FC Moves also presented to and consulted with the City's Disability Advisory Board, Bicycle Advisory Committee and the Transportation Board regarding the proposed changes.

CITY FINANCIAL IMPACTS

No financial impacts are anticipated.

BOARD / COMMISSION / COMMITTEE RECOMMENDATION

On May 22, 2023, the Bicycle Advisory Committee unanimously expressed support for these ordinances and requested that the Transportation Board forward their support to Council.

On June 22, 2023, the Transportation Board agreed to forward to Council its recommendation in the Bicycle Advisory Committee memo (attached), with one dissenting vote.

PUBLIC OUTREACH

Over 1,200 Spin riders responded to a survey in Fall 2022. The most frequent answer to "What would encourage proper Spin e-bike/e-scooter parking for you?" was "Better options for parking." (forty-one percent (41%)).

ATTACHMENTS

1. Ordinance A for Consideration
2. Ordinance B for Consideration
3. Bicycle Advisory Committee Memorandum, May 22, 2023
4. Bicycle Advisory Committee Minutes, May 22, 2023 (Excerpt)
5. Transportation Board Minutes, June 22, 2023 (Excerpt)