

## MEMO

From: Andrea Schlageter, Chair Ocean Beach Planning Board

Subject: Recommendations to Mayor's Dockless Scooter and Bike Ordinance

To: Council Member Jennifer Campbell

Cc: Mayor Kevin Faulconer, Anthony George, Seamus Kennedy, Joshua Coyne

Date: Thursday, March 14<sup>th</sup>, 2019

Council Member Campbell,

The Ocean Beach Planning Board seeks to advise you on the Mayor's Dockless Vehicles Ordinance. As both a community these dockless vehicles first launched in and where use is frequent, we felt our experiences applicable.

**The most important concerns to address with this ordinance are as follows:** safety of both pedestrians and riders, ADA compliance, impact on pedestrian visibility from sidewalks, trash from disabled devices, overtaking of the public right of way, and unlimited market access to businesses.

Taking these priorities and breaking down the ordinance as outlined on the City of San Diego's website<sup>1</sup> the Ocean Beach Planning Board's recommendations are as follows:

### Permitting Fees

Recommend that permits only be reissued to companies that have proved they are good operators by:

- Quickly retiring disabled and damaged scooter and bikes
- Obeying all staging rules laid out in ordinance
- Quick removal of devices not in compliance of staging rules
- Actively managing their user base and banning bad users

Non renewal of operating permit will mean forfeiture of the "performance bond".

Request that device fees be put into a mobility fund.

Suggest special exemptions to companies assisting mobility to low income residents, who are often last to see the benefits of technology advancement.

### Limiting Speeds

Request the boardwalk going from the Ocean Beach pier to the lifeguard station, as well as the pathway along Dog Beach be included in the areas where lowered speeds are required.

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<sup>1</sup> <https://www.sandiego.gov/mayor/news/releases/mayor-faulconer-proposes-new-regulations-dockless-scooters-and-bikes-improve-public>

Propose that the possibility of controlling speeds along transit routes be studied. dockless vehicle companies know where these vehicles are at all times. If it is possible to allow for increased speeds along designated routes in highly frequented areas, and traffic calmed areas that would be preferable to geofencing.

### **Staging and Parking**

Ensure that groups of 4 are non unique e.g. if 4 bikes from the same company are at one location the next group of 4 must be 40 feet away regardless of operator.

These devices respect the same parking restrictions as cars in regards to fire hydrants and fire station driveways.<sup>2</sup>

This same berth (15ft.) be given to curb cuts and marked pedestrian crosswalks to allow for ADA compliance and pedestrian visibility.

### **City Indemnification**

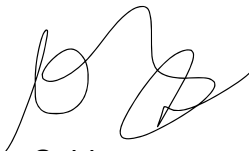
Advise the helmet requirement be reinstated. Without this requirement it is hard to argue that the City can be absolved of liability since it is not in good faith to say that user safety has been of paramount concern.

### **Data Sharing**

Recommend data about trip location and frequency be used to manage fleet sizes and where staging takes place.

The Board thanks the Council Member for the chance to advise her on this ordinance. I will be happy to answer any questions about our recommendations you have and am available to advise about dock-less device policy further.

Best,



Andrea Schlageter  
Chair Ocean beach Planning Board

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<sup>2</sup> <https://www.sandiego.gov/parking/enforcement>