



COUNCIL STAFF REPORT

CITY COUNCIL of SALT LAKE CITY

TO: City Council Members

FROM: Sam Owen, Policy Analyst

DATE: June 16, 2020

RE: Dockless Shared Mobility Ordinance

Item Schedule:

Briefing: 06/16/20

Public Hearing:

Potential Action:

GOAL OF THE BRIEFING

Obtain a third round of Council feedback on the Administration's draft proposed ordinance.

NEW INFORMATION—3RD BRIEFING

During the May 5, 2020 briefing, Council Members expressed concerns that delegation of legislative authority to regulate particular elements of dockless shared mobility may have been too broad with regard to the ordinance proposal. The Council asked the Administration to come back with a list of each factor explicated and regulated through the City's separate and sometimes interlocking means of structuring the dockless shared mobility programs: request-for-proposals (RFP), contract, ordinance and administrative policy. That list is attachment 1 to this report. A draft request-for-proposals has also been provided to Council Members.

Discussion also emphasized a comparison of the proposed SLC fee schedule for dockless shared mobility business activities to other cities (see the appendix B to this report, starting on page 3). A detailed breakdown of the City's proposed fee schedule is attachment 2 to this report. Briefly, the proposal currently includes three separate options:

1. Recovery of a "fully loaded cost" at \$176.59 per device;
2. A fully loaded cost recovery minus "one-time costs" at \$146.91 per device; or
3. A direct cost at \$133.30 per device.

The SLC fee proposal contemplates a full-time person to manage dockless shared mobility issues in the City, as well as contracting out for enforcement activity. Council Members have explored a range of concerns related to both of these aspects of the fee proposal during the small group discussions.

Subsequently, the Administration met with small groups of Council Members to discuss the list and to address concerns regarding how and what the ordinance should cover. Broadly, some aspects of the following spectrums were addressed:



1. Flexibility in administrative policy or contract,
 - a. BALANCED WITH non-delegation of legislative authority; i.e. accomplishing regulation through the Council's inclusion of desired elements in the ordinance and its successors.
2. City requirements & expectations of dockless shared mobility companies explicated in ordinance,
 - a. BALANCED WITH incentivizing dockless mobility companies to compete with each other to provide services to meet these requirements & expectations through the City's RFP process and resulting contracts.
3. City requirements & expectations reflecting constituent comments and concerns,
 - a. BALANCED WITH value to the City provided through another active transit-type option.

ATTACHMENTS 6-16-20 (see previous publication dates 11-19-19 and 5-5-20 for additional materials)

1. Administration comparison table
2. Proposed fee, summary
3. Proposed fee, detail

NEXT STEPS

The Council might wish to go through each element on the Administration's list (attachment 1) and identify whether, as a body, its comfortable with the Administration recommendation in terms of where each item should be addressed (or, in which of the four categories provided the item might best fit). See appendix A to this report for more background on the May 5, 2020 briefing and how that potentially influences next steps.

1. The Council's discussion in this regard might reflect the current proposal, or
2. The Council might ask the Administration to come back with an updated ordinance based on feedback related to each item evaluated during the work session, and
3. With regard to the fee schedule, the Council might wish to discuss:
 - a. The full-time position contemplated as part of the fee proposal, and
 - b. How contracting for enforcement activities might be implemented, or how that aspect of the proposal might be modified.

APPENDIX A 6-16-20

From the May 5, 2020 briefing: clear requirements, either for ordinance or operating agreement, expressed by the Chair:

1. Speed regulation or guidance in the ordinance;
2. Strict sidewalk and other kinds of enforcement mechanisms provided for by the ordinance;
 - 2a. Helmet requirements in the ordinance (this request has evolved in small group discussions);
3. Fee collection that recoups all losses to the city, including wear and tear to the streets; and,
4. For the city to be as progressive as possible in any requirements where the city can shift the burden of enforcement to the companies.

APPENDIX B 6-16-20, fee comparison

Fees					
City	Application/ Permit Fee	Per Device Fee	Per Trip Fee	Performance Bond	Relocation/ Removal
Austin	N/A	\$60	N/A	\$100/device	Invoice the companies
Baltimore	TBD	TBD	\$0.10	\$10,000	\$220 for first 5 scooters seized at one time, \$44 per additional seized scooter; \$220 for first 3 e-bikes seized at one time, \$73 per additional seized e-bike; \$15 per day for each group (up to 5 scooters 3 e-bikes) for storage
Bellevue	\$226 permit application fee \$6,855 annual ROW lease fee	N/A	N/A	\$10,000	Cost recovery
Chicago	\$250	\$120	N/A	N/A	\$100 per scooter
Denver	\$150 application \$15,000 permit fee	N/A	N/A	\$20 bikes/\$30 e-scooters	N/A
Durham	\$1,000 application \$500 renewal	\$100 e-scooters \$50 e-bikes	N/A	\$10,000	\$50
Ft. Lauderdale	\$150 application \$100 annual permit	\$10	N/A	\$80/vehicle	\$75 + \$50 per day for storage

Fees					
City	Application/ Permit Fee	Per Device Fee	Per Trip Fee	Performance Bond	Relocation/ Removal
Los Angeles	\$20,000	\$130 \$39 in disadvantaged communities	N/A	\$80/vehicle	Reimburse the City and storage fees
Oakland	\$2,500 application \$30,000 permit fee	\$64	\$0.10 when parked or left standing in a metered zone during hours of operation	N/A	\$50 + \$140 per hour for confiscation
Santa Monica	\$20,000	\$130 + \$1/day	N/A	N/A	
Seattle	N/A	\$50	N/A	\$10,000	Cost recovery
Washington D.C.	\$75 application and technology \$250 initial permit fee \$100 annual fee	\$60 (pro-rated by month)	N/A	\$10,000	All costs from bond

PREVIOUSLY PUBLISHED INFORMATION BELOW THIS LINE

May 5, 2020 Council briefing

ISSUE AT-A-GLANCE

This is a brief update on the most recent version of the ordinance proposal for dockless shared mobility devices in Salt Lake City. The Council was briefed on an earlier version of the ordinance proposal on November 19, 2019. Those briefing materials are included in a section further on in this report.

The ordinance proposal update makes these changes:

1. Language added to emphasize that requirements specifically made for dockless shared mobility device operators (e.g. Bird) do not apply to docked shared mobility device operators (e.g. GREENbike);
2. Insurance requirements adjusted to reflect technicalities related to general liability insurance coverage;

3. Safety feature requirements were added; and
4. Language added to better differentiate between recreational mobility devices and those used by persons with mobility disabilities.

Another part of the update includes a proposal on business licensing fees that could be charged to recoup the City's costs. Please see Attachment 2 to this report for calculation detail; these are the highlights:

4. Recovery of a "fully loaded cost" at \$176.59 per device;
5. A fully loaded cost recovery minus "one-time costs" at \$146.91 per device; and
6. A direct cost at \$133.30 per device.

City Finance reports the estimates were calculated using the standard template that Salt Lake City uses for its cost justifications. Some of the factors included are (see Attachment 2 for full detail)

- City Information Management Systems (IMS) costs;
- City Attorney's Office costs;
- Depreciation on Fleet vehicles associated with related activities;
- City Risk Management costs;
- Other general fund department & division costs;
- Costs related to third-party enforcement; and
- The cost analysis document also contemplates costs related to Transportation's construction of downtown dockless shared mobility device "docks."

Representatives of the shared mobility company Lime have expressed concerns that any of these cost recovery scenarios would hamper or eliminate the company's capacity to do business in Salt Lake City. Alternately, Lime had previously suggested a fee of 5 cents per trip taken on its devices, which the company estimated could result in up to \$100,000 annually for the City. A donation agreement the City previously made with companies Lime and Bird and had considered with other providers had contemplated a donation from the company to the City of \$1 per day per device. The Administration provided this feedback about that donation agreement:

"Bird and Lime originally said that they would donate \$1 per day per scooter, but decided that wasn't sustainable financially ongoing. They both still made a donation for the first 3 months or so of their operations, with the stipulation that it go towards construction or maintenance of bicycle and scooter infrastructure. The total was about \$60k, of which there is \$47,925 left. We used it to augment the efforts that Spin put into the 700 South/300 East intersection. We are planning on using the rest of the funds on similar efforts, including more permanent materials at the 700 South/300 East intersection."

The transmittal also includes an extensive report of the Administration's recent public engagement activity on the topic of shared mobility devices. Among other findings, the engagement report indicates:

1. That a majority of respondents did not have a problem with the devices being used at a walking pace on sidewalks, even downtown;
2. That a majority of respondents thought education would be more effective than enforcement, in terms of the City's approach to regulating the devices; and
3. That a majority of the respondents were unfamiliar with the City's previous outreach & education efforts with regard to the devices.

Finally, and as a reminder, the update retains the provision that would allow the City to issue a request for proposals to competitively limit the number of shared mobility device companies operating in the City. This competitive bid process could place additional requirements on companies. The ordinance also retains the provision that allows the City's Administration to make additional regulations beyond those outlined in the proposed ordinance.

The following questions were raised by Council Members in the November 2019 briefing, and are repeated here with the Administration's response indented below each one.

1. Whether and how enforcement has taken place against riders using the scooters in ways that do not comport with the companies' current operating agreements;
 - a. Administration indicates that "enforcement has been focused on egregious behaviors due to limited resources."
2. Whether it's feasible to "shift the burden" of enforcement to the companies by using innovative means of identifying infractions and issuing citations;
 - a. The Administration reports, "[the City has] been continuing to explore options that put more of a burden on the vendors. Having an upcoming competitive process to limit the number of vendors has been a helpful tool that has already yielded additional efforts from the vendors. Following through on that process, and following it up with updated operating agreements should help even further."
3. Whether devices are being used for active transit, or just recreationally;
 - a. The Administration reports, "A customer survey that Lime shared indicates that about 1/3 or trips are for transportation and about 2/3 are for recreation."
4. Injury updates; and
 - a. The Administration reports, "Last fall, we reached out to area hospitals for data on scooter-related injuries. The University of Utah Med Center was the only one to get back to us. They reported about a range of 2 to 20 ER visits related to e-scooters per month (higher in the summer than winter). This is similar to our City-wide reported bicycle crashes, indicating that there are likely more scooter injuries than bicycle injuries. We could require a regular survey and/or reporting in the updated operating agreements."
5. What other measures are being taken or might be taken to protect pedestrian environments like downtown sidewalks.
 - a. The Administration reports, "Having a competitive process that limits the number of vendors creates accountability, and will also allow for the City to work more closely with the winning vendors. Ideas that have been discussed include parking/docking areas, education campaigns, technology solutions, and no-ride and slow zones."

ATTACHMENTS

1. Administrative transmittal
2. Finance information on cost/fee analysis, detail

POLICY QUESTIONS

1. The Council may wish to discuss the Administration's vision for a potential request-for-proposals (RFP) process—what might be included in terms of the proposed requirements for operators to do business in the City?

NOTE: policy questions 2 & 3 are presented as "balancing tests," where two values are illustrated as part of one continuum in order to draw out a policy direction or consensus in terms of addressing a core issue

2. The Council may wish to discuss what factors in would like to see included in the City's assessment of fees to shared mobility device companies operating in the City.
 - a. Balancing test: companies' incentive to operate & ability to do so realistically and profitability
 - i. VERSUS the City's accountability to taxpayers and need to recoup costs associated with regulating and accommodating this new form of transportation.
 - b. Balancing test: social, air quality and other tangible & less tangible benefits provided by alternative transportation
 - i. VERSUS potential social disruption or anxiety caused by the presence of the new technology and the City's role in regulating or mitigating that.
 - c. Balancing test: additional accommodations, service features or community offerings made by shared mobility device companies, by requirement or voluntarily
 - i. VERSUS community benefit in having unfettered & inexpensive access to the technology that might be impeded by potentially cost-prohibitive operating requirements imposed by the City.
 - d. Balancing test: compensation for use of the City right-of-way

- i. VERSUS whether & how comparable entities are assessed for use of the right-of-way, as well as community benefits obtained from presence of the transit option.
3. The Council may wish to discuss enforcement, including feedback or updates on innovative forms of regulation such as those reportedly being used in Portland, Oregon.
 - a. Balancing test: the time, personnel and social costs (as well as logistical impediments) of active enforcement on use of the devices
 - i. VERSUS the City's revenue requirement and commitment to public order.
 - b. Balancing test: vocal opposition from community members who are particularly concerned with issues presented by this technology
 - i. VERUS potential community benefit or value in integration of this technology into Salt Lake City's active transit portfolio.
4. The Council may wish to request the Administration's feedback on what impact these companies have had on local providers of similar services, or the opportunity for similar service providers to emerge locally in the future.

ADDITIONAL AND BACKGROUND INFORMATION: PREVIOUS MATERIAL FROM THE NOVEMBER 2019 BRIEFING

THE FOLLOWING IS FROM THE NOVEMBER 2019 BRIEFING

ISSUE AT-A-GLANCE

Shared mobility device companies have been operating in Salt Lake City since August 2018. Early operators did not obtain licenses or work with the City before deploying rentable mobility devices such as scooters powered by electric motors. Early operators subsequently worked with the City Administration to develop temporary operating agreements. Those agreements had many of the same requirements that are part of the current draft ordinance proposal. The pattern of deployment taking place before companies work directly with municipalities on regulation has also occurred elsewhere in the country.

Shared mobility devices would be defined by the proposed ordinance as, "A bicycle, electric bicycle or motor-assisted scooter made available to the public for hire." Devices that have been deployed in the city so far are also mostly "dockless," meaning they can be made available without the need for built infrastructure to secure or collect them in one place. Companies deploying these devices have employed workers to collect the devices every day, charge them and then redeploy them. Companies have indicated a similar model is used to provide maintenance to the devices.

The 2019 Utah State Senate Bill 139 became effective this year and does not allow cities to "impose any unduly restrictive requirement" on the scooter companies or users of the scooter rentals. The bill also created the requirements for cities to regulate rental scooter riders no more restrictively than bicycle riders; this means, for example, that while bicycles and scooters are not allowed on sidewalks downtown (in the "central traffic district"), bicycles and scooters are not prohibited from operating safely on sidewalks elsewhere in the city. Shared mobility device riding on downtown sidewalks has been a subject of public comments during Council hearings, and among other public feedback and complaints to the City Council and the City Administration.

POLICY QUESTIONS

1. What enforcement and education options are the Administration exploring? Constituents have indicated that sidewalk riding in the downtown area is a concern.
 - a. The Council might wish to request whether any enforcement activity has taken place, and if so, for information about the number of citations issued for infractions related to the use of shared mobility devices in the city.

2. The Council might wish to request City expense and revenue projections detailing a) income from licenses and other agreements with shared mobility devices companies, b) estimated costs resulting from any enforcement that has taken place related to the devices and c) any other budget changes directly related to the operation of the devices in the City since August 2018, including possibly donations from shared mobility devices companies.
 - a. A collaboration involving the City recently resulted in roadway painting and ornamentation in the intersection at 300 East and 700 South. Council staff understand the collaboration was funded at least partially by a shared mobility device company. Are there other such collaborations planned, and is this kind of outreach seen by the Administration as productive in terms of implementing a response to constituent concerns about dockless devices and traffic safety?
3. Other cities have experimented with creating “nests” or “corrals” for dockless shared mobility devices. Has the Administration discussed these or other related options with operators, and are there examples where these facilities have been created in the city?
4. The proposed ordinance provides an optional framework for the limitation of shared mobility device companies in the City through a competitive request-for-proposals process.
 - a. Does the Administration anticipate a need to implement this process in the near future, and if so, does the Administration anticipate that companies would be cooperative with the new limitation?
 - b. How many and which shared mobility device companies have currently entered agreements with the City?

ADDITIONAL & BACKGROUND INFORMATION

- Violations of requirements regarding where scooters are parked or ridden (see below) can result in riders being cited and fined. According to one shared mobility device company, at least one city has created a framework that allows public enforcement staff to photograph shared mobility device riders using the devices illegally. The photographs are provided to the company, the company is issued a fine from that city and the riders are assessed the fine by the company. The company uses the photographs coupled with global positioning system information for identification.
- Scooter rental companies have required riders to be licensed drivers and wear helmets through their platforms.
- The scooters cannot legally be parked or stored in a way that impedes movement on sidewalks (see below) or encroaches on private property without permission.
- The City can collect business license fees from the companies. The City also has the ability to collect fees for use of the public right-of-way.
- The Administration’s transmittal provides a brief summary of the engagement it has conducted on the topic. The Council also has an Open City Hall post to provide information and receive feedback, as well as an ongoing matrix of email comments that have been received.

Placement restrictions

(PLEASE SEE MARCH 2020 TRANSMITTAL FOR AN UPDATE TO THIS INFORMATION)

The following is an excerpt from the draft proposed ordinance; similar requirements have also been part of temporary operating agreements:

5.67.030: SIDEWALK AND RIGHT-OF-WAY RESTRICTIONS:

- A. Motor assisted scooters shall not be operated on any sidewalk on which a bicycle may not be operated;
- B. Motor assisted scooters may not be operated in a manner contrary to signs, traffic control devices, or other devices governing movement, traffic, or other activities.
- C. Any motor assisted scooter that is not in use must be secured to a permitted dock rack or corral or otherwise placed as required below:
 - a. Motor assisted scooters may not, at any time, for any reason, impede the free flow of pedestrian traffic.
 - b. Motor assisted scooters may not be temporarily placed or left in the following areas in such a way as to impede their normal operation or the free flow of pedestrians and traffic:
 - i. Any multi-use path;
 - ii. Any vehicle travel lane;
 - iii. Any vehicle parking space;
 - iv. Any UTA TRAX or FrontRunner boarding platform;
 - v. Anywhere that impedes safe access to or egress from a UTA bus;
 - vi. Within fifteen (15) feet of any building access or egress, including driveways;
 - vii. Within thirty (30) feet of any ADA ramp or access of any kind;
 - viii. Anywhere that impedes the use of an existing docking station or corral for motor assisted scooters or other mobility devices.
 - ix. Any areas in which leaving a motor assisted scooter is prohibited pursuant to regulations promulgated by the city transportation director.
 - c. Motor assisted scooters placed or otherwise left in violation of the requirements of this section may be relocated or impounded at the motor assisted scooter owner's expense.

Other cities

Indianapolis, Indiana and Atlanta, Georgia have each enacted ordinance similar to Salt Lake City's (SLC) proposal (Attachments 2 and 3, respectively; see also fee schedules under Appendix). Those ordinances include many of the same provisions as the current SLC proposal. They also differ in some of the following ways:

- Where specifics such as limits on the number of devices and requirements for geographic distribution are addressed in the SLC proposal as regulations to be further specified by the Transportation Director, these other examples include numbers for some of those limits;
- Indianapolis includes requirements such as requiring companies to post language on the devices themselves indicating that users should wear helmets, should comply with user agreements and so on;
- Indianapolis includes more requirements on where and when scooters can be ridden, e.g. that they must be collected from public right-of-way by a certain time each day and that they cannot be operated near the site of a public safety emergency;
- Indianapolis precludes companies from having the devices advertise for third parties;
- The other examples also call out specific fees and fines (notably, Atlanta provides for a fine to companies of \$1,000 per day where violations of the ordinance are found);
- Atlanta prohibits riders from holding a wireless communication device while using a scooter; and,
- Atlanta requires its Administration to present annually to the Council on the results of the ordinance implementation.

San Francisco, California has adopted a limited permit program with extensive requirements for companies to obtain permission to operate in the city (Attachments 4, 5 and 6 exhibit some, and not all, of these requirements). These requirements include and are not limited to:

- A community engagement plan;
- Sustainability requirements, including technical specifications on batteries, life-cycle analysis for equipment, recommendations for non-revenue vehicle miles travelled (e.g. the processes by which devices are retrieved and charged); and,
- Distribution requirements explicating metrics, core service areas, expanded service areas, geographic equity and so on.

Portland, Oregon currently allows companies to operate under a pilot program guided by administrative rule (Attachment 7). The program is extensively regulated, including and not limited to requirements like:

- Information provided on material composition of the scooters;
- Life expectancy of devices measured in distance and time;
- Expected maintenance requirements, including component life expectancy;
- Information on energy consumption from charging devices;
- Life-cycle analyses, including end-of-life plans for devices (whether they are recycled, reused or disposed of);
- User privacy policies and histories from companies on any data breaches;
- Photo renderings and descriptions of any branding the devices will display;
- Suspension provisions for users that incur repeated violations of the city's rules; and,
- Street use surcharge of 25 cents per trip.

APPENDIX

Indianapolis fee schedule:

Sec. 131-501. Schedule of license and permit fees.

The board of business and neighborhood services shall have the power to establish the amount of fees by regulation as granted in section 226-204 of the Code. The following maximum allowed fees are established for their respective licenses and permits issued by the city or county:

Code Section	License or Permit	Maximum Allowed Fee
<u>905-102</u>	<u>Shared mobility system in the public right of way</u>	<u>\$15,000 annually</u> <u>And</u> <u>\$1 per day, per Shared Mobility Device operating within a licensee's Shared Mobility System</u>

SECTION 3. Section 103-52 of the "Revised Code of the Consolidated City and County," regarding schedule of Code provisions and penalties, hereby is amended by the addition of the following code section citations 905-107 and 905-108 with subject matter and civil penalty in sequential order, to read as follows:

Sec. 103-52. Schedule of Code provisions and penalties.

The following Code (or ordinance) provisions and their respective civil penalties are designated for enforcement through the ordinance violations bureau:

Code Section	Subject Matter	Civil Penalty
<u>905-107</u>	<u>Removal of a Shared Mobility Device</u>	<u>\$100.00</u> <u>plus</u> <u>\$10.00 per day</u>
<u>905-108</u>	<u>Illegally Parked Shared Mobility Device</u>	<u>\$25.00</u>

Atlanta fee schedule with comparisons:

Permitting Fees

The table below summarizes the results of a fee study conducted to establish the cost recovery associated with ongoing costs of the new Shareable Dockless Device Permit.

Shareable Dockless Mobility Device Permit Fee Study		
	Annual Fee	Per Device Fee (excess of 500 devices)
Program Review, Oversight, and Coordination	\$2,382.80	N/A
Parking and Operations Enforcement and Data Dashboard	\$9,152.53	\$8.31
Equity Program Monitoring and Expansion	\$2,782.68	\$5.56
Parking Designations <i>approximately 1 designated area per 50 devices over 500 devices</i>	N/A	\$40.00
Total	\$14,318.01	\$53.87
Recommended Fee	\$12,000.00	\$50.00

Benchmarking Study

The table below summarizes permit fees in peer cities across the country.

Shareable Dockless Mobility Device Permit Fee Benchmarking Study						
City	Date Established	Annual Permit Fee	Application Fee	Annual Device Fee (per device)	Equity Zone Device Fee	Total annual cost to permit 1,000 devices (20% in equity zones)
Seattle	8-Aug-18	\$250,000		\$0	N/A	\$250,000
Santa Monica	10-Jul-18	\$20,000		\$130	N/A	\$150,000
LA - Revised	27-Jun-18	\$20,000		\$130	\$39	\$131,800
LA - Initial	14-May-18	\$500		\$50	N/A	\$50,500
Chicago	1-May-18	\$250		\$50	N/A	\$50,250
Dallas	19-Jun-18	\$404	\$404	\$42	N/A	\$42,808
Atlanta	25-Sep-18	\$12,000	\$100	\$50	N/A	\$37,100
Austin	16-Apr-18	\$0		\$30	N/A	\$30,000
SF - Scooters	1-Jun-18	\$25,000	\$5,000	\$0	N/A	\$30,000
SF - Bikes	1-Jul-17	\$0	\$0	\$25	N/A	\$25,000
St. Louis	26-Jan-18	\$500		\$10	N/A	\$10,500
Durham	17-Oct-17	\$250		\$10	N/A	\$10,250

ATTACHMENTS

1. Transmittal
2. Indianapolis ordinance
3. Atlanta ordinance
4. San Francisco permit requirement, community engagement
5. San Francisco permit requirement, sustainability
6. San Francisco permit requirement, distribution
7. Portland pilot program administrative rules

DOCKLESS SCOOTERS

CONTROL MECHANISMS

During the pilot period, Salt Lake City has encountered a variety of issues and concerns related to dockless scooters. The following table lists those concerns and the proposed mechanisms that will be used to address them moving forward.

ISSUE	WHERE ADDRESSED			
	ORDINANCE	RFP	CONTRACT	POLICY
DEVICE SAFETY				
Equipment Standards	X	X	X	
Maximum Speed	X	X	X	
Maintenance Schedule	X	X	X	X
Tracking & Addressing Defective Equipment	X	X	X	
USER COMPLIANCE				
Sidewalk Riding	X	X	X	
Education & Outreach		X	X	
Low Speed or No-Travel Zones		X	X	X
Vendor-Use Policies		X	X	X
Fines & Penalties	X	X	X	
PARKING COMPLIANCE				
Vendor Deployment	X	X	X	
User Parking	X		X	
Non-User Placement	X	X	X	
OPERATIONAL REQUIREMENTS				
Removal of Improperly Parked or Damaged Vehicles	X	X	X	
ID Number of Each Device	X	X	X	
Accessible Customer Service		X	X	
Response Time		X	X	
Maintenance Schedule	X	X	X	
Adequate Staffing		X	X	
Mechanism for Reporting Issues by Users & Non-Users		X	X	
FLEET SIZE & DEPLOYMENT LOCATIONS				
Size of Fleet		X	X	
Deployment Locations		X	X	
Compliance with Deployment		X	X	
LABOR PRACTICES & SUPPORT SERVICES				
Fair Labor Practices	X	X	X	
Record Keeping		X	X	
Multi-Lingual Customer Service Ability		X	X	
Equitable Deployment & Availability		X	X	
DATA				
Privacy Standards		X	X	
Data Sharing		X	X	
Reporting		X	X	
Access		X	X	
OTHER				



Per Scooter Fee		
Direct Cost Recovery:	\$	133.30
Fully Loaded Cost Recovery:	\$	176.59

Costs / Planned Allowable Devices:

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	1250	\$ 176.59	\$ 220,736.21
Vendor 2	1250	\$ 176.59	\$ 220,736.21
			\$ 441,472

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	500	\$ 176.59	\$ 88,294.48
Vendor 2	500	\$ 176.59	\$ 88,294.48
			\$ 176,589

>Without "One-Time" costs:

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	1250	\$ 146.91	\$ 183,635.71
Vendor 2	1250	\$ 146.91	\$ 183,635.71
			\$ 367,271

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	500	\$ 146.91	\$ 73,454.28
Vendor 2	500	\$ 146.91	\$ 73,454.28
			\$ 146,909

>Direct costs:

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	1250	\$ 133.30	\$ 166,623.21
Vendor 2	1250	\$ 133.30	\$ 166,623.21
			\$ 333,246

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	500	\$ 133.30	\$ 66,649.28
Vendor 2	500	\$ 133.30	\$ 66,649.28
			\$ 133,299

SALT LAKE CITY CORPORATION
DOCKLESS VEHICLE PROGRAM FEE
COST ANALYSIS



Summary			
Note 1:	Depredation Expense on Fleet Vehicles	\$	5,000
Note 2:	Unbilled General Fund Administrative Fees - Community & Neighborhoods		22,072
Note 3:	Community & Neighborhoods Administrative Costs		2,369
Note 4:	Unbilled General Fund Administrative Fees - Attorneys		836
Note 5:	Unbilled General Fund Administrative Fees - Finance		3,581
Note 6:	General Fund Administrative Fees - Information Management Systems		167
Note 7:	Operating Costs		85,070
Note 8:	Direct Labor and Unbilled Building Costs		149,176
Note 9:	Third Party Enforcement:		99,000
Total Annual Expenditures			367,271
Note 10:	Direct Labor and Unbilled Building Costs - One Time		74,201
Total Annual Expenditures + One Time Costs			441,472

Per Scooter

\$ 146.91

\$ 176.59

Note 1:

Depredation Expense on Fleet Vehicles				
Vehicle Count	Est. Cost	Depredation Period (years)	Annual Depredation Costs	
1 vehicle	\$5,000	1	5,000	
Annual maintenance costs				
			\$	5,000

(Cost data per Denise Sorenson - Fleet)

Note 2:

Unbilled General Fund Administrative Fees - Community & Neighborhoods				
Fees per FY2019	\$ Allocated to Departments	Derived Percentage		\$
All City Depts (except IMS)	\$ 2,201,186	0.61%	\$	13,373
IMS Admin	1,160,682	0.61%		7,051
Risk Management	271,271	0.61%		1,648
Total Admin Fees	\$ 3,633,139		\$	22,072
Community & Neighborhoods FTE's	195.00			
FTE's	1.18			

Note 3:

Community & Neighborhoods Administrative Costs				
Fees per FY2019	\$ Allocated to Departments	Derived Percentage		\$
Community & Neighborhoods Administrative Costs - FY2019	\$ 390,027	0.61%	\$	2,369
Total Administrative Costs	\$ 390,027		\$	2,369
Community & Neighborhoods FTE's	195.00			
FTE's	1.18			

Note 4:

Unbilled General Fund Administrative Fees - Attorneys				
Fees per FY2019	\$ Allocated to Departments	Derived Percentage		\$
All City Depts (except IMS)	\$ 205,063	0.23%	\$	467
IMS Admin	114,653	0.23%		261
Risk Management	47,387	0.23%		108
Total Admin Fees	\$ 367,103		\$	836
Office of the City Attorney FTE's	49.25			
Attorney Admin & Civil Matters	0.11			

Note 5:

Unbilled General Fund Administrative Fees - Finance				
Fees per FY2019	\$ Allocated to Departments	Derived Percentage		\$
All City Depts (except IMS)	\$ 1,943,681	0.15%	\$	2,996
IMS Admin	304,041	0.15%		469
Risk Management	75,014	0.15%		116
Total Admin Fees	\$ 2,322,736		\$	3,581
Department of Finance FTE's	68.70			
Revenue and Bus Licensing	0.11			

Note 6:

General Fund Administrative Fees - Information Management Systems				
Fees per FY2019	\$ Allocated to Departments	Derived Percentage		\$
All City Depts (except IMS)	\$ 298,812	0.05%	\$	135
IMS Admin	-	0.05%		-
Risk Management	71,318	0.05%		32
Total Admin Fees	\$ 370,130		\$	167
Information Management Service FTE's	71.00			
Software Support Services	0.03			

[illegible]

Direct Labor and Unbilled Building Costs						
Job Title	FTE		Annual Cost	pro rate share	Costs	
Director - Transportation	1.0		\$ 165,112	3.2%	\$	5,284
Senior City Attorney	1.0		186,203	8.0%		14,915
Traffic Technician	1.0		65,512	6.4%		4,193
Special Projects Analyst	1.0		85,364	3.2%		2,732
GIS Coordinator	1.0		114,476	3.2%		3,663
Engineer VII CAN	1.0		150,296	1.2%		1,851
Transportation Planner II	1.0		89,784	1.2%		1,106
Traffic Technician - SCOOTERS	1.0		65,512	100.0%		65,512
Total Direct Salaries						\$ 99,256
Allocated Building Costs						
est. 260 square feet per employee						
\$2.4 per square feet costs (per Prop Mgt)		\$6,240				
		8.0				49,920
Total Direct Labor and Unbilled Building Costs					\$	149,176

<u>Dep.</u>	<u>Hours</u>	<u>% of FTE</u>
CND	51.97	118.47%
ATT	130.08	
CND	103.93	
CND	51.97	3.20%
IMS	51.97	
CND	20.00	
CND	20.00	
CND	1623.92	

Third Party Enforcement:				
	Per Month Cost	Months		Total
Labor	\$ 4,000	12	\$	48,000
Tech	3,000	12		12,000
Eco-Friendly Vehicle/E-Trike	750	12		9,000
Sweep Application	500	12		6,000
Warehouse (if impound applicable)	2,000	12		24,000
			\$	99,000

Direct Labor and Unbilled Building Costs - One Time					
Job Title	FTE		Annual Cost	pro rate share	Costs
Director - Transportation	1.0	\$	165,112	1.1%	\$ 1,893
Deputy Director of CAN	1.0		170,922	1.1%	1,894
Mayor	1.0		204,902	0.5%	1,004
Senior City Attorney	1.0		186,203	2.0%	3,668
Senior City Attorney	1.0		180,304	1.2%	2,218
Real Property Agent	1.0		94,340	0.5%	465
Real Property Manager	1.0		122,636	0.5%	604
Financial Analyst I	1.0		55,064	9.4%	5,154
Landlord Tenant Supervisor	1.0		97,659	1.2%	1,201
Total Direct Salaries					\$ 18,041
Allocated Building Costs					
est. 260 square feet per employee					
\$24 per square feet costs (per Prop Mgt)		\$6,240			
		9.0			56,160
Total Direct Labor and Unbilled Building Costs					\$ 74,201

CND	18.03	
CND	17.99	
M	7.96	
Att	31.99	
Att	19.97	11.21%
CND	8.00	
CND	8.00	
F	152.00	10.59%
F	19.97	

Hours: 1,624 annual base hours was computed as follows:	
Total Hours Available Annually (40 hours x 52 weeks)	2,080
less: Vacation (2.77 hours X 52 weeks or 3 weeks per year)	144
less: Sick (0.77 hours x 52 weeks or 1 week per year)	40
less: Breaks (260 days per year x 0.50 hours)	130
less: Holidays (8.0 hours x 12 days per year)	96
less: Meetings/ Training (estimate)	46
Annual Work Hours	1,624

Erin Mendenhall
Mayor



DEPARTMENT of COMMUNITY
and NEIGHBORHOODS
Marcia L. White
Director

CITY COUNCIL TRANSMITTAL


Rachel Otto, Chief of Staff

Date Received: 3-4-2020
Date sent to Council: 3-9-2020

TO: Salt Lake City Council
Chris Wharton, Chair

DATE:

FROM: Marcia L. White, Director Department of Community & Neighborhoods



SUBJECT: Dockless Shared Mobility Ordinance

STAFF CONTACT: Jon Larsen, Transportation Division Director, jon.larsen@slcgov.com, 801.535.6630

DOCUMENT TYPE: Ordinance

RECOMMENDATION: Adopt ordinance on the governance of electric scooters and shared mobility for Salt Lake City.

BUDGET IMPACT: None at this time. A cost analysis is attached with options for consideration for updating the fees in the Consolidated Fee Schedule. Finance will follow up with an updated fee schedule once direction has been received.

BACKGROUND/DISCUSSION: In July 2018, the first dockless scooter companies launched in Salt Lake City under a temporary operating agreement. This agreement has allowed vendors to obtain a business license during a pilot period until an ordinance is passed. A draft ordinance was shared with Council, and made public in the fall of 2019. This updated ordinance addresses feedback and concerns from the draft ordinance, including:

- Additional language was added to emphasize that docked shared mobility device program operators are not subject to the requirements that apply specifically to dockless shared mobility device programs.
- The insurance requirements were altered to address situations where a dockless shared mobility device program operator's general liability insurance coverage was sufficient to satisfy the excess liability coverage requirements imposed by the ordinance.
- Additional requirements for safety features were added.

- Language was added to better differentiate between scooters and devices - motorized or otherwise - used by individuals with mobility disabilities.

PUBLIC Engagement: A summary of the engagement is attached to this transmittal. The majority of the public feedback on the draft ordinance came through an online survey, which was available from November 19 to December 4, 2019.

EXHIBITS:

- 1) Scooter Ordinance
- 2) Dockless Shared Mobility Program Fee Cost Analysis
- 3) Engagement Report

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. That chapter 5.67 of the Salt Lake City Code shall be, and hereby is, enacted to read as follows:

Chapter 5.67
Mobility Devices

Article I. Definitions and General Regulation

5.67.005: Definitions

5.67.010: Authority to Establish Rules and Regulations

5.67.005: DEFINITIONS:

The following words and phrases, when used in this chapter, shall have the meanings defined and set forth in this section.

BUSINESS: A voluntary association legally formed and organized to carry on a Business in Utah in the legal name of the association, including without limitation a corporation, limited liability company, partnership, or sole proprietorship.

CITY: The governmental institution and landmass contained within the boundaries of Salt Lake City, Utah.

CIVIL NOTICE: A written notice of violation as provided under this chapter.

CONCESSIONAIRE: A person or entity with whom the City has contracted to provide dockless shared mobility device services.

DEPARTMENT: The Salt Lake City Department of Community and Neighborhoods or such other City department or division as may be designated by the mayor to have responsibility for the enforcement of this chapter.

DEPARTMENT DIRECTOR: The director of the department designated by the mayor to have responsibility for the enforcement of this chapter or the authorized designee of such director.

DEPARTMENT CONTRACT: A valid, existing, and current contract negotiated and approved by the department for providing dockless shared mobility device services within the corporate boundaries of Salt Lake City.

DEPARTMENT RULES AND REGULATIONS: Rules and regulations developed and adopted by the department director to govern dockless shared mobility device services and businesses within the City.

DOCKLESS SHARED MOBILITY DEVICE: A shared mobility device that a customer is not required to return to a docking station at the conclusion of a ride.

DOCKLESS SHARED MOBILITY DEVICE PROGRAM: The offering of a dockless shared mobility device for hire.

FARE: That portion of the charge for rental of a dockless shared mobility device that is automatically calculated by an app or comparable technology through the operation of the mileage and/or time mechanism.

IN-SERVICE: A shared mobility device that is deployed for use on the streets of the City.

MARKED DOCKING STATION: A public place alongside the curb of a street, or elsewhere in the City, which has been designated for the exclusive deployment of shared mobility devices and has been marked in a manner that identifies such docking station as being set aside for that purpose.

MOTOR ASSISTED SCOOTER:

A. A self-propelled device with:

- a. at least two wheels in contact with the ground;
- b. a braking system capable of stopping the unit under typical operating conditions;
- c. an electric motor not exceeding 2,000 watts or other motor providing equivalent power;
- d. either
 - i. handlebars and a deck design for a person to stand while operating the device; or
 - ii. handlebars and a seat designed for a person to sit, straddle, or stand while operating the device; and
- e. a design for the ability to be propelled by human power alone; and
- f. a maximum speed of 20 miles per hour on a paved level surface.

B. Motor Assisted Scooter does not include:

- a. an electric assisted bicycle;
- b. any power-driven device used by individuals with mobility disabilities for the purpose of locomotion; or
- c. a motor-driven cycle

PERSON: An individual, a corporation or other legal entity, a partnership, and any incorporated association.

SHARED MOBILITY DEVICE: A bicycle, electric bicycle or motor-assisted scooter made available to the public for hire.

SHARED MOBILITY DEVICE PROGRAM OPERATOR: A person offering a shared mobility device for hire.

5.67.010: AUTHORITY TO ESTABLISH RULES AND REGULATIONS: To the extent authorized by the provisions of this chapter and consistent with other applicable provisions of this code, the department director, under guidance and direction from the Mayor, may enter into contracts deemed necessary or desirable and may establish rules and regulations necessary to administer the provisions of this chapter.

Article II. Dockless Shared Mobility Device Programs

PART 1. GENERAL REQUIREMENTS

5.67.020: Compliance Responsibility

5.67.030: Requirements for Operating a Dockless Shared Mobility Device Program:

5.67.040: Dockless Shared Mobility Devices – Required Equipment

5.67.050: Dockless Shared Mobility Device Program – Operating Requirements

5.67.060: Violations – Dockless Shared Mobility Device Program Operators

5.67.020: COMPLIANCE RESPONSIBILITY:

- A. All persons operating a dockless shared mobility device program shall comply with and operate under requirements of applicable law, including without limitation Federal, State, County and City laws and ordinances, and department rules and regulations. Shared mobility device programs that exclusively operate using devices that must be returned to a dock are not subject to the dockless shared mobility device program requirements set forth herein.
- B. No dockless shared mobility device program shall be relieved of any responsibility for compliance with the provisions of this chapter, regardless of whether the dockless shared mobility device program operator pays salary, wages, or any other form of compensation.

5.67.030: REQUIREMENTS FOR OPERATING A DOCKLESS SHARED MOBILITY DEVICE PROGRAM:

- A. No person shall permit a dockless shared mobility device owned or controlled by such person to be in service for hire upon the streets of Salt Lake City unless such person is authorized to do so under a business license obtained from the City.

B. No person may operate a dockless shared mobility device program in the City unless the person is authorized to do so under a business license obtained from the City.

C. Each dockless shared mobility device program operator shall pay to the City the applicable business licensing fees as set forth in Chapter 5.04 of the Salt Lake City Code and as further described in the Salt Lake City Consolidated Fee Schedule.

D. Insurance.

a. Each dockless shared mobility device program operator shall provide, concurrent with the execution of this Agreement:

- i. A comprehensive general liability insurance policy covering business operations with minimum limits of \$1,000,000 per occurrence with a \$5,000,000 general aggregate;
- ii. Automobile insurance coverage with a limit of at least \$1,000,000 each occurrence and \$1,000,000 aggregate;
- iii. Umbrella or excess liability coverage with a limit of at least \$5,000,000 each occurrence and \$5,000,000 aggregate or sufficient general liability insurance to satisfy the excess liability coverage requirement; and
- iv. Workers' compensation insurance in an amount no less than required by law.

b. A current certificate of insurance, approved by the City Attorney, must be kept on file with the City Recorder verifying such continuing coverage and naming the City as an additional insured on a primary and non-contributory basis in comparison to all other insurance including City's own policy or policies of insurance. The certificate shall contain a special endorsement to the effect that the City will be notified at least thirty (30) days prior to cancellation or reduction in the limits. The City requires continuous coverage. Cancellation of insurance will result in the automatic suspension of the dockless shared mobility device program operator's ability to operate until the shared mobility device program operator provides proof of coverage in the amounts and manner specified above.

E. Indemnification. Each dockless shared mobility device program operator shall indemnify, save harmless, and defend the City, its agents and employees, from all claims, liens, damages, demands, actions, costs, and charges, including attorney fees, arising out of negligent, reckless or intentional acts, errors or omissions of the dockless shared mobility device program operator, its officers, employees, and agents. If the City's tender of defense, based upon this indemnity provision, is rejected by the dockless shared mobility device program operator, and the dockless shared mobility device program operator is later found by a court of competent jurisdiction to have been required to indemnify the City, then in

addition to any other remedies the City may have, the dockless shared mobility device program operator shall pay the City's reasonable costs, expenses, and attorney fees incurred in proving such indemnification, defending itself, or enforcing this provision. The dockless shared mobility device program operator shall not be liable for claims, demands, costs, losses, or damages that arise out of the City's negligence or willful misconduct.

- F. Data Sharing. Dockless shared mobility device program operators will share data with the city in accordance with the requirements set forth in Utah Code, in city code, and in any applicable state or local regulations.

5.67.040: DOCKLESS SHARED MOBILITY DEVICES - EQUIPMENT REQUIRED

- A. Dockless shared mobility device program operators will comply with all applicable safety standards established by federal, state, or city law;
- B. Bicycles, electric bicycles and motor assisted scooters operated as dockless shared mobility devices will comply with the most recent applicable safety standards promulgated by the city.
- C. All dockless shared mobility devices will be equipped with both a primary and a secondary braking mechanism.
- D. All dockless shared mobility devices will be equipped with a bell or other audible signal device used to alert pedestrians to the presence of the dockless shared mobility device.
- E. All dockless shared mobility devices will be equipped with Global Positioning Satellite ("GPS") systems.
- F. All dockless shared mobility devices will be regularly inspected and maintained at least every 30 days by the dockless shared mobility device program operator.
- G. Dockless shared mobility device program operators must be able to remotely render inoperable any dockless shared mobility device that has been reported as being damaged or defective.
- H. Dockless shared mobility device program operators shall provide the City with a list individually identifying all dockless shared mobility devices.
- I. All dockless shared mobility devices must have an identification number prominently displayed on such device.
- J. A dockless shared mobility device program operator shall prominently display dockless shared mobility device program operator's contact information,

including a toll-free phone number and an email address, on each dockless shared mobility device deployed within the City.

**5.67.050: DOCKLESS SHARED MOBILITY DEVICE PROGRAM -
OPERATING REQUIREMENTS:**

A. Deployment of Dockless Shared Mobility Devices

- a. A dockless shared mobility device program operator may not deploy dockless shared mobility devices within city-designated zones in quantities or allocations that violate the regulations promulgated by the city transportation director.

B. Parked Dockless Shared Mobility Devices.

- a. Dockless shared mobility devices may not be temporarily placed or left in the following areas in such a way as to impede the normal operation of such areas or the free flow of pedestrians and traffic:
 - i. Any multi-use path;
 - ii. Any vehicle travel lane;
 - iii. Any vehicle parking space;
 - iv. Any UTA TRAX or FrontRunner boarding platform;
 - v. Anywhere that impedes safe access to or egress from a UTA bus;
 - vi. Within fifteen (15) feet of any building access or egress, including driveways;
 - vii. Within thirty (30) feet of any ADA ramp or access of any kind;
 - viii. Anywhere that impedes the use of an existing docking station or corral for motor assisted scooters or other mobility devices.
 - ix. Any areas in which leaving a shared mobility device is prohibited pursuant to regulations promulgated by the city transportation director.
- b. Dockless shared mobility devices may not be parked in an undocked status in any of the following locations:
 - i. Within ten (10) feet of any Utah Transit Authority bus stop sign;
 - ii. Within fifteen (15) feet of any traffic signal pole;
 - iii. Within fifteen (15) feet of any utility box or other utility structures.
- c. Dockless shared mobility device program operators shall require dockless shared mobility device drivers to take a photograph of their properly parked dockless shared mobility device, or otherwise verify that they have properly parked the dockless shared mobility device, as part of the process for completing a dockless shared mobility device program transaction.

- d. Upon notification, a dockless shared mobility device program operator has two hours to move dockless shared mobility devices that have not been parked in accordance with the restrictions set forth in this Agreement. If the dockless shared mobility device program operator fails to remove the improperly parked dockless shared mobility devices within the specified two-hour time period, then the City may impound the improperly parked dockless shared mobility devices at the dockless shared mobility device program operator's expense.

5.67.060: VIOLATIONS – DOCKLESS SHARED MOBILITY DEVICE PROGRAM OPERATORS:

- A. Violations of this chapter shall be addressed pursuant to the processes and penalties set forth in Chapter 5.88 of the Salt Lake City Code.
- B. Dockless shared mobility device program operators shall work with the City, including the Department and the Salt Lake City Police Department to facilitate enforcement of this chapter with the most advanced and appropriate available technology. Such enforcement efforts will include facilitating the enforcement of permanent, semi-permanent, and temporary no-ride zones designated by the City.

PART 2. CONTRACT-BASED SYSTEM FOR PROVISION OF DOCKLESS SHARED MOBILITY DEVICE SERVICES.

5.67.070: Contract-Based System For Providing Dockless Shared Mobility Device Program Services

5.67.070: CONTRACT-BASED SYSTEM FOR PROVIDING DOCKLESS SHARED MOBILITY DEVICE PROGRAM SERVICES:

- A. The city reserves the right to adopt a contract-based system to govern the provision of dockless shared mobility device program services within the city.
- B. If the City hereby adopts a contract-based system for provision of dockless shared mobility device program programs, then only dockless shared mobility device program operators selected pursuant to a competitive request for proposals (RFP) process and who have entered into a department contract, as defined in Section 5.67.005, may operate a dockless shared mobility device program upon Salt Lake City streets.
- C. The mayor, or the mayor's designee, shall determine the number of dockless shared mobility device program operators that shall be awarded a department contract.

- D. The mayor, or the mayor's designee, shall determine the total number of dockless shared mobility devices authorized to operate in the City under all such department contracts.
- E. Department Contracts between the City and any selected dockless shared mobility device program operators may contain additional requirements and restrictions beyond those set forth in the Salt Lake City Code.

SECTION 2. That chapter 12.82 of the Salt Lake City Code shall be, and hereby is, enacted to read as follows:

CHAPTER 12.82
Motor Assisted Scooters

- 12.82.005: Definitions**
- 12.82.010: Traffic Laws**
- 12.82.020: Sidewalk and Right-Of-Way Restrictions**
- 12.82.030: Enforcement**

12.82.005: DEFINITIONS

MOTOR ASSISTED SCOOTER:

- A. A self-propelled device with:
 - a. at least two wheels in contact with the ground;
 - b. a braking system capable of stopping the unit under typical operating conditions;
 - c. an electric motor not exceeding 2,000 watts or other motor providing equivalent power;
 - d. either
 - i. handlebars and a deck design for a person to stand while operating the device; or
 - ii. handlebars and a seat designed for a person to sit, straddle, or stand while operating the device; and
 - e. a design for the ability to be propelled by human power alone; and
 - f. a maximum speed of 20 miles per hour on a paved level surface.
- B. Motor Assisted Scooter does not include:
 - a. an electric assisted bicycle;
 - b. any power-driven device used by individuals with mobility disabilities for the purpose of locomotion; or
 - c. a motor-driven cycle

12.82.010: TRAFFIC LAWS:

A driver of a motor assisted scooter shall be subject to all laws that apply to the operation of a bicycle. Drivers are also prohibited from operating a motor assisted scooter while consuming any alcoholic beverage or while under the influence of alcohol or any drug to a degree that renders the driver incapable of safely driving a vehicle within the city as set forth in section 12.24.100 of the Salt Lake City Code or section 41-6a-502 of the Utah Code.

12.82.020: SIDEWALK AND RIGHT-OF-WAY RESTRICTIONS:

- A. Motor assisted scooters shall not be operated on any sidewalk on which a bicycle may not be operated;
- B. Motor assisted scooters may not be operated in a manner contrary to signs, traffic control devices, or other devices governing movement, traffic, or other activities.
- C. Any motor assisted scooter that is not in use must be secured to a permitted dock rack or corral or otherwise placed as required below:
 - a. Motor assisted scooters may not, at any time, for any reason, impede the free flow of pedestrian traffic.
 - b. Motor assisted scooters may not be temporarily placed or left in the following areas in such a way as to impede the normal operation of such areas or the free flow of pedestrians and traffic:
 - i. Any multi-use path;
 - ii. Any vehicle travel lane;
 - iii. Any vehicle parking space;
 - iv. Any UTA TRAX or FrontRunner boarding platform;
 - v. Anywhere that impedes safe access to or egress from a UTA bus;
 - vi. Within fifteen (15) feet of any building access or egress, including driveways;
 - vii. Within thirty (30) feet of any ADA ramp or access of any kind;
 - viii. Anywhere that impedes the use of an existing docking station or corral for motor assisted scooters or other mobility devices.
 - ix. Any areas in which leaving a motor assisted scooter is prohibited pursuant to regulations promulgated by the city transportation director.
 - c. Motor assisted scooters placed or otherwise left in violation of the requirements of this section may be relocated or impounded at the motor assisted scooter owner's expense.

12.92.030: ENFORCEMENT: A person who violates the provisions of this chapter is guilty of an infraction.

SECTION 3. That the Salt Lake City Consolidated Fee Schedule shall be, and hereby is, amended, in pertinent part, to reflect the fees and corresponding fee information set forth in the attached Exhibit A, and that a copy of the amended Salt Lake City Consolidated Fee Schedule shall be published on the official Salt Lake City website.

SECTION 4. That this ordinance shall become effective immediately upon publication.

Passed by the City Council of Salt Lake City, Utah this ____ day of _____
2020.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

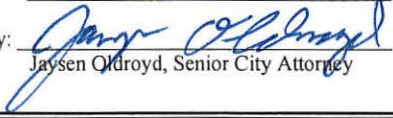
MAYOR

CITY RECORDER

(SEAL)

Bill No. _____ of 2020.

Published: _____

APPROVED AS TO FORM	
Date:	<u>3/2/2020</u>
By:	<u></u>
Jaysen Oldroyd, Senior City Attorney	

Shared Mobility Device Ordinance - 3-2-2020

EXHIBIT A

BUSINESS LICENSING			
For questions regarding Business Licensing Fees Contact: 801-535-6644			
Service	Fee	Additional Information	Section
Shared Mobility Device Program	\$	Annual, per device	5.67.030

Dockless Shared Mobility Program Fee Cost Analysis

Feb-20

Per Scooter Fee		
Direct Cost Recovery:	\$	133.30
Fully Loaded Cost Recovery:	\$	176.59

Costs / Planned Allowable Devices:

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	1250	\$ 176.59	\$ 220,736.21
Vendor 2	1250	\$ 176.59	\$ 220,736.21
			\$ 441,472

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	500	\$ 176.59	\$ 88,294.48
Vendor 2	500	\$ 176.59	\$ 88,294.48
			\$ 176,589

>Without "One-Time" costs:

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	1250	\$ 146.91	\$183,635.71
Vendor 2	1250	\$ 146.91	\$183,635.71
			\$ 367,271

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	500	\$ 146.91	\$ 73,454.28
Vendor 2	500	\$ 146.91	\$ 73,454.28
			\$ 146,909

>Direct costs:

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	1250	\$ 133.30	\$166,623.21
Vendor 2	1250	\$ 133.30	\$166,623.21
			\$ 333,246

<u>Company</u>	<u>Vehicles</u>	<u>Fee</u>	<u>Revenue</u>
Vendor 1	500	\$ 133.30	\$ 66,649.28
Vendor 2	500	\$ 133.30	\$ 66,649.28
			\$ 133,299

SHARED MOBILITY ORDINANCE

ENGAGEMENT REPORT



DEPARTMENT OF COMMUNITY AND NEIGHBORHOODS
TRANSPORTATION DIVISION
JANUARY 2020

ENGAGEMENT OVERVIEW

In December 2019, the Transportation Division transmitted a draft ordinance to City Council. The draft ordinance was built from best practices around the country and feedback received during the first year of Salt Lake City's Pilot Program and temporary operating agreements.

To ensure the best engagement with residents, businesses, and users of shared mobility devices the transmittal outlined engagement methods that would be used to gain additional feedback to consider in the final version of the ordinance.

The additional engagement methods proposed in Draft Ordinance Transmittal:

- *An online survey*
- *Engagement with the community councils that are most impacted*
- *Discussions with the business community, including the Downtown Alliance*
- *A "Walk Your Wheels" education campaign targeted at scooter riders to discourage sidewalk riding*
- *Additional opportunities for in-person engagement*

Completed Engagement :


- *Created online survey*
- *Shared the survey and draft ordinance with the chairs of the downtown and east central community councils*
- *Shared the survey and draft ordinance with the Downtown Alliance*
- *Shared the survey and draft ordinance with the Transportation Advisory Board*
- *Pushed survey through promoted post across @SLCgov and @SLCmoves Social Media accounts*
- *Partnered with providers to continue the "Walk Your Wheels Campaign"*
- *Responded to emails and phone calls about the ordinance*
- *Press coverage of Ordinance*

Further Engagement :

- *Tabling outside City Council Chambers during public comment period*


SOCIAL MEDIA ADVERTISEMENTS


Social Media post ran on @SLCgov and @SLCmoves from November 18, 2019 to December 4, 2019. It was also shared through other City accounts throughout the run time.

**SLCgov**Published by Poonam Kumar [?] · November 19, 2019 ·

Tonight, [SLCMoves](#) will brief [Salt Lake City Council](#) on a draft ordinance to regulate electric scooters in Salt Lake City. Over the past 18 months, dockless scooter companies have been operating under a temporary agreement until an ordinance is passed. Throughout this time, Salt Lake City's Transportation Division has collected public comments, lessons learned and best practices from around the country to draft an ordinance. We are now seeking input from the public. Share your feedback in our survey now through December 4, 2019 at www.slc.gov/transportation/sharedmobility.

SCOOTER DRAFT ORDINANCE




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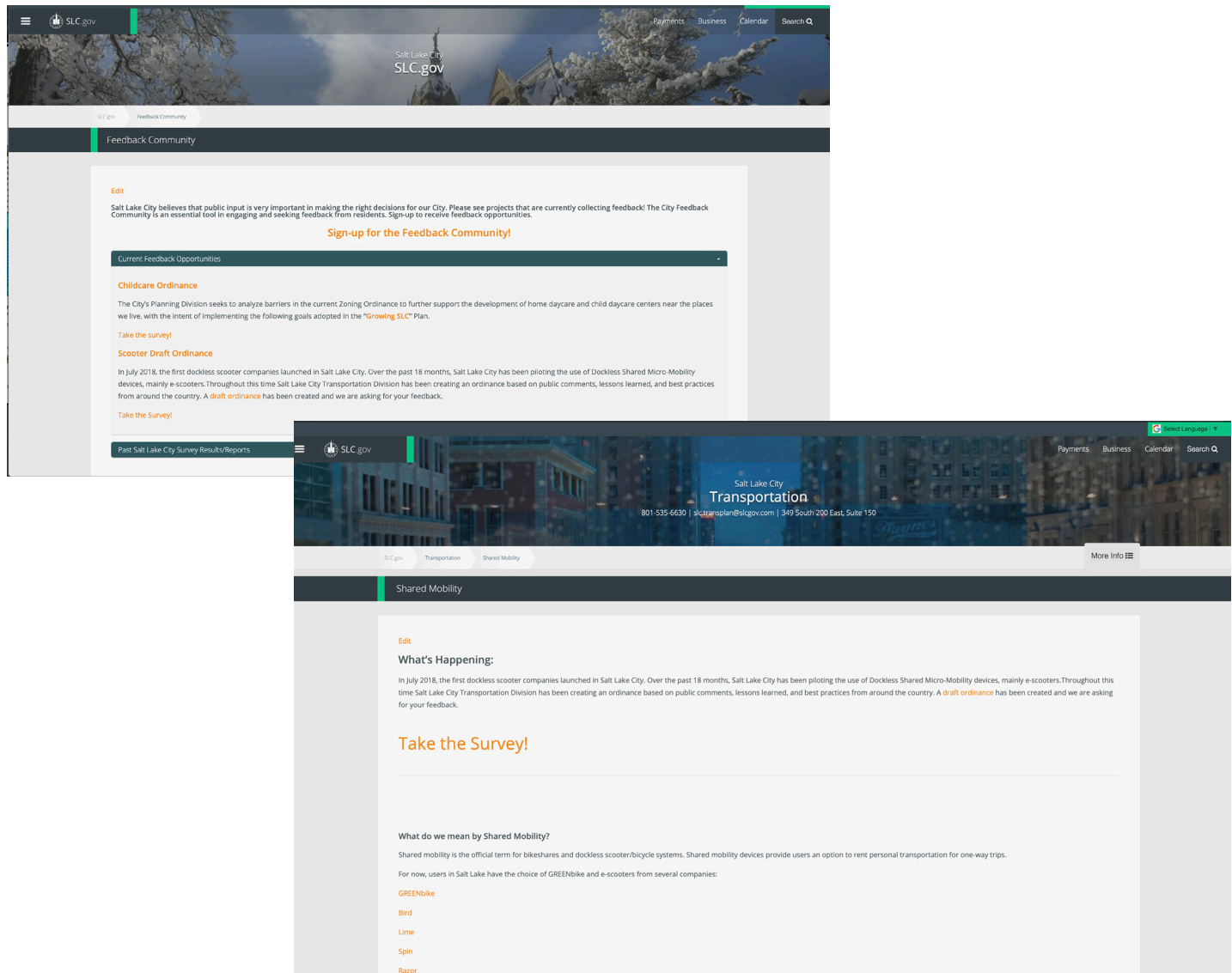
 Comment as SLCgov    

ONLINE SURVEY RESULTS REPORT

The online survey had 808 respondents. The survey ran from November 19, 2019 to December 4, 2019. The survey was made available on social media, the City's Feedback Community Page (<https://www.slc.gov/feedback-community/>), and on the Transportation Divisions Shared Mobility Page (www.slc.gov/transportation/sharedmobility).

The results were analyzed and used to make changes to the draft ordinance.

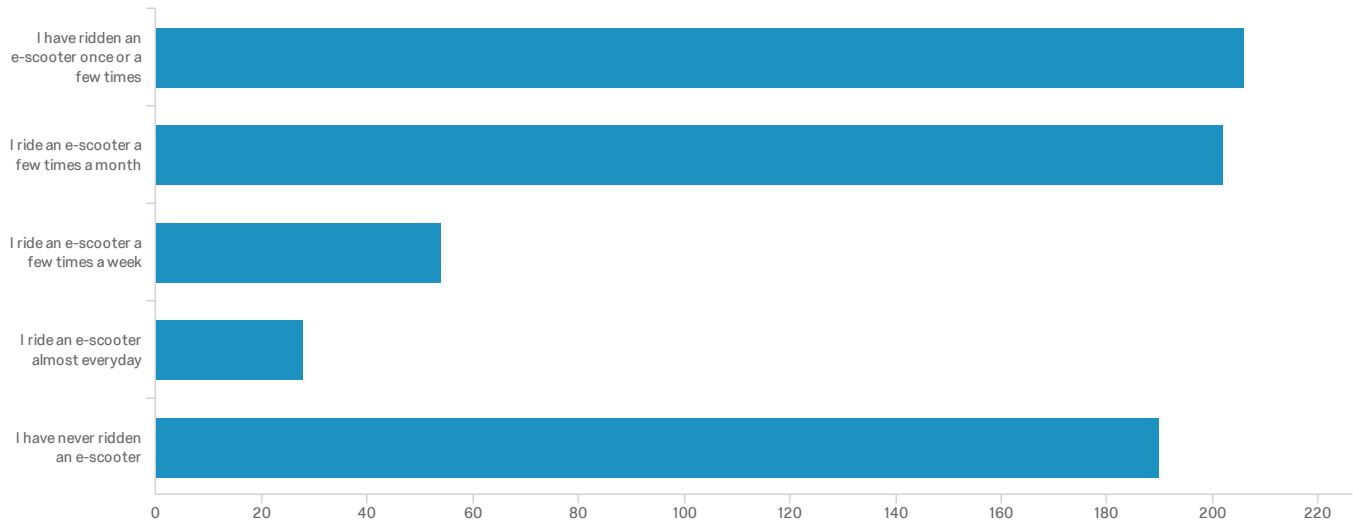
The full report is found on the following pages.



Final Report

Shared Mobility Ordinance

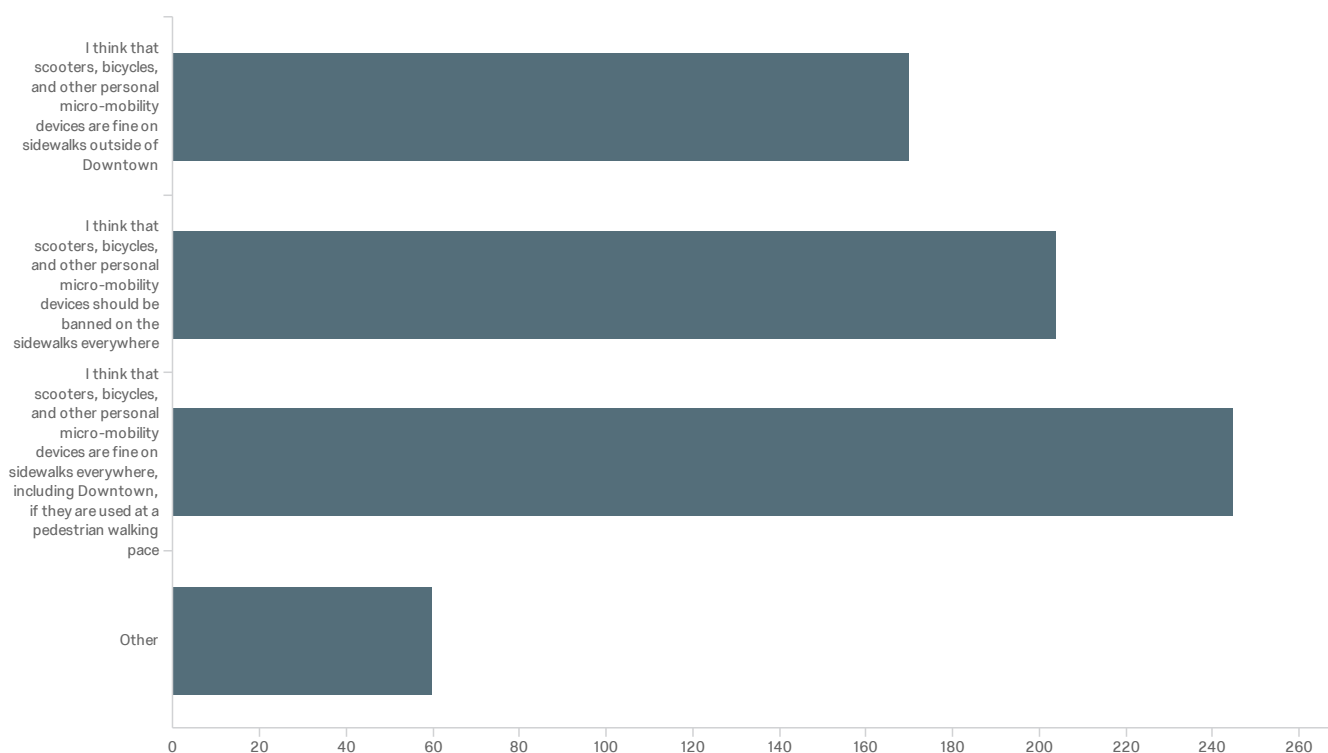
Q : How often do you use an e-scooter?



#	Field	Choice Count
1	I have ridden an e-scooter once or a few times	30.29% 206
2	I ride an e-scooter a few times a month	29.71% 202
3	I ride an e-scooter a few times a week	7.94% 54
4	I ride an e-scooter almost everyday	4.12% 28
5	I have never ridden an e-scooter	27.94% 190
		680

Showing rows 1 - 6 of 6

Q : The proposed ordinance must treat e-scooters the same as bicycles due to laws created by State Legislature. This means that e-scooters and other shared/personal micro-mobility devices must follow the same rules as bicycles. For example, bicycles cannot be ridden on sidewalks in the “Downtown” area but can be ridden on sidewalks in other residential neighborhoods. If this rule were changed for bicycles, it would need to apply to e-scooters, as well. *This ordinance does not apply to motorized assistive devices. Do you think that the current rules that apply for bicycles regarding sidewalk riding should apply for e-scooters (and other micro-mobility devices) as well?



#	Field	Choice Count
1	I think that scooters, bicycles, and other personal micro-mobility devices are fine on sidewalks outside of Downtown	25.04% 170
2	I think that scooters, bicycles, and other personal micro-mobility devices should be banned on the sidewalks everywhere	30.04% 204
3	I think that scooters, bicycles, and other personal micro-mobility devices are fine on sidewalks everywhere, including Downtown, if they are used at a pedestrian walking pace	36.08% 245
4	Other	8.84% 60

679

Showing rows 1 - 5 of 5

Q4: This ordinance would specify where both users and vendors are not allowed to park shared mobility devices. This list includes: Anywhere that might impede pedestrian traffic In the road that blocks cars from driving In vehicle parking spaces, blocking bus or TRAX stops Near or blocking doorways or driveways Near or blocking ADA ramps. Do you have any additional places where shared micro-mobility devices should not be parked?



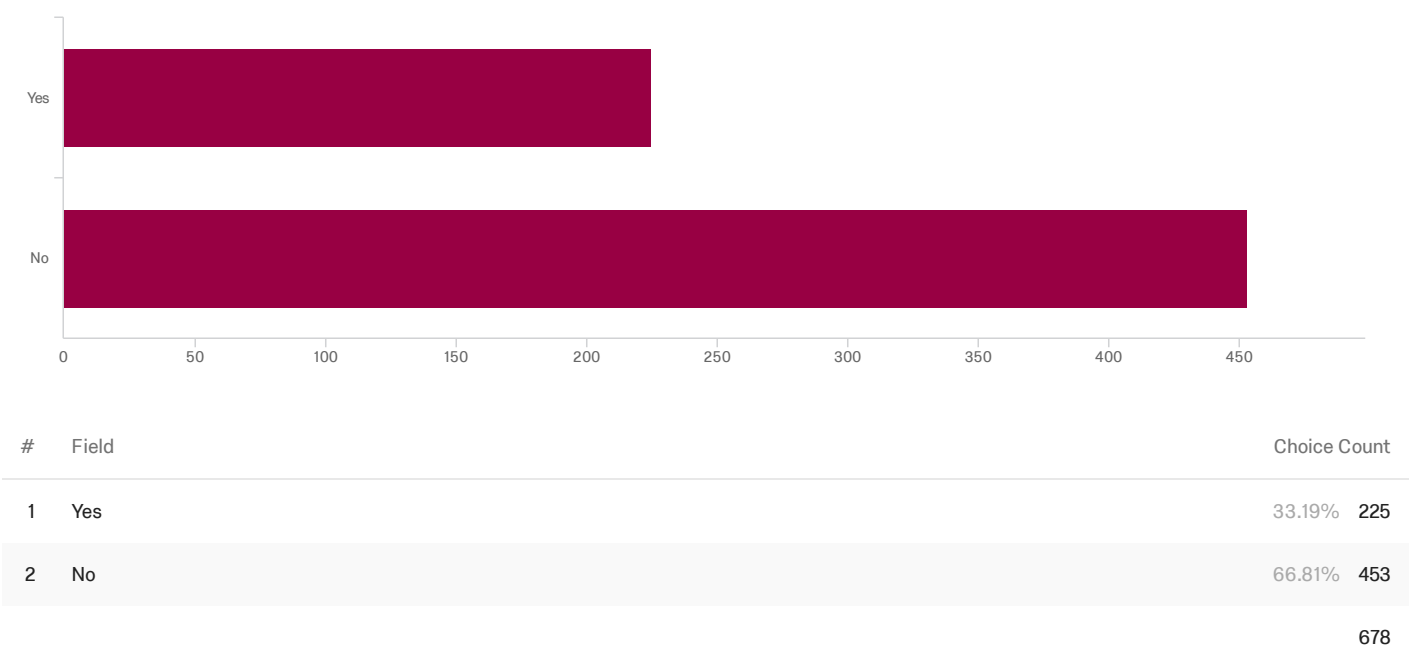
Q4: (Yes - Fill ins)Do you have any additional places where shared micro-mobility devices should not be parked?

private property but I really feel scooters should be banned from SLC
Not in parkstrips in front of private residences...they impede in lawn mowing, watering, etc.
Parking spots and ada spots
Not left on the grass in public spaces like schools and parks
Off the sidewalks wear people always walk
Sidewalks
Scooters should only be allowed to park in approved areas similar to Green Bikes
in buildings. I have been to small restuarants and cafes downtown and people actually park these IN the buildings near the door, often in the way of traffic and lines for ordering food
Not parked on private property
Bicycle racks
The interior of parks, such as Liberty or Sugarhouse Parks
Not parked on parking strips in front of homes.
No parking in random parkstrips
No parking on grass
Take some parking spaces
Make parking spots for them
Not near street handicap parking stalls
bicycle racks
No more parking the scooters on the sidewalks that are already narrow
near curb cuts
Along Green Bike stations, in or around private property, in business entryways, parked in manner that is not within the standards of bicycle parking (e.g. left on it's side on the sidewalk).
Centralized scooter drop off space. Similar to ,Ãúgreen bikes,Ãû currently have.
Scooters should not be parked near bike share stations.
At crosswalks
On the parking strip between residential homes and the street.
They should not be parked on people's property, or property they must maintain, such as parking strips. They're an eyesore and public safety hazard. A friend recently had an accident on one and now needs multipke surgeries, including brain surgery.
Not in someone's yard or park strip
On private properties
Not near bike racks
In massive piles
This survey makes it seem like your mind is already made up. Take away parking spaces and create parking zones for them if you want them off the sidewalks.
Handicap access/ramps, In front of doors (Homes or Businesses)
They should have docks like the bikes since there,Ãôs no way to regulate this and people end up leaving them wherever they like. Aside from being an eye sore, it,Ãôs dangerous.
On private property
I don,Ãôt really like it when one is randomly left in front of my house and isn,Ãôt picked up for 2-3 days
Wording is too vague - I suggest not on any paved sidewalk anywhere. When people see them parked on the sidewalk they assume they can ride on the sidewalk. Get them off the sidewalk, get some bicycle police officers to enforce, aggressively, in the downtown area. Make the scooter providers and the riders take liability for damage or injury. Better yet, just outlaw them all.
They need to be about 25 feet from any business entrance.
Blocking bikeshare docks.
In Bicycle Lanes
In a defined parking space like the electric bikes.
They should not be parked or ridden anywhere inside the City Creek Mall.
Remove scooters from utah
Out of sight- such as behind a wall, in a vehicle, or in vegetation
indoors. I have seen many of these devices very dirty and should not be tracking all that debris indoors.
Park in designated docking areas only, not leaning on buildings, flower boxes, wherever. They create an eyesore to downtown.
Everywhere because they suck
In/on medians
Too restrictive - there are enough light poles, utility boxes, driveways, etc. to make it impossible for convenient use of scooters. Does ,Ãôvehicle,Ãô parking include motorcycle stalls? Why not convert 1-2 vehicle stalls in 20+ stall lots to designated scooter parking?
private property
Not on driveway patches of private residencies
Near or blocking crosswalk/sidewalk connection points (whether an ADA ramp is present or not)
I think scooters should have designated parking areas. Without specific areas people will leave them wherever no matter what the rules are.

Not in front of persons homes and property. Its a eye sore to have a scooter sittng there for a week.
In front of house entryways be it a fence or sidewalk leading to a house porch
Anywhere that might impede ingress or egress from an automobile parked in a designated parking area. Blocking a driveway or walkway access unless parked by the owner/renter of aforementioned location.
Private property, Private Property Parking Strips
people's lawns, public property
Not inside places of restricted access, like business, homes, backyards, etc.
2.Within downtown SLC (North Temple/State St/2nd South/West Temple. 2. near or blocking marked pedestrian crosswalks
Street corners - they are always blocking the curb cuts, which is different than an ADA ramp
Busy roads
Between the randomly left devices on sidewalks and in front of any building, entry way etc. and the typical drop off points after being recharged, walking on the sidewalk can be an obstacle course, and for my wife that uses a walker, an absolute impossible tangle to maneuver.
They should be banned from downtown as listed as a possibility in the draft ordinance.
Be sure to specify private property; i.e. leaving them on lawns and such.
My yard
On outside stairs, covered or uncovered
not on private property: lawns, driveways
In gardens or maintained plantings
they should not be allowed to be parked within 50' of a green bike station
On private property owned by other people
Dangerous places
in someone's yard
residential yards, shopping cart return bins
They should not be allowed to be parked on private property without the permission of the owner. Commercial properties may want to designate specific sites - for example, dedicate 2-3 parking spaces in a Smith's parking lot.
in bicycle lanes
The scooters should not be allowed to park on any sidewalk as is the case in San Diego. They should have designated parking places in the street. They also should not be able to park in the GREENbike docks. As a user of GREENbike, I have to physically move the scooter out of a dock to park my bike.
Away from Temple Square and other places of worship, solitude, etc.
Residents' yards
Anywhere that might impede wheel chair or assistive device travel
Scooters don't get used West of Interstate 15.
Should not be parked anywhere on interior pedestrian only plazas such as Gallivan Center.
Designated parking "bins" like ebikes. Allowing them to be parked "at will" creates unnecessary congestion. They become "clutter" that is not desirable in a clean, well-maintained, public space.
I don't want the scooters dumped in front of my house.
not on the grass or park strip. its really trashy when the are all just on the park strip.
No where
On residential sidewalks
they should not be parked on private property without permission
Parking strips in front of homes.
On private property
Not on the sidewalk. Perhaps in the street at corners, or in the bit of median strip at the corners.
Designated areas only
Park scooters 30 feet from doorways or residences, including downtown apartments or condo buildings
private property walkways & in the parking strip between the sidewalk and curb. Anywhere that might impede pedestrian traffic needs to be defined.
Not parked on private property
Not on private property
Not on lawns or in any residential driveway or walkway
Not on private property.
On people's lawns
There should be docking stations as there are for bikes. Scooters are left everywhere leading to a very sloppy downtown area.
In front yards in the Avenues
Sidewalks, verge area, gutters, roadway
No parking on sidewalks period.
Bike lanes
Sidewalks
DO NOT ALLOW PARKING ON ANY SIDEWALK
on residential property - single occupancy

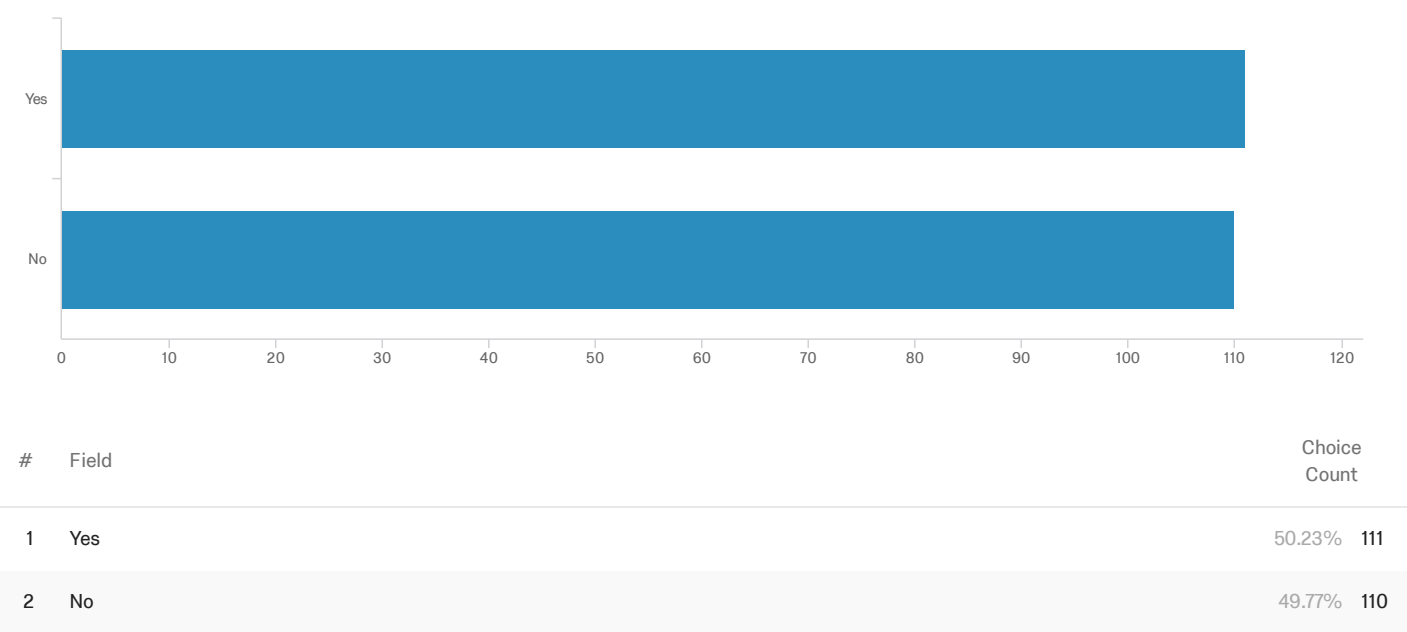
They are constantly left on sidewalks and in front of bus stops. They should only be left in a designated area!
Private property and landscaping strips not otherwise designated for docking.
They should be parked upright, not tipped over
Do not allow them to be parked anywhere.
No parking on private property. It gets tiring removing scooters from my front yard and repairing the damage to my landscape.
The ordinance should not restrict where they are "not allowed," it should specify where they "are allowed." Let's take the guesswork out of this, just specify the specific spots they're allowed to be, and they can only go there.
Parking of scooters should be restricted to designated areas in downtown Salt Lake.
Anywhere that might impede wheelchair traffic not just pedestrian traffic
residential driveways/park strips
On the running trails at Liberty (and other) Parks. In private yards. In front of businesses. Basically, nowhere. Get rid of them.
only in a few designated areas away from residential areas
In neighborhoods
They should not be parked in any public space. They are macro litter. What are you thinking?
Not in SLC, anywhere.
Anywhere they become unsightly "litter." I live on West North Temple, and these scooters often look like discarded objects along our sidewalks and median strips. I oppose the apparent "entitled carelessness" of so many scooter users. My suggestion is to have some decent standards for docking these scooters.

Q5: Salt Lake City and e-scooter providers have been using educational techniques to teach and reinforce best e-scooter rider behaviors. The City has created campaigns focusing on “walking your wheels” on the sidewalk, where to ride, and where to park your scooter. Have you seen this campaign?



Showing rows 1 - 3 of 3

Q6 - Do you feel they are effective?

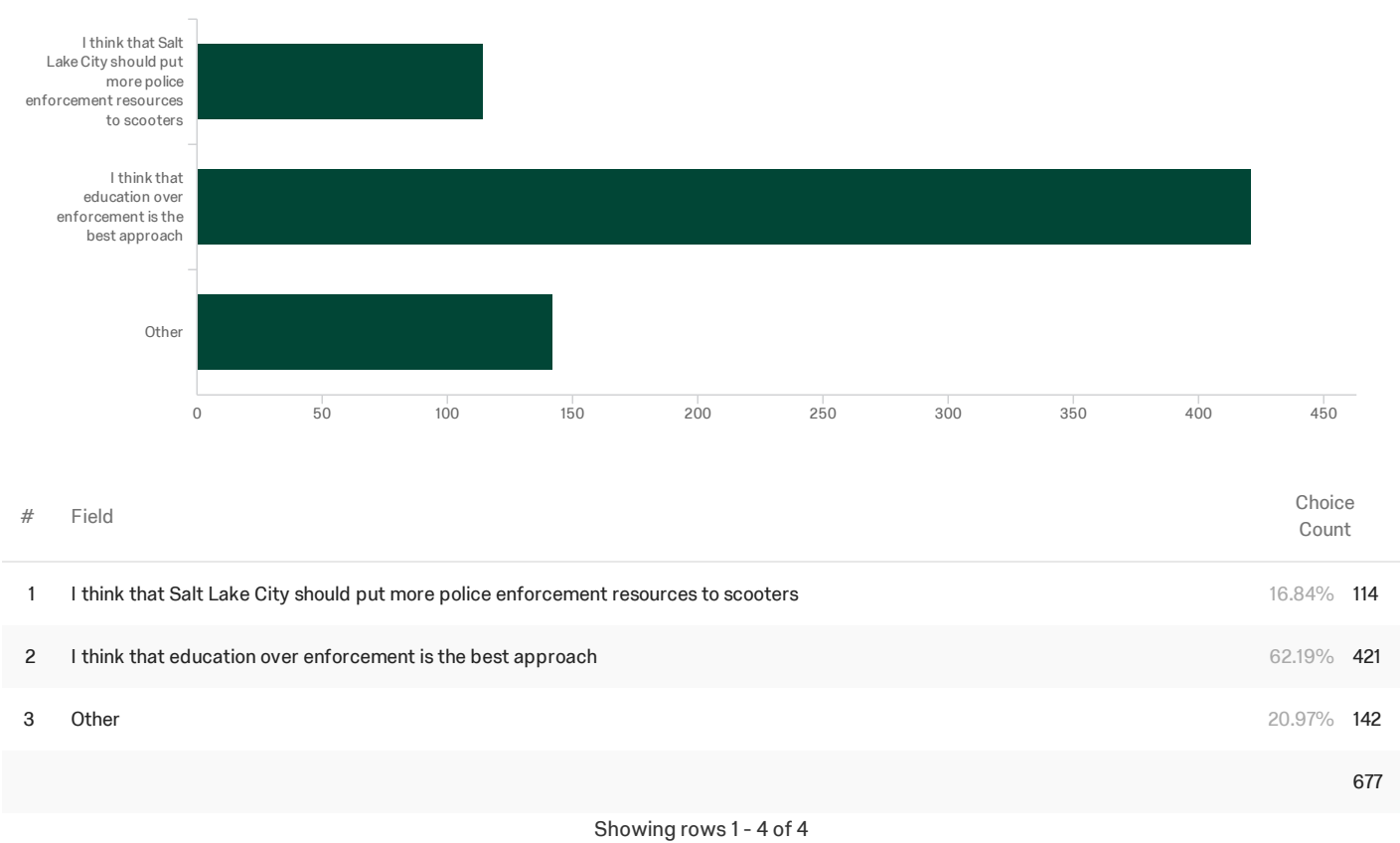


#	Field	Choice Count
1	Yes	50.23% 111
2	No	49.77% 110

221

Showing rows 1 - 3 of 3

Q7: We have heard some residents would prefer Salt Lake City take a hard stance on enforcement and ticket users for improperly using devices instead of focusing on educational campaigns. To have a larger police enforcement of people using scooters, police officers would need to be reallocated to patrol for scooter users taking away officers from other areas. What do you think Salt Lake City should consider for enforcement?



Q7: (Other) What do you think Salt Lake City should consider for enforcement?

I don't think there is anything wrong with scooters on the sidewalks.

It's not either/or. I believe an initial hard crackdown on scooter scofflaws would help, but monitoring is the key. If Lime/Bird et al. can't enforce responsibility among their users, then don't give them license to burden our city! These are private companies that are imposing their for-profit industry on our public welfare. Who says the city should foot the responsibility for their irresponsibility?? BTW, I'm a 70-year-old woman in the process of getting a motorcycle license, and I'm very impressed by the safety standards I'm learning about. I also have a disabled son who, when trying to navigate the streets of SLC, has several times almost been sideswiped by able-bodied but reckless sidewalk scooter riders.

Ban scooters, save resources

If you ban them, then we don't have to waste valuable city resources on enforcement. If you leave these companies to self-regulate with "education campaigns" then they are a serious threat to public safety. Either ban them, or charge the operators substantial taxes and fees that cover the entire expense of enforcement.

No more cops or education is needed. Actual separated infrastructure is definitely needed. Work on that.

Could Compliance officers do this?

Scooter companies should implement geo fencing/speed restrictions for areas of downtown to educate riders on appropriate routes. Scooter companies should pony up \$ to allow for enforcement of riding on sidewalks, not taxpayers.

Can't it be both? More enforcement, with education first.

I think that the scooter companies should be paying for both education and enforcement resources since they are just financially failing startups hoping for another round of investment or a purchase before the have to abandon all their scooters to our landfills.

Build roadways that are safe for all users and not just for car drivers. Better pedestrian, bicycle, and other human-scale transportation will solve the problem.

Ban the scooters

Education. Let's not criminalize everything.

As a daily bike commuter, there is no "hard stance" when motorists endanger cyclists (scooterers) currently and I can provide evidence. If you can't take a hard stance on motorists how can you seriously take a hard stance against others.

Salt Lake City should fine the providers of the scooters for reported infractions. This way the provider can fine the abusers directly!

more police on weekends?

More enforcement signs, especially in parks and walking trails

Resources are out there they just need to be cited along with bikes.

Tourists seem to be big users of scooters. Education won't help them.

Areas with a concentration of improper usage should have an increased presence of enforcement

I think police should have a few enforcement campaigns. Have a day each week for a month, get some press in regards to number of people ticketed and go over rules. I see so many police officers just driving around all over downtown all the time, so I'm sure we could spare a couple from our roads or speed trapping to enforce this and make things safe.

Hire a few extra officers just for managing scooters and bicycles being where they shouldn't be. The revenue for the tickets could pay their salaries.

I think that education is better than enforcement, however, I think that in the downtown area the rules need to be more explicit. For example, consider adding signs along sidewalks to inform riders.

neither approach is going to work

Warnings and education

There needs to be both strategically implemented and monitored. The bike and scooter lanes needs to be very visible. The riders are very rude to pedestrians and pedestrians can change their walking pattern instantaneously. We need a thoughtful joint campaign with enforcement and education with METRICS...lets see what actually works!

EDUCATION IS GOOD BUT INFORCEMENT NEEDS TO HAPPEN WHEN VIOLATIONS ARE NOTED.

Should just ban scooters then dont have to worry about either

Scooters should be regulated by police the same as any other motorized vehicle. Same ticketing and fines.

We need both education and additional enforcement.

However if a pedestrian is injured, strong enforcement against the perp

hire more parking enforcement officers to do this

The scooters are not the problem. The unsafe roads for scooters and bicyclists are the problem. All of us would have no issue riding in bike lanes if it didn't feel like we could be killed at any moment. I trust my ability to not harm pedestrians while riding on sidewalks more than I trust vehicle drivers to not harm me, and vehicle drivers would cause a much higher degree of harm to me (including death) than I could harm a pedestrian.

I think SLC should do both - have a few police assigned to scooter enforcement.

I think both need to happen. Why not have more foot and bike patrols? Couldn't this be an opportunity for public engagement and relationship building?

I think the shared scooters should be removed entirely. I think individuals should be allowed to own their own scooters if they can use them responsibly and park them on private property, but the rules/recommendations already in place for rentals are not effective. I see many, many helmetless children riding these in an irresponsible manner, and I see these scooters improperly parked (i.e. impeding traffic, particularly pedestrian) all the time. Rather than worrying about enforcement at taxpayer expense, I think the rental scooters should be banned. I would consider allowing the rental scooters to remain if the scooter companies were willing to pay for third-party enforcement of regulations.

I think SLC should consider banning the scooters entirely. Education seems unlikely at best and police resources are better allocated elsewhere- like testing the back log of rape kits or purchasing body cams.

The police can't even respond or investigate fender benders and want us to use internet reporting. They don't have any time for e-scooters. Don't kid yourselves.

A balanced approach could be used where education continues and police enforcement is used when appropriate and convenient.

With the poor air quality SLC has every winter; alternate forms of transportation should be encouraged. I don't ride on dwntwn sidewalks and I park responsibly. I do see people who don't follow the rules and ride on dwntwn sidewalks. They should be fined. But I think cars not respecting the bike lanes is a bigger issue. I have a close call with an auto almost daily. I'd like to see more enforcement with drivers. They seem to think that because they're bigger, they have the right to put my safety at risk. I'm almost 60 yrs old and I ride escooters daily. I hope SLC will continue to address alternate mobility for those of us who don't drive.

You definitely need more scooter education for awhile, but after that there should be some enforcement.

More police enforcement for a while, until it's clear that citations will be issued for violations. Then can back off

I think that police enforcement for a few days would significantlyl decrease sidewalk riders. Would not need to be continuous enforcement

Get rid of them, you won't enforce the rules so why do you write enforcement rules

If the city allows these, the revenue must accommodate costs associated with hiring additional enforcement officers. Tax payers should not have to absorb the burden of police being removed from other duties because scooter companies are using our streets to make a profit.

Use the provider themselves. The apps already have local provisioning options, make this a requirement of their operation here.

Not really an issue, many other things police should focus on.

I think companies should have reminders before every ride

They have to use the approved bike lanes and if that's scary then they shouldn't be riding.

Education first, then enforcement, and this should go for ALL bikes, e-scooters, and skateboards. If people are not comfortable riding on the busier roads, then they should walk it on the sidewalk, or go a different route—but forcing people off the sidewalk when there is a marked bike lane? Really?
Pass out warnings. Use scouts and youth to help out. After a few months, use law enforcement, traffic tickets, etc.
I think ticketing and enforcement is the fastest way to get people to care about following the rules, but I don't know that it is worth taking police away from other areas.
Both. Education and enforcement. Have the vendors enforce parking rules with fines to users.
.
The city should create a division of special city employees that handle the enforcement and not put it on the police. The city can use funds generated from the dockless companies to cover these costs.
There needs to be a short-term, focused effort to get them off the sidewalks downtown. Education will help long term, but the current habits need to be changed.
perhaps this is something for 'meter maids' to handle
1st Education 2nd Enforcement
the city should do what nearly EVERY other city has done and charge scooter companies permitting fees to create an enforcement team. This question was so incredibly leading and intellectually dishonest. It is clear that whoever wrote this survey already favors the do nothing enforcement approach and wants to create phony survey results.
I think education is the best approach but there needs to be some level of enforcement.
The verbiage of put more enforcement is concerning, I wouldn't want police taken from more dangerous crimes or other tasks to enforce scooter rules. But some folks do really dangerous things or are not of the appropriate age to operate the scooters, this should be a police concern
I think there should be more protected bikeways where scooters can be ridden safely and have more messaging for that.
Same as for all bicycles.
Occasion ticketing crack downs would ensure that the educational effects sink in because of known consequences.
What about a no use zone where the devices won't work...are they not GPS enabled?
Also give tickets based on calls and customer complaint as
I think enforcement for a short time giving warnings to scooter riders on sidewalks and tickets to people riding dangerously would go a long way.
Do nothing. The situation is fine.
More police enforcement will be needed for only a short time. Fine them and it will stop.
Education first, enforcement on weekends. I don't understand why the "downtown ambassadors" did not take a more proactive approach to educating people about appropriate scooter use.
I think there should be more enforcement but that it can also be a fuzzy line, where slowly entering the sidewalk while on a scooter for the purpose of parking it should be allowed. I also think that enforcement should increase for people riding bicycles on sidewalks. Additionally, it should be noted that there are multiple intersections such as Main St and 300 S where the only way for a bicycle or scooter to get from Main to the protected bike lane would involve temporarily making a roundabout left turn via the sidewalk.
Ban Cars
Idk
Combination. Users should be educated and if caught breaking the ordinance should be earned and/or cited. I don't think police officers should be reassigned to ,Áúscooter duty,Àù or go out of their way to crack down on it. It would be easier to fine the scooter companies for infractions of ordinance and leave it up to the companies to educate and enforce ordinances
Some enforcement on the apps side of things should change. Users should get charged a fine if they leave their scooter in banned places.
more of both
We don't need to pour more money into law enforcement that is a stupid idea considering the fact that we have closed shelters that homeless people should be able to use.
I think they should fine the companies for not providing due diligence on who gets to ride, and force the company to educate the consumer. It's not the cities obligation to provide user education for a private company.
Scooters are the least of our problems.
Positive reinforcements or incentives for using e-scooters appropriately
We don't need more police but more education will only make a small difference. People are lazy and the dockless nature of scooters results in people riding them and parking them wherever they want.
I like education better unless its disrespectful abuse of scooters
The majority of the issue is in downtown where there is a higher rate of pedestrians. Additional patrols could be funded through Downtown Alliance.
There is worse things going on in salt lake city that law enforcement should be dealing with then harassing people on scooters and bikes on sidewalks
The scooter company should be enforcing the ordinance by fining individual who violate the ordinance
I think the scooters should be disabled in downtown
I think the current regulations are wrong. Pushing people on scooters into the street is dangerous. Scooters should be allowed on the sidewalk and riders should only be punished when acting in an overtly dangerous way. I also think police have much more serious issues to take care of. Spend some time on main street cleaning up camps.
Just ban escooters
Ban scooters. Enforcement is impossible unless city can place officers on every corner or invest in photo cop to catch violators. Scooters are only viable for young people healthy enough to walk. They are not a viable transportation method for everyone else, not usable in poor weather, dangerous to EVERYONE, riders, drivers, pedestrians!! Education is laughable idea. Riders will care only if they somehow receive a fine of several hundred dollars for a violation.
e-scooters should be mechanically prohibited from riding on sidewalks by using onboard GPS and install geofencing technology. The manufacturers should ensure they can not be physically operated on sidewalks, not putting the responsibility on the city to enforce.
Police should not spend time on scooters but on cars not using turning signal or car drivers using mobile phones while driving . I almost got hit by a police car while crossing green light ! He was texting while driving !!!!!
End the enforcement, scooters aren't hurting anyone. Most riders are very respectful.
I think that during scooter-heavy times there should be more cops especially since many users are visitors to the city, but other times they should attend to their duties
I think they should butt out
Treat scooters same as bikes - bicycles have never been ticketed for riding on sidewalks and they are far more dangerous than scooters.
Quit making it so hard for riders to ride! We're protecting the air by not driving. We're model citizens rallying against CO2 pollution from cars, and global warming. We deserve awards, not cop tickets. Cops and tickets are insulting and unnecessary.
Make the scooter companies responsible. They should be able to track them or they should be blocked from the downtown areas.
Temporary presence to educate those that are still uninformed
Both of these are a waste of money. Word of mouth and online articles are going to do a much better job than anything the city can do to spread awareness.
I have certainly seen instances where reckless riding should be enforced. I think some effort should be made to establish a precedent, and occasional reinforcement efforts to maintain that precedent, but it's not necessary to dedicate continuous resources, or to enforce mild infractions that cause no danger.

How about both. Mainly education but if enough reports are made in a certain area then that's when police could be diverted and maybe ticket a few.
Do both. Enforcement for downtown areas where officers are likely already patrolling.
Get rid of them!
Police enforcement and Education.
If you send cops after scooter riders I strongly believe many people would feel threatened & possibly even get hurt.
Police should prioritize vehicle enforcement before ticketing pedestrians, cyclists, and scooter users. Tickets being handed out for not yielding in crosswalks, speeding on city roads, etc will keep us safer in the long run
Utilize citizens more, especially security guards, etc.
I'm not sure why resources would need to be reallocated to ,Áúpatrol,Àù for scooter users. I regularly see police officers in populated areas where scooter users are riding on sidewalks (downtown) and the officers do nothing to enforce the restriction. Similar to the idling law, this seems like an issue of enforcement, not resources.
Ban Them Totally!
Police are outnumbered and have their hands full! Ban scooters NOW!
Both. Have a special group who only enforce the micro mobility problems. L
I think there should be reinforcements for all street vehicles
Heavy enforcement downtown and education could be a good compromise.
I think scooters should be allowed everywhere without restriction. The only thing which should be regulated is where they are parked.
The city should charge the scooter companies enough to create an enforcement team, like most cities.
Education & Enforcement
either
Impound the scooters
Fine people within the app if scooter is parked inappropriately or is driven too fast on sidewalks
Salt Lake has other issues to focus on then taking time away from officers to patrol sidewalks...
too easy for someone who has no idea what they are doing to use it and hurt themselves!
Get rid of the scooters before using resources to patrol them
Engineering is key - when fixing the streets it is critical to have safe lanes, and leading signals etc. No fines, no cops please, bad enough they are targetting jaywalking (stop that too) - how about actually enforcing car traffic laws - speeding, rolling right turns, cutting off peds, too close to bikes, texting and driving, and more. Every day someone in a car tries to kill me when I am a ped or on a bike.
I think a education system with warnings 3 strikes you get a ticket
none
I don't want police pulled away from more important duties. I also do not believe education campaign will be successful unfortunately.
There needs to be a combination - or occasionally having enforcement days to see if the education is working
Don't target bicycles. They aren't the problem.
I think you should provide safe places for people to get around the city
Not just fines. ARREST
Cars are the things that need more regulation
Must it be either/or? Spot enforcement + education.
Jail people who endanger others by riding on sidewalks. Pay for the jail time by billing the companies that enable the abuse.
Do neither. If the driver of the scooter isn't putting anyone in harms way why have a law?
The money spent on educational campaigns can vary greatly. I believe the value of a nominal investment will bring very nearly the results of a polished, flashy campaign, and that is what I vote for. With the scooters, we have one more way to be good or not so good neighbors to each other. I believe we will settle into our own pattern of neighborliness here in Salt Lake largely independent of formal rules, though those rules should be written.

Q8: What are the top items you feel should be in an ordinance for e-scooter/motorized mobility devices?

Q8: What are the top items you feel should be in an ordinance for e-scooters/motorized mobility devices?
When you see people slow down, but if there's no one on the sidewalk it is safer for us to ride there than with cars.
1. A cap on the number of such devices. An unlimited number is absolutely counter to safety, logic, and manageability. 2. Definitely not on sidewalks. Pedestrians, especially elderly and disabled people (who can't use these devices!) are highly susceptible to close or full strikes by young and able-bodied people (why can't they walk??). 3. Do NOT buy into the scam that these are environmentally friendly options; instead, recognize them for the toys that they are. They are TOYS. The idea that they are an environmentally friendly alternative is absurd. The idea that they'll promote mass transit, because then riders will be able to avoid walking that last mile is absurd. The only people I see using these devices are young, able-bodied individuals who could obviously walk a mile, while I walk that same mile pushing my son in a wheelchair. Is SLC really this gullible to buy the idea that young people are unwilling to walk as far as elderly or disabled people, who can't use these devices, manage to walk by necessity? Please deal with this, SLC!
Enforcement of no riding on downtown sidewalks, and enforcement of significant fines that is more than just a "slap on the wrist" The Scooter companies should have upon opening the app to use an escooter that Riding on Downtown sidewalks is NOT allowed. Also put in larger letters on the scooters themselves. than
Their prohibition
Banning them from SLC
treated like motorized vehicles, not like bikes.
ban them
Treat them like the class of vehicles they are: like motorcycles, not like bicycles. They are not human powered.
Ban them entirely. Salt Lake City has too many immature people. We can't handle the responsibility, so make the irresponsible behavior impossible by banning scooters entirely.
Appropriate parking and sidewalk usage enforcement.
Once you add the right infrastructure for scooters and bike, you can then look at the whole thing more holistically. Otherwise, you are chasing the problem around in circles.
They should be free with a bus pass. located near all bus stops, near trax stops, and in parks
Wear helmets, stay off sidewalks, pay attention to your surroundings and others.
Limit to two operators, scooter companies should pay taxes for operating in SLC, scooter companies should explore education campaigns as well as providing enforcement help.
No riding on the sidewalk. I was almost hit (again) today, they were close enough I could feel the wind blow by me from behind before I even saw them, I'd guess no more than 2 inches from my foot.
Proper operation and parking. Rider injury insurance paid for by the company and available to rental riders, including dental insurance. Regulation for private companies to impound improperly ridden or abandoned/parked scooters at rental company expense.
Following through on the City's Complete Streets ordinance and building infrastructure for all, not just for cars.
I'm not sure. I like seeing people use the scooters. I think it is neat idea. I have never used one though. I'm unclear about the laws around them. Do we use them on the sidewalks or streets?
helmets should be...encouraged at least. People get really hurt on these!
PEDESTRIAN SAFETY!!!!
Proper operation.
limit the age to driving age of the scooter users.
where to ride. Where to park.
I think they are all addressed in the draft.
Companies should be required to recycle equipment when they are no longer operable.
STAY OFF SIDEWALKS! no one under 16 on scooters, even with parent driving the scooter
Get them off walking trails
Where they can ride.
Not driving on the major streets where there isn't a bike lane and traffic is impeded
Sidewalks are ok to ride on.
Damage done to scooters
Safety of riders, educational campaigns, sidewalk riding etiquette.
Not being able to ride on the sidewalks is truly the only ordinance I need to see enforced.
Same as bicycles
They need helmets and other safety things I've had an accident on lime scooter and 2 surgeries in September
I think they need to outlawed completely.
They need to be treated like other motorized vehicles
Want to retain the ability to park scooters most anywhere. Scooters won't be used if they are not convenient. We must not regulate them to the point at which people beside to hop back in their cars b/c it's too difficult to find or operate one.
Parking, sidewalks, crosswalks.
You can make all the laws you want, but until they are enforced it won't do any good. I work in Downtown SLC and have had many near misses of being hit by scooters and bicycles. I violations EVERY DAY for bicycles. Anything from running red lights at intersections and cross walks. I feel like I am a walking target. Before I turn the corner or step out on the sidewalk, I have to see if it is all clear. I would like to see some kind of requirement in this ordinance requiring some kind of music or other noise being broadcast while they are operating. This would help to hear when they are approaching and be able to move to safety. I think the scooters/bicycles are great when riders are held responsible when not operating them safely. I think the education would be to get the word out that citations really are being given out for violations. Word of mouth would travel quickly and maybe would deter violations.
Limit the number of providers
sidewalk ridership and parking.
visibility (especially at night) - lights/reflective devices etc
Fines for the users and companies who violate the policies. Enforcement is lacking now. A slow zone and restricting the speed in the downtown area would be ideal. They also should not be left over night where they can be on a sidewalk and hard to see.
Encouraging use of bike lanes, especially dedicated bike lanes in the downtown area. Reducing/restricting people from using scooters or bikes faster than pedestrian speed on sidewalks.
Designated parking for scooters (without a dock) provided by the city near bus stops, public transportation, and other public use areas like government buildings
I think more people would stay off the sidewalks if it wasn't so dangerous riding on the street. I always ride on the street in bike lanes and I've had many close encounters with drivers. Drivers don't respect e-scooters. I think more education should be given to drivers regarding bike Lanes.
Ban from sidewalks - enforce law about running red lights and stop signs
the parking of e/scooters on the downtown sidewalks, left all in the walking path
Clear lanes for them to use. Pedestrian safety. Education about their use
There should be bike/scooter racks in parking spaces
Proper parking spaces. Proper riding laws being enforced.,
Riders should use safety apparel and equipment should be equipped with lights to be used after dusk and before dawn hours. Also, since these methods of transportation (bikes, scooters and other motorized boards etc.) are going to use the roadway, bike lanes and share rows, they should help contribute to the B&C road maintenance fund.
More scooters downtown center.
Where they can be ridden, where they can be parked, and fines to companies for abandoned and destroyed scooters clogging up waterways, fields, and other areas where scooters may be abandoned.
More than lip service to pedestrian safety; deterrent penalties and enforcement; clear liability for medical costs and other deterrent to the companies hiring them out.
Ban them from sidewalks, PERIOD. Put them in the bike lanes.
riding on sidewalks
Scooters should always yield to pedestrians, with a stiff fine for failing to do so, and enforcement of the ordinance. Anytime a scooter is involved in a collision or near collision with a pedestrian, the scooter operator and company is responsible for those injuries, including medical treatment, loss of work, pain and suffering..
Include information about the fine for not following the guidelines in the ordinance.

SIDEWALK SAFETY, COMING UP FROM BEHIND ON SIDEWALKS AND BLOCKING MOVEMENT OF PEDESTRIANS/ADA
Simply that pedestrians have priority and eScooter riders need to be cognizant of that fact
Keep them off the sidewalks. They are dangerous
Dealing with pollution caused by scooters (manufacturing and people picking them up for charging)
Helmet laws. Kids should have to wear them, and maybe adults. (This would make me feel better about requiring scooters to be on roads in all or some portion of the city.)
creating barriers for individuals with disabilities and other pedestrians
Simple, clear and easy to follow rules.
Helmets
Stay off sidewalks.
Encouragement and adoption of the devices for the benefit of air quality
Regulate the speed
permissible location for operation, permissible location for abandoning, penalties for injury or damage to any pedestrian or property
Periodic police enforcement downtown. Once people started getting tickets, word will get around. So perhaps 2 weeks a month at first assign 2 officers downtown in heavy pedestrian areas. Reduce to one week/ month later
Safety and ADA accessibility, but while still allowing them to be a resource and help to people, including people with mobility issues.
Keep off sidewalks, follow traffic rules.
"Anywhere that might impede pedestrian traffic" needs to be better defined.
They do not have the right of way. they must follow the same rules as bikes and pedestrians.
Understand that scooter riders are simply scared of traffic. These thing max out at 15 mph. We don't want to compete with vehicles where there are no clearly marked bike Lanes.
NOT ride on sidewalks. Slow down. As the draft says, obey the rules for bikes. Not weave in and out of pedestrians. Everything is improved if the scooters are only on the roads.
Treat them like bikes, but use this opportunity to expand bike/scooter lane infrastructure
Speed enforcement and more traffic policing of vehicles within heavier scooter use zones, so that drivers were safer. Again, I trust my ability to not harm pedestrians while riding on sidewalks more than I trust vehicle drivers to not harm me, and vehicle drivers would cause a much higher degree of harm to me (including death) than I could harm a pedestrian.
dangerous operations, not following "rules of the road"
Penalties for sidewalk riding
Less restrictions
Keep them from being ridden in pedestrian walkways, keep them from being discarded haphazardly
Keep them off the sidewalks.
keep them from running over old people and children on the sidewalks, make users wear helmets or carry organ donor cards
A very limited top speed. Not allowed on sidewalks anywhere.
No sidewalk riding, specific parking locations, and age limits.
sales should be taxed to provide revenue for the city I
I'm not concerned about needed mobility devices, but I think e-scooter riders should need to prove that they know the rules and ride responsibly, just as with a car. I think individual riders, not just the company, should be required to carry liability insurance.
.
Liability education for riders, penalties for operators who are not in compliance with maintenannce regulations, clear guidelines on how devices might be spread throughout the city
Each e-scooter should be charged a fee for insurance or otherwise to defray the costs of emergency room visits.
speed, respect for the shared space by all using it
No additional restrictions. E-scooters could reduce vehicle miles and improve air quality, a more pressing issue for our city.
Sidewalk use should be allowed with education to yield to pedestrians. I always get off the scooter and walk it around pedestrians while on on the sidewalk. Often the bike lanes or traffic lanes are far too dangerous for scooters due to the low profile, so sidewalk riding should be allowed with the conditions to yield.
Escooter's should not be ridden on downtown sidewalks. Sometimes, safety concerns prompt me to ride on the sidewalk. I don't think that is a problem.
Safety between e-scooters and pedestrians.
Staying off sidewalks and where to park them.
Where the mobility devices are allowed to be ridden & parked.
The most important thing is to build more bike and scooter friendly infrastructure such as currently built on 3rd S
Safety for both the rider and pedestrians. (Riding in the street doesn't feel safe)
Pedestrians have the right of way and clearly marked area's where parking is NOT allowed.
Get rid of them, you won't enforce the rules so why do you write enforcement rules
Complete ban from sidewalks!
limiting the number of companies and devices deployed, regulation for how long scooters can be left in a place without being "reset" by the company, penaltys transferred from the company to the user, including month long bans from using scooters, or 3 violations equals permanent ban
Revenue from this business enterprise should cover all costs associated with enforcement. So, it should be written into the ordinance that cost of extra police enforcement must be covered by the scooter revenue.
Helmets, speed limit on sidewalks, obey all biking rules!!
Protections/rights for riders. Motorized mobility devices are given commuters new options, but the focus of enforcement and regulation thus far has left us feeling unwanted. At some point clarify the benefits the city sees in these devices AS WELL AS the rules for responsible use.
Stay off sidewalks maybe require providers to shutdown scooters on areas they shouldn't be like BYU is doing.
Education
Safety for riders and pedestrians
More control of set places to leave them. Not just anywhere!
Walking zones, not allowed in City Creek Shopping center or on sidewalks around Temple Square.
Safety.
As a regular pedestrian in downtown Salt Lake City, the most annoying thing for me is when scooters on the sidewalks go whizzing past me at top speeds and almost knock me over. I've even had scooter riders honk or make noise for me to move because I'm walking too slow for the scooters. My top item would be just overall respect for those that choose to walk instead of ride scooters. Many scooter riders I've encountered seem to think they own the sidewalk and that pedestrians are just a nuisance.
Off sidewalks downtown but allowed on sidewalks outside city center. While Riding a scooter, I feel vulnerable on a street.
No sidewalk use, must have docking station like Green Bikes.
Parking and possible volume at a single location. The problem is really users who don't care to follow an education campaign. They need to be fined.
Street use ONLY!
Education for riders and drivers, as well as clearly marked paths. Salt lake city bike lanes often end abruptly, forcing riders to explore alternatives. If it was widely known where motorized mobility devices should be ridden, they would be found less often where they aren't supposed to be.
Respectful behavior towards others. This should apply to everyone, including pedestrians and motor vehicles.
Whatever ordinance gets put in place, it needs to be enforced. The users will keep parking where is most convenient to them unless someone enforces something different.
Pedestrians ALWAYS have the right of way.
speed on sidewalks. getting them out of neighborhoods...not letting them be idle too long.

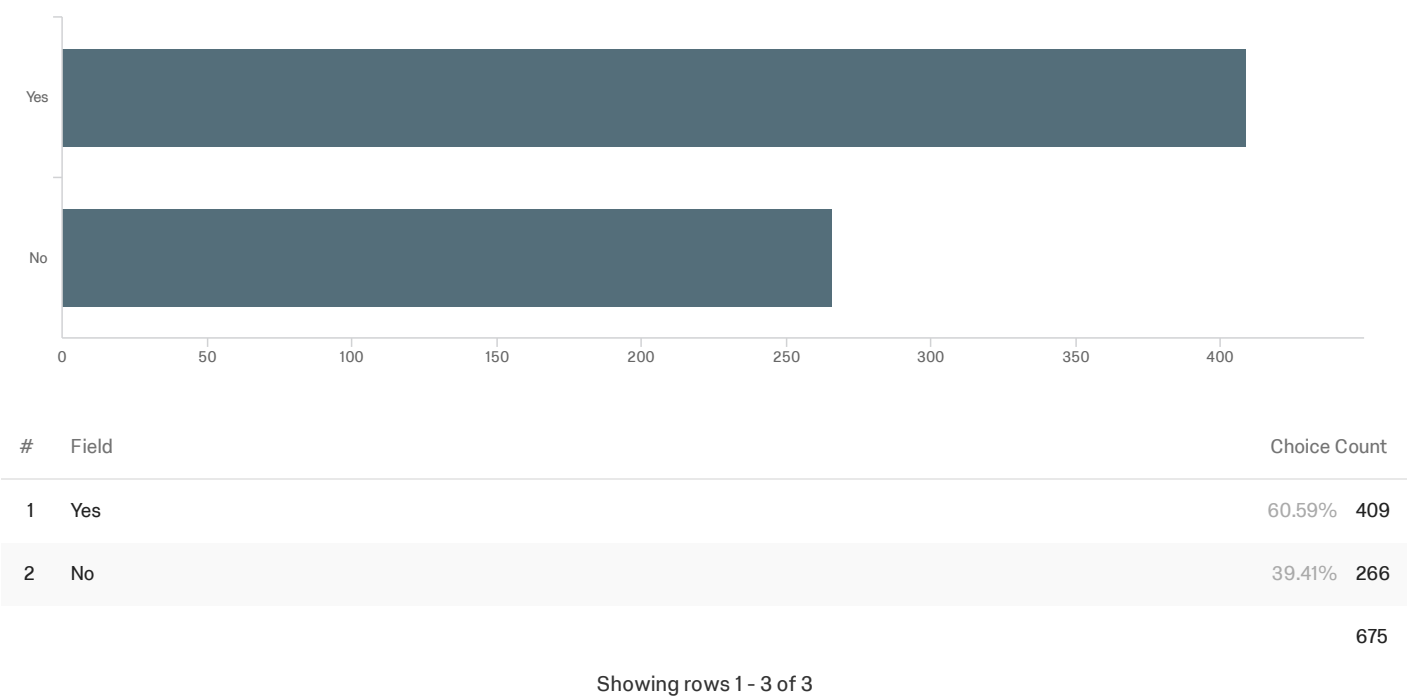
making sure scooters don't get in the way of people in wheel chairs
Making clear where scooters can be driven and where they can be left.
stay off sidewalks
Helmets, speed limits, obeying the laws the same as bicyclists.
Communication about appropriate places to use a scooter. Additionally, better communication about public transportation should occur to educate people on the great benefits of public transportation.
Where one can ride the scooters.
To avoid hitting pedestrians and ptjers. The motorized person will be deemed to be at fault in any collision.
Only 10%-30% of scooter rides are car replacement trips. The rest are recreation or replace walk or transit trips. The city should create an ordinance with enough teeth so that it doesn't destroy their existing non profit bike share.
Speed limit for hard tired devices should be 13mph. Scooters should be able to identify when they have been in a crash and that data should be reported to the city within 48 hours.
No riding on sidewalks, or against the flow of traffic
Shared bicycle and mobility device parking on each block by cross walks to minimize the view restrictions auto parking causes, which would enhance pedestrians safety
Having guidelines laid out, requiring some form of liability and age restrictions.
riding too fast among pedestrians, not yielding right of way
An enforcement mechanism so that scooter operators whose customers or contractors leave motorized rentals on sidewalks will be held accountable and charged for their negligence in creating a widespread public nuisance
a clear expectation that scooters yield to pedestrians in most circumstances
Where they can be safely and curiously operated
Anything with wheels including shopping carts and strollers.
Not to be used on sidewalks. Period.
No sidewalks, no streets other than bike lanes, no leaving them scattered all over the city, tickets for violations.
They should definitely be banned from sidewalks in downtown as is the case for bicycles and there should be strict enforcement. Even though bicycles have been banned from sidewalk riding for some time, there is NO enforcement and there will be no enforcement for scooters violating ordinance. Let's not repeat the mistakes of the past. There is currently no cost effective way to stop scooters from being on the sidewalks. Technology has not developed to the point where this is the case. We all know this. Scooters should be banned from downtown!
Severe monetary penalties for the COMPANIES for their users violations.
no ride zones unless on roadway
Availability to rent at Tracs and by my phone you are so sorry to say I wanna is your time for us a week off to the weekend we will have to be back in there at about a week and a week before I leave work for a few minutes to pick you guys off and then I'll come hang in the shower I'll be home way I'll be in the shower I'll let ya guys out tonight thanks so I'll talk tomorrow night love ya thanks bro thanks again thanks bro I'll talk ya ya in a few minutes thanks bro thanks again thanks bro for the money thanks again thanks bro for the money thanks again thanks bro thanks friend of in for the update
no riding on sidewalks
That they have to offer devices that can be used by a wheelchair users. I pay taxes to maintain roads and sidewalks which these devices use as storage and operating space and get zero benefit from them.
1. Only street use in downtown area. 2. Serious enforcement (education is not enforcement)
rider safety (e.g., helmets) and warnings/education to practice same rules as bicyclists
Honestly it's common sense but getting off the scooter when crossing traffic filled street at a light. I almost got hit by a guy who had to stop hard at a light. Honestly I looked and didn't see him. I think the e scooter user and driver's can be hazards to one another.
Pedestrians or scooters or bicycles should all have the same right away as a vehicle
don't know
Safety
Speed limitations where an e-scooter is being driven.
I think scooters should be allowed to be ridden on sidewalks. I refuse to ride them again until they are. It was so scary to ride in the street with the cars.
The scooter companies should be required to more adequately maintain their fleet of scooters and clean up the broken ones that are lying all over the city.
Limit the restrictions for use and parking such devices. One issue to consider is the environmental impact since the scooters do not have a long life and use Lithium batteries..
NA
Hazardously driving on sidewalks of scooters
No use on sidewalks in high traffic areas
Seems like the scooters are abandoned in the most random areas, it's a visual sore.
Parking, right of way to foot traffic
Being able to ride on the sidewalk
Dedicated lanes for e-scooters and bikes. Maybe even periodically shutting down some normal downtown streets for use only by pedestrians, e-scooters, bikes, skateboards, rollerblades, etc. Cars are one of many modes of transportation, they are VERY expensive compared to other modes, they have significant negative externalities and they have taken over basically everything. Carving out spaces for other modes of transportation, particularly in downtown, seems entirely appropriate.
Accountability of owners to collect broken scooters or deal with complaints from the city or property owners.
liability insurance
helmets, safety precautions, alcohol use while driving. The scooters are dangerous to riders and pedestrians. Several people have died in San Diego. Please do not let this happen in SLC.
Driving e-scooters on the road feels more dangerous. they need more protection - otherwise i'm riding on the sidewalk.
No riding on sidewalks
The biggest thing for me is fining people for riding on the sidewalk at speed. A \$20 fine will teach people a lesson really quickly. That's what they do in Denver and it has helped.
Scooter companies and the like should provide funding for the increased enforcement of laws if necessary not tax payers.
Where they can be ridden and parked, what/who is responsible in the event of an accident.
Not blocking sidewalks
not riding on sidewalks, using bicycle lanes wherever possible
right-of-way hierarchy (when to yield and how...)
Rules governing how/where to ride and park them.
Ban Cars
A helmet. I've fallen off a scooter before due to hitting a rock and if I wasn't wearing a helmet, it could of been serious. I know it's not regulated but a solution where even some riders could have the option to rent one would be great.
Where not to park
Don't block sidewalks. If you hit someone you can get sued.
Clear language about where such devices MAY be parked. The ordinance uses negative language to describe where they may NOT be. I understand that such descriptions may not fit into the ordinance, but a campaign of education should clearly point to where the scooters MAY be left!
Where to park and limit the number of companies providing scooters
Proper parking
Speed and alertness
Not driving on sidewalks (or doing so at a slow pace) and not parking in places that impede access. Use by licensed drivers over 16 and only one person to a scooter.
Na

Plans to educate riders and the public
N/A
Safety, for those on scooters, as well as pedestrians
I feel like I am going to be hit by a car every time I ride a scooter in the "bike" lane. I will not use scooters or bikes if I am being threatened with fines for riding them on sidewalks. I have to ride on sidewalks because I do not feel safe in bike lanes.
Leaving scooters laying around, riding on the sidewalk
Safety
Sidewalk and parking etiquette
Use the bike lanes when they exist, stay off the sidewalks during work hours or when there is high walking traffic
Do not ride scooters on Downtown SLC sidewalks
Safety
Ban of these in residential areas and fines to the company when the scooters are left in place for more than a few days.
I hate that I can't ride it on the sidewalk, it distracting as a rider, having to balance yourself and be on the lookout for cars. I believe riders should be allowed on the sidewalks with the stipulation that a waiver agreement would be checked after reading the rules.
Is there a bike lane? Be in it.
Mandatory Use Of Helmets
Create safe paths on roads and people wouldn't be forced to ride bikes or scooters on sidewalks. Most roads aren't safe for non-cars downtown. People walking need to share the sidewalk with other modes of transportation.
Regularizing rules specific for e-scooters, considering they are a different size and drive from bicycles and also the lack of respect e-scooter users face from car drivers, forcing them to use the sidewalk
Prevent riding on sidewalks downtown and prevent parking e-cooters in spaces that impede cars or pedestrians.
We need to make make more space for escooters, bikes and pedestrians by limiting cars. Especially downtown.
Not riding on sidewalks
There great
Scooters need designated parking. People leave them wherever they want which results in a lot of urban clutter.
Safety on sidewalks and on roadways. Awareness campaigns for car drivers and pedestrians alike.
Sidewalk use
E-Scooter Parking and use on sidewalks.
traffic laws, scooter program operators (Lime, Byrd etc) legal compliance, parking requirements
no riding on sidewalks
Age restriction, no riding on sidewalks/crosswalks, required timing for balancing of distributed scooters
If a person is to be ticketed for operating an e-scooter outside of the ordinance rules, the fine should be small, no more than \$10. Any higher fee will persuade people to use other forms of transportation, in fear of large penalties. Scooters encourage a green and healthy lifestyle.
Parking and safety
Where riding is and isn't allowed.
Speed & racing e-scooters
Accountability for scooter companies that allow misuse by riders
Convenience
Nothing
Riding in the road compared to the sidewalks, Same as bikes.
No riding scooters/bikes on sidewalk.
Parking of these devices
Scooter riders on the sidewalks should be heavily fined. Helmets should be required.
Personal fines or bans for improper usage, but otherwise accommodate scooters as a alternative to cars...we need cleaner air and they should be given priority as a potential solution.
Riding the right way in bike lanes
No opinion
User safety
Where to ride and where to park, punishments for breaking the law, ways to place blame on individuals who break the law (parking issues)
Removing them from SLC
Scooters not allowed in downtown, no sidewalk riding, gps enforced 5 mph speed limit in city, heavy fines to scooter companies whose riders violate laws,
unsure
public stupidity, if you did not have this you would not need the laws
I don't know
Manufacturers should have to pay for geofencing infrastrurce to ensure that e-scooters are mechanically unable to operate on city sidewalks.
Protected bikelanes and car free streets . Why does Main Street between 400 south and south temple still have cars?? Make it bike and pedestrian only
Where they can be parked, and allow them on sidewalks - cars are dangerous in Salt Lake and drivers do not pay attention to scooter riders. I have been almost hit multiple times.
Safety, Walk your scooter if on sidewalks, use bells often near pedestrians
N/A
One rider per e-scooter.
Sidewalk restrictions/ticket fines
No "unsafe zone speeds,"
Safety and education along with curtesy
Banning e-scooters
They SHOULD be allowed on sidewalks at a reasonable speed and allowing for pedestrian right of way
N/A
clarity and simplicity
No ordinance
None
Ordinance should only be accompanied with improved off-sidewalk riding infrastructure. Otherwise, scooters and bikes should not be penalized for riding carefully (at reduced speed) on the sidewalk.
All drivers in the State of Utah need to be sent a letter from the DMV reminding them of the rights of bike and scooter riders. Everyone tends to think scooters abuse traffic laws when we're really riding in keeping with bike laws. Drivers scream out at me - including a Sandy cop! - to get out of the road and on to the sidewalk! But we're not supposed to ride on the sidewalks! Make our rights clear via the newspaper and TV news programs, and a letter from the DMV.
where to ride and where they can be parked
The scooter companies should bear responsibility for how these scooters are used and where.

Multiple competing companies are a must.
Safe pedestrian/respect for ADA regulations; Helmets.
Pedestrians have right of way on sidewalks
Keep it simple. Safety and nuisances only!
Cheaper
Parking location, what areas they can be used in, safety, enforcement.
I would like no new regulations. Bikes should be allowed on sidewalks too and it should be up to the cops to decide if someone is riding in a reckless manner.
5.67.020: TRAFFIC LAWS; 5.67.070:A
Drunk riding - loud groups late at night
Appropriate speed for conditions.
Requiring that scooter companies actually take responsibility for scooters.
I think it's great as is
Allow any pedestrian endangered by an idiot on a scooter to push them off and throw the scooter into the nearest dumpster.
Not blocking sidewalks
Speed limits (safety) and parking regulations
Safety regulations of the devices themselves - i.e. regulations to keep them in good working order.
Don't be a Jerry. Be respectful.
I don't care how fast people ride in bike lanes but they should be ticketed for riding on sidewalks and fines more if they are going above a certain speed. Create docking stations for the scooters.
These should not be allowed in the street/car lanes
N/A
Adding preferred areas for parking scooters (maybe taking away the occasional streetside parking spot).
Ease of pickup and use
Let the public decide
Where they ride and speed
Pedestrian safety and acceptable use areas.
Incentives for people who do not use cars that pollute and create traffic congestion and require tremendous city resources to maintain roads.
sidewalk riding
require e-scooters to have adequate lighting and reflectors
Make it clear what is and isn't allowed. The current what/if is frustrating.
If we "have" to have them, keep them out of the middle of the street and off of the sidewalks. I drive downtown daily for work and in the evening they fly through red lights, past stop signs and create a real hazard for me and them.
They should be banned.
We need better infrastructure, I'm not risking my life riding on our huge roads because of some stupid law, build better non-car infrastructure, and I'll get off the sidewalks
Sorry, I feel scooters should be banned.
Respect for pedestrians, pets, and other vehicles.
Follow traffic laws if you are riding one in the road.
I am mostly concerned with them being thrown here or there or anywhere. It looks junky. Any vehicle should follow the same rules. If we allow skateboards here or there than we should allow scooters. I don't think cyclist should be allowed on sidewalks. When I walk my three dogs on lead and a cyclist comes around I have to be really careful that they don't get hurt. I would assume a knee scooter would be similar. Neither should be on sidewalks.
Pedestrian Safety
Parking locations for the scooters.
Safety locations for use
Prohibit scooters in driving lanes
1. Charge the companies enough to create an enforcement team. 2. Make sure that the data is being shared with the public. 3. Make sure that less than 1,000 scooters are in SLIC.
Hop off and walk scooters if pedestrian traffic comes within 10 feet of a moving scooter
scooters are not safe on the street
I'd like something in there about how long I have to let it sit in front of my house before somebody comes to pick it up
designated parking areas
Consistency. I think treating scooters the same as bicycles is great.
Designated parking areas
Quality, safe scooter that undergo regular inspection and maintenance. The city should also require that scooters are allocated and distributed in a manner that reduces their carbon footprint (e.g. fleet pick up with a full time staff, instead of a gig-economy scattered model), scooters organizations should be required to share their data with the city, county and other transit districts and agencies. Scooters owners should pay a fee for being out of compliance of the ordinance by a per-scooter formula. City should reserve the right to impound company scooters if they fail to follow ordinance.
I think they should be allowed on sidewalks. I'm scared to ride them on the streets because that feels unsafe for me as a rider.
None, we are over regulated.
My biggest issues are pedestrians being hit, scooters riding dangerously around cars, and blocking sidewalks. I've had to move a few and have an injury from the last time I moved one that was blocking the sidewalk.
They're super annoying when they block the sidewalk. As a caretaker of a person with a disability who has a hard time getting around, I can't even tell you how many times our path has been blocked by a scooter that has been left in the middle of a path.
Tax them to help pay for bus service; be sure there is data collection, research shows they are actually not a "green" option if people would have walked, biked, or taken transit. Contract them yes! Fair wages for the charger/catchers. Any companies that dropped scooters without permits should have points deducted in an RFP (see San Francisco). Who enforces? How? Not clear.
I'm sick of being clipped by teenagers while walking with my cane and service animal
Do not limit the use, have more signs informing where to ride
Helmets
No use after alcohol (it's already illegal but happens all the time), honestly I think they should be banned from downtown. There are a lot of bad behaviors happening all the time, they are left anywhere even laying down impeding those with disabilities, and are a huge liability.
where they are parked and the speed they are driven at
Right of way clarification, banned from sidewalks everywhere, and fines for companies when their users continue to disregard the laws.
Protected bike lanes
keeping them off sidewalks and from being operated by people under 16
Parking, amount of people on scooter, intoxication while using scooter, and helmets/safety
NO RIDING ON SIDEWALKS
Not riding them through neighborhoods late at night. Have curfew for them.
Ability to use the sidewalk at low speeds within a block of your origin/destination; penalties for abuse and bad parking - issued by the scooter companies, allowance for at least 3 scooter companies to allow for free market and diversity of devices.
Off the sidewalks for safety. San Francisco is VERY strict about bicycles on sidewalks.

Allowing their use to remain widespread. Safety of riders.
Much like bicycles, there needs to be an emphasis on following traffic rules and staying off of all pedestrian right of ways
Very clear expectations as well as mechanism for the city to communicate those expectations to scooter users.
Parking enforcement, Helmets!
Where they can be ridden, where they can be docked, how many scooter companies can exist, how many scooters can operate total
Protected bike lanes
Require providers to invest in or develop GPS technology that will signal when scooters are on forbidden sidewalks or illegally parked, and include tech to charge riders additional fees when this occurs.
That as part of the ordinance, SLC should require its Transportation Division to add bike lanes on EVERY SINGLE DOWNTOWN STREET.
Enforcement of dangerous and illegal use. Immediate impounding of illegally parked devices. A 2 hour grace period is absurd, and won't be enforced anyway. Hire someone to pick them up immediately, and bill the companies that enable the abuse for their return.
Not to be ridden on sidewalks, not to be parked on sidewalks or private property
reduced speed required if used on sidewalks (walking speed), otherwise, faster on street just like bikes is fine. Reckless riding should be condoned and have heavier fines. I have been around people that wrecklessly ride these and weave in and out of pedestrians on the sidewalk like we are video game! It's not fun.
Ticket drivers that are creating a dangers situation for drivers or pedestrians. Drive a scooter at 11pm on the sidewalk from a restaurant to a hotel and not putting anybody in danger should be allowed. Less government regulation, please!
Staying off side walks and the speed factor
e-scooters should be treated like bicycles. SLC's bicycle lanes are pretty good and can be used by scooters
1. Regard for other people 2. Regard for others' property
Not riding on sidewalks

Q9: Did you read the proposed ordinance?



Q10: Please share anything else you think we should consider before we finalize the ordinance.

It's super unsafe to drive an e-scooter on the street, super scary! I would ride more if I could use the sidewalk, but with all of the construction in SLC it's more dangerous to ride on the streets. I just think people could slow down when there are a lot of people and then speed up when there is no one around. And honestly no one would go 15mph anyways, even on the street I can't because I get too scared I might fall and hurt myself. Also, no one has helmets anyways so they know not to go too fast! Yes helmets should be required but I don't have one just hanging out in my purse or when I am just a tourist (cause it's touristy) they don't pack helmets. Anyways, just allow them on the sidewalks, people ride them on there anyways and I don't get mad at them and haven't been run over!

I think the premise of the ordinance, i.e., that dockless e-scooters must become a fact of life in SLC, is based on unfounded and illegitimate assumptions. I highly resent this profit-driven intrusion into the fabric of downtown SLC. This is a walking city, a driving city. Almost everyday, I find myself holding my breath because some young punk is trying to beat a light or not regarding driveways while riding an e-scooter at top speed. This is so prevalent on North Temple, West Temple, and thereabouts. It's worst during the tourist seasons. I see no justification for promoting this mode of transportation apart from a profit motive. I defy anyone to tell me how this is environmentally sound (I spend my 40-year career as an environmental conservationist). To a person, everyone I've seen riding these silly (but admittedly fun) contraptions has been someone who could easily, and with more environmental benefit, WALK. Why would we promote toys as a city policy? I will tell you, if I'm ever out walking with my son in a wheelchair and we get sideswiped on OUR sidewalks, SLC and the e-scooter companies (who may have the best of intentions!), you will not hear the end from me. My bottom line: Let's recognize this phenomenon for what it is: a big toy with no redeeming environmental value.

Please put the ordinance into effect as soon as possible. The scooters are a great danger to the pedestrians of downtown Salt Lake City. They can also be dangerous on the sidewalks in other areas. An elderly friend who lives near 6th E. and 3rd S. has almost been hit by a scooter. Most riders are riding only for the fun of it and not to help the air quality, etc. Also, when the ordinance is put into effect it needs to be fully enforced - not just "words" on a document. Please protect the citizens of Salt Lake City. We have a right to feel safe walking on sidewalks - as sidewalks are specifically and only designated for pedestrians. (With the exception of people who need to use electric wheelchairs, scooter devices for MEDICAL reasons) Thank you.

These are simply not safe, or environmentally responsible and we don't need them here at all.

There is absolutely no good reason for these things aside from the fact that young people find them "super fun..." well, some people think drunk driving and other reckless behaviour is "fun" and we don't allow that either. This is a no brainer. They either get treated like the motorized vehicles that they are and are licensed, regulated, use the streets and follow traffic rules, or else they are a menace. Why is this even a question????

I am against having these things here at all

ban them

Most people I talk to, except for the 20-somethings who are "passing through" do not want these here. The rest of us hate them and we pay taxes, not the student who show up for a few years like Disney World with scooters and snowboarding.

I think we should be advocating for the use of these devices as much as possible. Our air quality is horrendous. Education about the program needs to be more visible, I think over time as this education is put out there. Then enforcing the laws should be put into place... Most people that seem to use these devices are responsible.

Allow rideability on sidewalk if bike lane is not present. It's hazardous to vehicles/traffic if a scooter is in the lane, as they're usually slower than bikes.

The ordinance must have a realistic goal to add real, tangible, and maintainable infrastructure year round. That means, resurfacing, repainting, and plowing. Complete streets are only complete if you can use them year-round.

try them before you start making ordinances. The scooters seem to be more effective in reducing carbon footprint than the green bikes.

The real problem here seems to be that NOTHING is being done. I've walked down the sidewalk no less than 10 times when I pass both a cop and a scooter, but these people never get stopped. In fact, I've never seen anyone every being stopped on a scooter for any reason. There is no education. There is no hard stance. Nothing is being done. That's why nothing is getting better.

I spend far less time downtown due to numerous near-misses and have to walk over the obstacle courses of dumped scooters on city sidewalks, which could be more common with all the emptying storefronts in downtown.

These scooters are an asset to last mile transit so I don't think the enforcement around trax/busses should be very intense. Is there regulation around segways? Is there a bike speed limit and what is it?

The company should have some responsibility to make sure scooters are parked legally. People are going to leave them lying around causing problems - who is supposed to pick it up? Can it be addressed in the same way we address stray shopping carts?

I love the scooters! They are so convenient!

Please consider the safety of scooter riders. I think banning bikes and eScooters on sidewalks downtown is the wrong approach. I do not feel safe on all the roads downtown. I will risk a ticket over my own life.

I do think a stronger enforcement effort, at least at the beginning, would be the best route. I like the scooters but they do not mesh with pedestrian traffic. They travel at way too fast of speeds. I am truly appreciative that the City is working on this ordinance. Cheers!!

I am an old lady with deteriorating balance who lives on edge on downtown. I think scooter riders have proved their behavior somewhat but there are still frightening situations. Children should not operate scooters, didn't see this addressed in ordinance.

Ban the scooters I've had 2 major surgery's in September due to a scooter accident on September 7th something needs to be done about them

I am an Uber driver in downtown. I have seen scooter riders all over the place. They DO NOT look before darting into traffic, no one uses helmets. They ride them drunk as well as having contests with each other who can jump the curb farther. If it was up to me, scooters would be outlawed completely.

It doesn't seem fair to me to strictly regulate scooter use without providing a safe portion of the road for them to be operated. Most Salt Lake City streets do not have bike lanes or shoulders were scooters could be safely used out of the way of pedestrians and automobiles. The city needs to do more than educate and enforce, it needs to adapt its roads to changing uses.

I work downtown and no longer go out for lunch or travel to downtown during my off hours due to these devices being used on sidewalks, cutting in and out of traffic and verbally rude users when asked to please stop using the sidewalk or cutting in front of vehicles

Please help me feel safe on the sidewalks of downtown SLC again without the threat of being hit by a bike or scooter taking me out. Not only is it startling, but dangerous to have them fly by within inches of you on sidewalk or on private property where it is already posted no riding.

Too many scooters West of 15. Are they even being used? I recommend having a specific utilization rate

As a councilperson, I would just urge you to consider the large number of folks that commute by bike, on the road, every single day. If scooter riders are uncomfortable riding on the road, then they shouldn't choose to commute that way. Pedestrians belong on the sidewalk and I am tired of dodging scooters (parked or riders) when I am running downtown.

They should be forced to remove them every night and during inclement weather.

Most of the ordinance is restrictive and has a lot of bs/let measures that will cause issues for areas that otherwise could be ideal for scooter parking. Example: placing them X amount of feet away from any entrance; many places can have a small space immediately outside of an entrance that isn't in the way to park scooters

I'm 59 yrs old and I ride an escooter daily. Please don't take them away.

ENFORCEMENT - I've had 2 scooters run red lights that I've almost hit downtown

safety of pedestrians FIRST....clutter of e-scooters on the sidewalk

Top speed for scooters is normally 15mph a bike with a human peddling can get to 30mph easily, a bike can easily catch up and hit a scooter rider in a bike lane. Your making it more dangerous for the scooter rider by taking away their mobility. There should be dedicated parking areas for electric scooter riders as well, it's much easier to steal a scooter than a bike after all..

They look like fun but I work by the Salt Palace and see newbies on the sidewalks. They don't know how to stop and weave in and out - sometimes one on either side of walkers.

They are making the city look cluttered. I see the left all in vet the place and kids just playing on them.

I think a section should be added to address/include any electric long boards and/or uni-wheel devices.

Lime is my scooter of choice.

I find the eScooters a menace - and the City too eager to prioritize companies and handful of dollars over safety of its residents.

There is no clarity of where scooters/bikes etc. CAN ride on the sidewalks. There is language allowing it but does that mean if there is no bike lane scooters/bike CAN be on the sidewalks?

Sidewalks are for pedestrians. Sidewalks should be safe for pedestrians. If the city continues to refuse to provide for safe sidewalks, the ordinance should make clear that the city is liable.

PLEASE KEEP THEM OFF OF THE SIDEWALKS AND FROM BLOCKING SIDEWALKS

Don't be so heavy-handed. All new technologies have a learning curve. The more people use the scooters, the better they will be at using them appropriately. The beauty of SLC is the wide sidewalks. If scooters can be safe on the streets, use the streets, but if they must resort to sidewalk, let them—with the caveat that pedestrians have priority and eScooter drivers have the greater responsibility to be aware of pedestrians than vice versa. I feel like the ordinance is fear-based rather than forward-looking and pragmatic.

I would prefer to see them banned and to limit. If not to limit the number of companies allowed. Please consider their detrimental effects on our air quality. Police should not have to be taken away from their other duties to deal with these dangerous nuisance, but they are nuisances and need to be dealt with.

1. The draft ordinance cites section 12.24.100 of the Salt Lake City Code; there is no such section. This should be changed. 2. The definition of "Fare" in the proposed ordinance refers to "an app or comparable technology." Dockless mobility devices should NOT be required to be "high tech," and neither an app nor "comparable technology" should be necessary. This would seem to be an unintended consequence of the "fare" definition used here. (For example, it should be possible for a dockless vehicle to operate within the city "without" requiring users to have a smart phone on their person. Such a device might not charge fares based on an app, but it seems to me that SLC has no interest in banning such devices.)
Better headlights and rear facing lighting
Don't be too harsh on new technology, let Salt Lake grow technologically and become the next best city to live in.
It would be nice if the scooters had a maximum speed -- if to be used on a sidewalk, only at a walking pace of no more than 4 mph
Just focus on getting scooters off sidewalks or limit speed to 3 mph downtown by using available technology. I am trying to be accommodating , but I prefer banning them downtown.
I agree there need to be some guidelines put in place and I understand you not wanting scooters to be thrown just anywhere. They should definitely not be left in the middle of a sidewalk or road or parking space. They shouldn't block ADA accessibility routes. They shouldn't stop people from being able to go about their business, for the most part. However, this is a new thing for everyone, and I think once reasonable rules and regulations and cultural expectations are learned and established, everyone might be better able to see how these can be a resource and a help to the city and the environment. Let's make sure we don't get so caught up in the anger some people currently have about the devices right now, when we are in the growing pains phase, that we end up passing ordinances that are so restrictive or harsh or punitive, that it ultimately kills this transportation idea. I think these e-scooters have so much potential for 1) getting more people downtown and frequenting shops and businesses and paying into SLC coffers (because it is easier to get to and get around downtown, one of the biggest barriers), and 2) encouraging more people to use public transportation more often. In this last vein, I think you should re-think the idea of totally banning the scooters near UTA stops and TRAX stations. Instead of banning them, how about just regulate them more in those areas specifically. As you know, one of the biggest benefits of the scooters is the ability to leave them just about anywhere and to find them in a lot of places. And, a long-time barrier for people when using mass transit is that elusive „Älast mile,Ä solution,Ä. Many people are using (and could be using) the scooters as their last mile solution after they get off the bus or TRAX, or to get to TRAX, etc. So, don't make it harder for people to use the scooters for one of its big benefits. Instead maybe, JUST near transit stops, you do have corrals or „Ädumping zones,Ä for the e-vehicles, and people have to leave and acquire scooters in these corrals when near certain areas, while leaving them reasonably free in most other areas. They are then no longer in the way of places where there is a lot of traffic. They are where you want them, but they are also where the commuters, downtown workers, customers, etc would want them as well. For example, if, via scooter, it is easy and fast to get to your job or the store you want to buy things from once you get off of TRAX, you are more likely to see TRAX as a viable solution for the main part of your commute. But if someone needs to take a confusing and time-eating bus system to get to their end stop, or needs to take the time to walk in the rain or snow or heat, more people will think, oh, I will just drive. E-scooters bring a potentially positive growth opportunity for our city, if we handle it well.
Good ordinance. I doubt that scooter riders will read let alone follow the ordinance. Scooter riders can't follow the simple rules plastered on the scooters!
Better definition of bike Lanes for the safety of bike and scooter riders. Before you start enforcement of scooter riders, the city infrastructure needs to support their safety rather than pushing them out onto the dangerous roads. I've been hit by a car in my life and I'm not going to go through that again. I feel comfortable in my own ability to control the scooter on sidewalks and avoid other pedestrians, but I don't feel safe relying on vehicles to be on the lookout for me. Drivers in Salt Lake City are terrifying. If anything, enforcement needs to crack down on driving issues more than focusing on scooter violations, when we're just doing what we do to keep ourselves safe. Scooters are amazing and convenient and help me not use a vehicle while traveling downtown, but the city infrastructure needs to help support it.
I think treating scooters like bikes is fine, but really what Salt Lake City should be focused on is expanding bicycle infrastructure. Don't beat them, lead them! If there were more protected, separated bike lanes, I think scooter riders wouldn't need citation tickets to get them off the sidewalks. I read in the paper that there's been a suggestion for cameras to automatically issue tickets to companies. I have a lot of problems with this idea. Take the money you would use for that and put it toward bike lanes, and it would be a better way to solve the problem in my opinion. Thanks
Scooters are not the problem, infrastructure and policing is. Utah has the worst drivers in the country. To an extent, this has been factually proven. When I first moved here from out of state, I noticed a very large absence of traffic policing. I credit the dangerous roads to this absence. I can count on two hands the times I've seen someone get pulled over for a traffic violation here in the past 8 years, whereas in Idaho I would see people pulled over every day, all across the city and freeways. Scooter drivers like me would be more than happy to drive in bike lanes (and in fact LOVE when we do find bike lanes we can use) that protect us and conduct us with the flow of traffic in a safe way. Again, I trust my ability to not harm pedestrians while riding on sidewalks more than I trust vehicle drivers to not harm me, and vehicle drivers would cause a much higher degree of harm to me (including death) than I could harm a pedestrian. And again, scooters are not the problem, infrastructure and policing is. Please create fair regulation that looks far into the future and toward the root of the problem, not creates bandaids using fines and tickets.
Consider hospital, medical, police and complaint information on pedestrian endangered or injured by scooter use on the sidewalks.
The scooter users do not watch out for walkers, dogs or bicycles.
Please consider where it is reasonable to deploy scooters - I live in a residential neighborhood near the boundary of Salt Lake City and Millcreek, where there are limits to road widths/sidewalks/etc. The main clientele in my area seems to consist of children, making the e-scooters more hazardous than helpful. Downtown, however, they may be useful for commuters going to work, and less frustrating/dangerous.
Besides the proposed rules, SLC should assess a fee to the scooter companies for each scooter, not just one business license
I don't like them left all over the place. It is very annoying
An outright ban
Don't do something stupid like creating a monopoly....ever looked at the ordinance for getting a dumpster in SLC? It's almost a monopoly and it's absolutely stupid.
Insurance. Insurance. Insurance.
In addition to the e-scooters, there are personal scooters or similar devices that will continue to be used. Finding a better balance, rethinking the approach, is the right thing to do rather than banning/ticketing.
E scooter top speed is 15 mph banning them on sidewalks is like banning running as average running speed is 15 mph athlete sprinters can hit 28mph
I think the whole idea of shared personal devices is silly.
By reducing car trips, e-scooters may help reduce pollution. Air quality in SLC is a much more pressing issue than fears over a new mode of transportation. Any new ordinance should weigh these crucial benefits before imposing restrictions that limit use of e-scooters.
Allow sidewalk use with a yield to pedestrian definition. If you restrict scooters, then what about skate boards, single wheel boards etc. It just opens a can of worms. The city's that have the least restrictions have the better programs compared to the ones that over enforce. Also because of scooters I have taken trips that I normally would have driven my truck. I also have explored more of the city and dined at new places that I wouldn't of before. Please don't over regulate.
I would rather they not be allowed in residential areas, but if you have to treat them like bikes maybe you can't do that. I just think the number of scooters dumped throughout my neighborhood make it look trashy.
My husband and I live downtown. We disagree about scooters and bikes. I'm happy to cede some sidewalk to these scooters and bikes because I also complain about our air. If people are more willing to take Trax and then a scooter instead of having to walk to their office for 15 or 20 minutes, yay. The only thing I ask, the only thing, is that the scooters and bikes have polite, tinkly bells on them to tell me they are coming up behind me. There, problem solved of being startled. it works in Amsterdam and it will work here.
Build better infrastructure for alternative transportation.
Walking around SLC on a daily basis and having personally used the scooters I don't feel like it is as much of an issue as people are making it seem. I think reckless driving of such scooters is a bigger concern then the use of them on sidewalks itself. While I have occasionally noticed scooters not parking in what I would consider a good location, they haven't necessarily been an issue. While I try to use a scooter on roads as much as possible there are areas "downtown", like State St and streets east of there, that drivers are not aware or considerate to share the road and without a separate bike lane are not safe to ride a scooter or even a bike on. Its areas like this where being on the sidewalk with care should be allowed. Pedestrians should also try to be aware of their surroundings. While they definitely have the right of way and shouldn't have to worry about a scooter speeding by, they also shouldn't be impeding others from using the sidewalk for safety.
All alternatives to cars are good alternatives
It misses the whole point. First, you must understand the problem
I applaud SLC's effort to be innovative and keep things in check at the same time.
Again, costs of these scooters should not be absorbed by taxpayers. If this is a viable business, it must pay for itself, which includes personnel to enforce the ordinance, pay for signage, painting of additional bike lanes, etc.
In order of importance: 1- A 2,000 limit is significantly too high. I own and ride a 300 (600 peak) W scooter that is capable of going 20 mph. The city needs to do some research and regulate 1000W+ devices separately as these devices are capable of operating at 40+ MPH. 2- I appreciate the language regarding traffic rules. Some clarification in the city for bikes/mobility devices in general would be nice, as many riders tend to abuse transitions between pedestrian and vehicle laws at their convenience. In other words they go from using sidewalks to streets with no clear signal and follow either pedestrian or vehicle intersection signals making life complicated for those around them. 3- You don't need to specify parking regulations twice. A personally owned mobility device is a bike, end of story. Parking specification for dock-less rental scooters is sufficient. 4- For enforcement, work with existing service providers to pass fees onto riders in a responsible way with the codified possibility to appeal. The service providers already have excellent geo-fencing technologies that can assist with enforcement and they are the only ones who could reliably identify bad actors, without enforcement literally catching someone in the act. 5- Finally, work with service providers again to hit reasonable, but also specific goals for maintenance and enforcement. The current language of "regularly inspected and maintained by the dockless shared mobility device program operator" doesn't mean much. These companies use contractors that "inspect" the scooters when they are picked up, but not in a way that is useful to us as riders beyond very obvious problems. I would suggest language requiring 3-12 month inspections by an individual with more vested interest or who is specifically hired for this task and employed by the service providers, rather than being just a contracted charger. In other words the current language could easily be interpreted as already satisfied, even though it is not living up to the intent of the ordinance to provide safe vehicles for riders.
People are going to ride scooters, bikes, skateboards, rollerblades wherever they want. It reduces pollution and is not that dangerous overall.
Time is my scooter company of choice.
Helmets and Safety
I'm a senior and 77 yrs old. My husband and I live downtown and walk to everything. We don't want them on sidewalks.

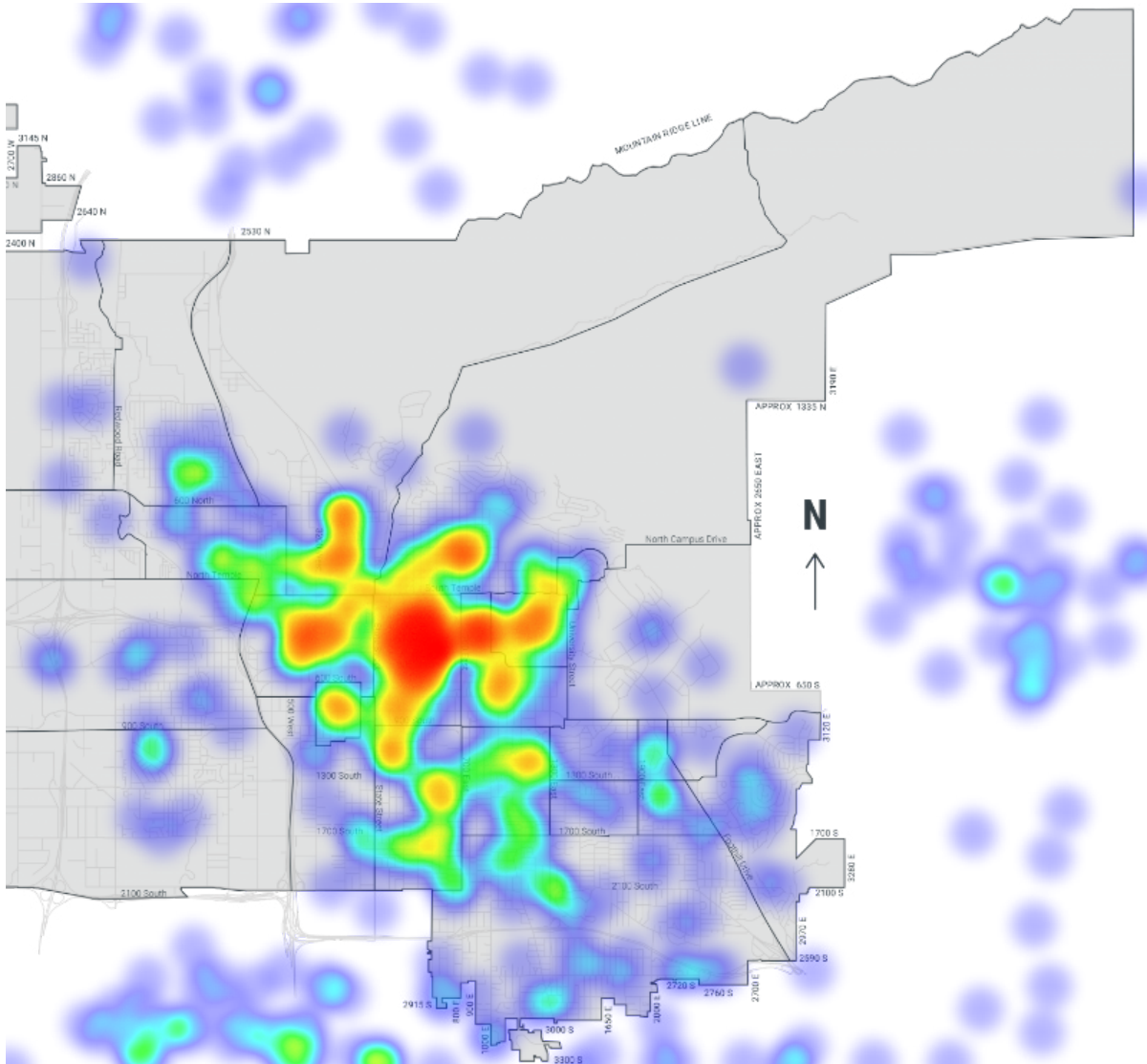
Include skate board exclusion zones (walking with skateboard OK). Warnings first with no ID, next warnings with ID, next ticketing for previously warned individuals,
I think the scooters are a nuisance because they are left EVERYWHERE! I'd love to see them have a required location for checkout and return just like the Green bikes.
I love having transportation options in the city, but I'm still not sure what's working well. I guess it is all a test. People blame the companies, but I think both company and user need to be held accountable for improper use. Education only goes so far and assumes people care enough to behave properly.
My electric bike is my primary form of transportation. I am a year round cyclist, and am deeply passionate about safety and sharing the road.
Again, whatever ordinance gets put in place needs to actually be enforced. The end rider can't be trusted to follow the ordinance.
Scooters littering the sidewalks are an eyesore and even with education, people will leave them wherever they want. It might be more effective to designate "corrals" for them than a whole list of places where they cannot be parked or left - i.e. take a positive rather than a negative approach..
The way I read the insurance requirements is that they are intended to indemnify the city. I think the scooter companies should be required to have liability insurance that covers injuries to pedestrians and others, similar to liability insurance required for car drivers.
stay off sidewalks
Restricting bikes to sidewalks downtown needs to end.
I appreciate the companies that committed to paying for complete streets / bike lanes. I cannot stress how important bike lanes are. Let's get people out of cars and walking and taking public transportation.
I am incredibly disappointed with the way the City has handled the scooters. The city has let the scooters run rampant with no enforcement of any kind for the last 1.5 years. The city said they needed that time to create a more informed ordinance. The ordinance is more broad than the operating agreement. This survey was intellectually dishonest cynical.
The driveway restriction is overkill in single family residential neighborhood.
Thank you.
I think that vehicle parking spaces should be set aside in the downtown (maybe one space per block face) for parking of as many scooters as can fit. I'm fine with the scooters taking up some space that would otherwise be used by cars for parking. Just not on the sidewalks!
The problem of people using the side walk isn't a scooter problem it's an infrastructure problem.White lines do not protect vulnerable road users. More protected bike lanes through out SLC will not only deter side walk riding it will increase the number of people using all forms of alternative transportation. Our city is for people but only seems to care about cars.
It seems fair and sensible.
1) I think enforcement is the only way to establish proper habits of use. 2) Broken devices are an eyesore, I think the device companies should be required to maintain working kickstands so they can be placed upright or face fines.
Consider either removing the exemption for riding on sidewalks outside downtown, or establishing pedestrian right of way. it's not only stressful to have a scooter or cyclist approach from behind order you to get out of the way, it's dangerous to people with hearing impairment or processing difficulty.
Thank you
User after dark should require lights.
When the scooters get charged/rebalanced, there should be a greater penalty for the people who are paid to do that when they put them back in an unsafe location, like impeding pedestrian access.
Rework the definitions entirely, insurance makes no sense and is written poorly. Taking a photo is dumb and enforcement nearly impossible and after the fact as opposed to real time traffic enforcement which the city lacks anyway.
I will read the ordinance but I'm pretty sure I'll want the things I mentioned included regardless.
Scooter companies have been shown to disobey regulations in multiple cities (Phoenix, AZ is one). Geo fencing for scooter parking is not accurate enough to be useful (Phoenix 9-2019). Geo speed limiting is dangerous and can actually causes accidents (Los Angeles, CA). Scooter companies have been banned from several cities (recently Park City UT). Why are our city leaders allowing scooter companies to operate in our fine city at severe risk to public safety. SLC should stand out as a shining example of a city that put public safety above scooter companies and their profits. Let's join with Park City and others to ban scooters in our downtown.
Better identifiers on the scooters and ,Äred light,Ä cameras pointed at the downtown sidewalks to record violations.
Instead of hey penalties have rewards for abiding by the rules
Stop passing laws on mobility. We need the low-cost transportation.
More bike lanes, everywhere please. When it feels safe to e-scooter on streets, folks will stay off sidewalks. No need to penalize that behavior.
Someone is going to get badly hurt.
Helmet requirements so that when an 11 year old ignores traffic laws they have not learned yet, at least they have a greater chance at surviving without a traumatic brain injury
Lacks serious enforcement, and will on impact dangerous use of these devices on crowded sidewalks in the downtown area
I think the scooters should be more customizable for people of different sizes (be able to move handlebars down). This would make them safer to ride.
nothing
I love the scooters in SLC. I honestly think people are using them more and more instead of driving their cars everywhere they go! If this continues I believe the smog pollution will decrease in SLC. Save our city! Save our planet!!
Personally I feel strongly that riding scooters in the street is hazardous where there are not bike lanes due to both drivers and tram tracks. While I don't see a problem riding on the sidewalk. I ride conservatively and yield to pedestrians. I have seen many scooter riders drive pedestrians off sidewalks. This behavior should be flagged by both police, and the scooter apps when possible. To shut down this behavior after an initial offense.
I think scooters are fine, and the people complaining about them hate fun. I also think the city wants ordinances so they can ticket and make money from people that are helping reduce traffic and emissions.
Ticketing scooter riders is flawed and counterproductive. Scooters cut down on traffic and emissions, which are important public policy issues. Don't punish people for this. Riding in the street can be very dangerous without a dedicated bike lane and is higher risk than riding on the side walk to all parties who would be involved in an accident, so its just poor public policy to devote police resource to enforcing something like that. This city has real problems to worry about, don't waste police officers time with this.
I think the list of places you cannot park a scooter is too extensive and confusing.
Please just ban them. They are dangerous.
I'm scared to drive e-scooters on the road. so we need more bike lanes...otherwise you're putting people at risk.
They are great!
Build more bike lanes!!! And definitely continue the education concerning keeping people off the sidewalks.
The scooter company apps should have very aggressive ,Äno riding on the sidewalk,Ä in your face, can't miss it, must acknowledge notification before you're allowed to ride.
As of writing this I have completed 157 rides and over 150 miles on Lime alone. There needs to be considerably more definition/specifics about where scooters fit in the car/bike/pedestrian ecosystem in SLC. For instance expectations about where the scooters are to be ridden. Currently when riding a scooter I assume the same responsibilities as someone on a bicycle.I believe that is an extremely easy way to think about the scooters and where they should be ridden/parked.
Don't let the grumpy old folks get in your ear (even though they tend to be the most vocal voters on issues like this). I think the city should encourage the use of escooters and other low-emission travel alternatives, and maybe even work with scooter companies to bring the cost of riding down.!
I think warnings would generally be sufficient to coerce people into actually using bike lanes and the street. There are also plenty of people who ride bikes on the sidewalks. There are a few situations where it is difficult for a bike or scooter to make a safe turn into a street that has a bike lane without using the sidewalk.
Ban Cars
I haven't read the proposed ordinance.
I drive a lot less down town because of the scooters. They can be a nuisance but in my opinion they are a great resource.
As with walking and bicycling, the greatest danger related to scooters comes from automobiles and drivers who fail to follow existing laws or take reasonable safety precautions. If the city is serious about safety and not just appeasing a vocal minority it should prioritize funding and building dedicated, protected infrastructure for non-automobile use, and implement traffic calming designs citywide such as crossing islands and narrower/reduced auto lanes.
Scooters have been a great way to get people out of cars. I live and work downtown so they are convenient for me to use, but I also have seen them abused. Primarily I see them going too fast on sidewalks, being joy ridden by kids too young to be on them or multiple people.

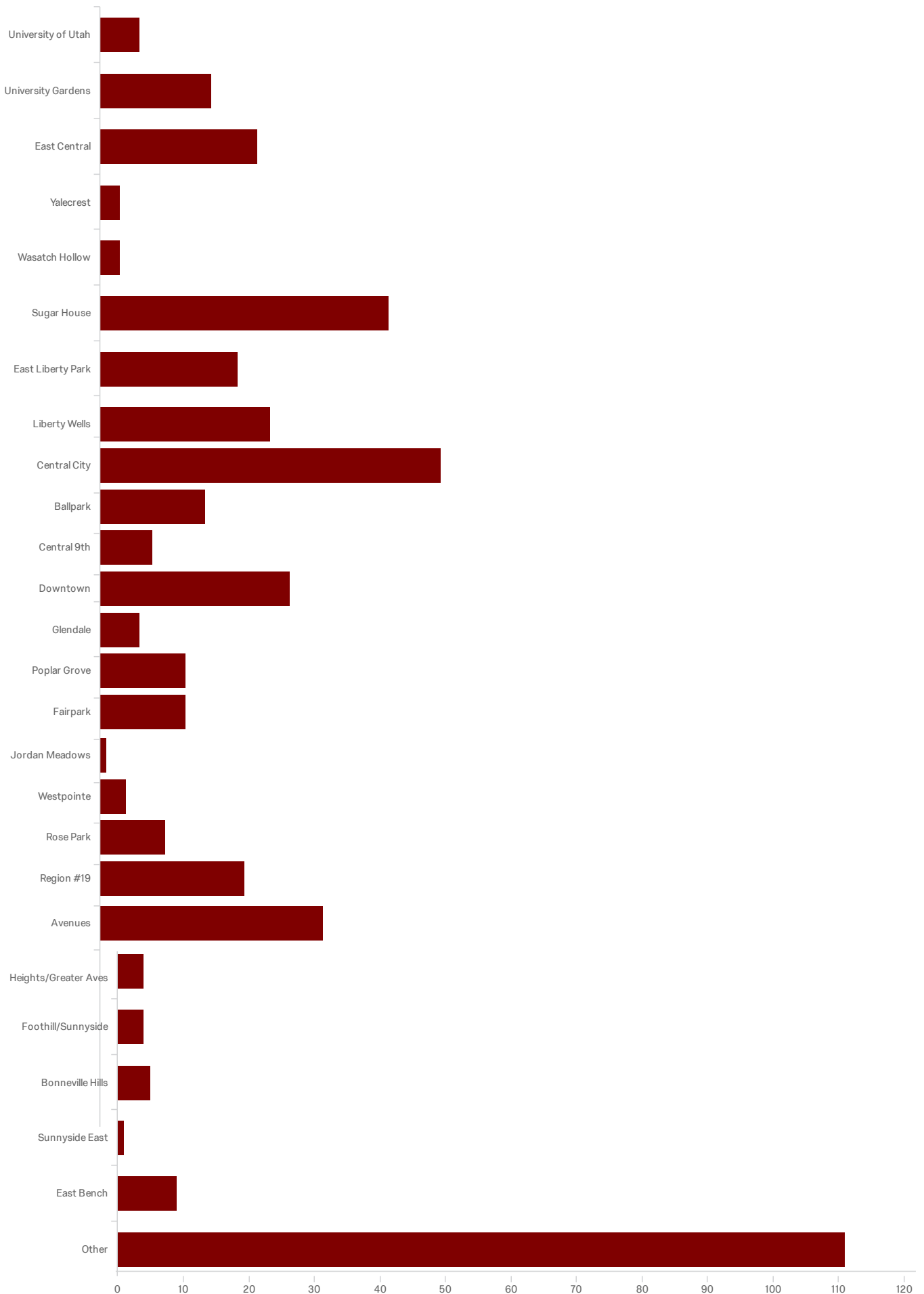
Na
Finding equilibrium between freedom and safety should be top priority.
N/a
Lime is my scooter service of choice.
Love the scooters, but we need to keep everyone safe.
I feel like I am going to be hit by a car every time I ride a scooter in the "bike" lane. I will not use scooters or bikes if I am being threatened with fines for riding them on sidewalks. I have to ride on sidewalks because I do not feel safe in bike lanes.
I think the scooters are great, however there's 4 companies currently running in SLC. I think 3 max would be beneficial, yet still fair in terms of choice. Higher accountability from the apps, fees, fines and penalties.
The visibility art on 700th South and 300e is stupid and ugly and is more confusing than helpful
Keep the scooters, but regulate them.
Drunk driving rules for the scooters. Cannot count how many times a drunk scooter rider has biffed it or almost hit me
I'm not sure why scooters aren't allowed on sidewalks. Isn't it more dangerous to have scooters on the main roads mixed in with cars than to be on the sidewalks mixed in with pedestrians? If we cannot ride these on the sidewalks, I'm not going to risk my life riding them on the streets. I'd rather walk - EVERY TIME.
It's bogus
Putting limits and punishments on scooter riders is a step in the wrong direction. We need bigger sidewalks, more bike lanes, and fewer cars so that downtown is safer for everyone. We need to invest in more green alternative transportation options.
Scooters should be allowed to be used 24/7. They are no different than bicycles in the eyes of the law, so they should be able to be rented/used 24/7
n/A
The benefit of e-scooters (and bikes, for that matter) is that they can take an individual to a more precise location than a car or even a motorcycle (which are usually only limited to roads and parking lots). The ordinance needs to understand that the benefit of precision commuting is a large driver (pun intended) for why people use these modes of transportation. All of this is to say that users are going to ride on the sidewalk and make other questionable commuter decisions in order to maximize the benefits of being on something so mobile. E.G. If I need to ride on the sidewalk with an scooter in order to get the center of a park, I will. However, understanding that these decisions can force undesirable consequences, encouraging users to adhere to best practices (like using bike lanes or going a pedestrian speed on sidewalks) to keep everyone safe is the probably the best policy to enforce. Only when people don't follow best practice and cause an undesirable outcome should they be held accountable.
My credit card does not work with Line I don't know why
This is great. I love the scooters. Super helpful for me as a commuter.
Scooters when in undated or improperly used can be a nuisance, but they are a wonderful solution that fills the last mile gap for making public transportation convenient. They should be encouraged and accommodated wherever possible. Helmet checkout stations would make it friendlier to ride in the road. Designated downtown parking in prominent and convenient locations, relaxed ordinances and better distribution outside of downtown. Why should the expensive, space hungry, socially inequitable car get all the deference? Champion the scooter and encourage variations for old people, for cargo capacity etc. and we will have a more vibrant, walkable downtown that will be resilient and attractive for years to come.
I think penalization of cyclist and scooters would be a very negative direction to take. The scooters have brought much movement not only down but through out slc. If people began being ticketed it would affect residents in a very negative way. Police resources should be used for more meaningful things such as improving west side conditions as well as making downtown feel safe with regards to the huge amount of homeless.
Escooters are a menace because they clog sidewalks and cause injuries. They are stupid and we should just use a bike share which other cities have rolled out effectively
Scooter companies are not to be trusted. They have made empty promises to promote safety, keep scooters off sidewalks, make sure scooters are properly parked....all empty promises. r cities.
Teach people about the devices.
love riding the scooters, but like everything else, you cannot legislate stupidity out of people
Utah drivers are notoriously un-observant of pedestrian and bicycle right of ways. I frequently use sidewalks with escooters because I'm afraid for my safety on the road with cars that don't look for people in bike lanes, etc. If there are pedestrians on the sidewalk I slow to a walking pace, more often than not there's no one else on the sidewalk, so why not let an scooter or a bike use it? I mostly ride in SLC between Central City and Downtown. There would need to be a massive education campaign for cars and drivers to be aware of this newer element of transportation more so than educating scooter drivers I think.
One time I hurt my foot, and walking was very difficult. These things were very helpful for me getting around downtown, even though I was just scooting on the sidewalk without the motor. It might be abused, but I think it is worth considering an exception to the sidewalk rule if the device is being temporarily used for mobility assistance.
Public transit requires long term planning and infrastructure. Busses, light rail, and bike lanes should not be sidelined for transient companies like e-scooters or ride-sharing services (Uber) that can enter and leave a market at a moment's notice.
It is dangerous to put scooter on the road with drivers. For some reason, drivers do not seem to notice scooter riders as readily as walking pedestrians. I have never been threatened while walking downtown, however I have been nearly hit by motorists multiple times while on a scooter. Scooters are just fine on sidewalks.
I don't feel like more enforcement is the best answer. Understanding where you can and where you shouldn't is more important than getting crazy with police or other authorities. The biggest thing I see is multiple people riding a single scooter at a time. And while it might be "cute" or fun to do, I feel like that is very dangerous. I personally love e-scooters. I don't use it often but when I'm downtown and can't use my car (due to it getting an oil change or some sort of repair) it's been the perfect solution.
Eliminate your safe zones. How am I supposed to be in a shared lane with traffic when the scooter goes from 17 mph all the way down to 5 mph in a 25 mph zone. That's going to get someone killed. Or allow scooters on sidewalks.
We are providing an incredible amount of space (multiple lanes for roads, parking spaces, etc) to cars. A new mode of transportation is emerging which is more flexible, less harmful for the environment, less noisy and less space consuming - e-mobility devices. Please encourage the safe use and withstand the car lobby obvious attempts to hinder their usage.
Allow them on sidewalks. Don't be too restrictive and ruin a good thing. If you're approach is to teach courtesy to pedestrians then safety will follow.
I just hope the government does not effect my freedom on something as minuscule as an E-scooter
Don't pass an ordinance. Pave some roads. Quit making up stuff to not do your jobs.
None
Improve off-sidewalk riding infrastructure. If e-scooter riders are to be cited for sidewalk riding, then make sure to do the same for bicyclists. There are more unsafe bicycle sidewalk riders around town than e-scooter riders in my experience (living in East Central).
The new parking rules are way too complex and vast in quantity, to remember. Start catering to *us*. We're the ones not driving cars, which benefits everyone! Don't be so dictatorial about scooter parking.
I moved to downtown because of a disability. The ability for me to get around was one of the main reasons I bought here. I don't have the ability to get out of the way of a gang of scooters or when they're flung down in the middle of sidewalks. I think the scooter companies need to be penalized for how the scooters are misused and that the city of Salt Lake should not have to take resources away from other policing duties.
I and many in my social circle use the scooters for distant transportation partly due to the unreliability and inconvenience of current public transport and expense of ride share.
It's way too detailed. Many parts are just none of your business.
The scooters cost too much to ride often. It is unreasonable.
Let California and Oregon impose strict regulations. Utah must be the example of how the people can actually be trusted with freedom.
The companies providing and profiting from these devices should have more accountability. If ordinance enforcement will cost the city and tax payers, providers should be paying for this through permits. It is negligent to assume these devices will appropriately be parked or ridden. Also, if new ordinances to restrict abuses of shared mobility devices must be applied to personally owned bicycles, scooters, and skateboards, then the negligence of these providers is costing the rest of us a bit of freedom. Unfair.
I really enjoy using electronic scooters and find them to be a very effective way to get around Salt Lake City. I live in the Avenues and ride them Downtown.
Just get rid of them.
My biggest concern is when the scooters are left in the middle of the sidewalk. I saw a man trip over one the other day and fall on his face! I'm worried that it would be impossible to prevent people from doing this, though. How would it be enforced?
Helmets? Make sure educational materials emphasize safety of others and user. I tried to read ordinance by clicking on the link at the beginning of the survey but it didn't work. It wasn't that I took just to drop some hot takes.
Occasional visitor who is very happy that SLC has micro mobility available.

Alternates to driving and driving intoxicated are essential. Don't discourage use!
Do not limit competition among shared device companies. Get cars out of Downtown.
I'm not sure what our agreement is with scooter companies and the data they provide us, but we should make sure any contract gives the city access to trip data so they can better understand where people want to scooter/bike and build infrastructure to support that.
People won't use alternatives to gas vehicles if it isn't more convenient than cars. Support ease of use and clearly defined parameters to buy public interest.
I think we need to prioritize safe on-road infrastructure for scooters and bikers -- protected bike lanes. If we have safe places for people to ride, they will not feel like they need to ride on the sidewalks. However, going too fast on sidewalks is a problem. I'm not sure what can be done about that.
We should be moving toward a city that is more friendly to these types of transportation, so I like the direction.
We need to create laws that incentivize a downtown city center that has less cars and parking garages. Downtown should be highly accessible without a car.
I walk in my neighborhood (9th/9th) many days a week for exercise. Often you cannot hear a scooter or bike approaching from behind. Sidewalks are for pedestrians. Period. I have been nearly run over on several occasions. This is true for adults on Razors as well...get in the road.
Seems okay
Here's my single biggest issue with putting us all on the street. Drivers don't think we should be there. I've been yelled at multiple times riding the scooter on the road. I don't have an answer for that. I do think scooters are one of the best things to happen to downtown period. I work right next to City Creek Mall and they have opened up the downtown area for me like NOTHING else.
If they ride, they indemnify or release the city from lawsuits.
A lot of people have extreme opinions about the scooters because they are new. We should be doing everything we can to promote non polluting non car travel.
We need better infrastructure, I'm not risking my life riding on our huge roads because of some stupid law, build better non-car infrastructure, and I'll get off the sidewalks
Records kept of warnings and citations and when a rider has accumulated a certain number then they will be restricted from riding/using for a set period of time.
I think it's worth mentioning that the users of the scooters have the ultimate responsibility for their actions. Maybe you could include a disclaimer in the Lime app where the user agrees to behave properly and park in an acceptable area.
Don't over think this
City should designate specific parking areas for scooters. To have only exclusions is problematic.
The city should factor in the low quality of the scooters currently being distributed, the sustainability (both environmentally and economically) of this alternative transit system. I have serious reservations about the gig-economy in general, but the city should look at ways to require scooter employees are treated as such. The city needs to balance innovation with the safety of citizens and the conditions of the walkway, roadway and other means of moving.
As long as the person is riding safe and respect others, there shouldn't have to be this much effort into this. Their is bigger problems that should be taking up time, not how to police a person on scooter.
They're super annoying when they block the sidewalk. As a caretaker of a person with a disability who has a hard time getting around, I can't even tell you how many times our path has been blocked by a scooter that has been left in the middle of a path.
Scooters litter the city. I can't believe that the parking requirements will be followed and enforced. Taking a picture of properly parked scooter before returning? Hmmm. Will companies bother to enforce/check distances, etc. If not, just another pointless ordinance. Have parking enforcement be responsible for scooter parking enforcement too (they should also enforce sidewalk snow clearing btw). Scooter riders in packs also regularly block bike lanes, particularly a problem with protected lanes. Should require that they stay in motion in the streets or pull off/out of the way.
Common sense should lead this most of all
Please restrict them from downtown entirely.
Keep your laws off of bicycles!
I drive and take public transportation in the downtown and UofU area. I biked at one time, but it has been several years. I have never used an ebike or scooter, and I've never had a problem with people using them. I don't like our current 'share the road,' my preference would be for bikes and scooters to have a protected lane. If the city plans to allocate police resources to ticket riders, I would prefer they target bikers who ride on the street but do not obey traffic rules (not stopping at lights/stop signs) as those are the situations where I as an automobile driver I feel less safe/able to prevent an accident. I would like for the ordinance to allow scooters and bikes on sidewalks using the rules of sidewalks and crosswalks with pedestrians given right of way.
It feels like we could do a better job writing ordinances based on motorized and non-motorized vehicles. Anything with a motor is banned from sidewalks everywhere, but non-motorized wheeled vehicles outside of downtown.
A working network of protected bike lanes
No sidewalks.
Outside of the few areas downtown with fully separated bike lanes it can be very intimidating to ride on the road, even where there are bike lanes. Many roads are narrow with street parking and traffic not leaving much room. When you aren't a super experienced rider this is very scary to share the road. I think if people feel safer on the side walks they should be allowed to ride there. If pedestrians are present people need to be mindful.
Decrease the number of these menaces allowed on the streets.
Parking a minimum of 30' from an ADA ramp is a lot. 10-15' should be enough.
The parking limitations that are measured in 10 or 15 feet ought to be reduced to 3 and 5 feet respectively to account for the realities of the scooters small sizes in urban environments. I love at 268 North State Street and see the use and abuse of scooters every day. I am often inconvenienced in ways this ordinance addresses effectively. Even so I advise lenience in new regulations enforcement and, as.mwnrioned an across the board reduction in the parking distances cited.
If people are riding in the sidewalk it's more than likely they don't feel comfortable riding in the road or bike lane. Punitive measures for people who violate sidewalk riding rules will probably just discourage people from using shared micro mobility.
There doesn't seem to be any safety regulations on helmets and I think that's a big issue with these companies. No one walks around with a helmet. That's true for the docked bikes too, though. It just doesn't seem like it's as big of a deal as it should be.
Take some parking spots from downtown and convert them to bike and scooter corrals. And for heaven's sakes: we need more protected bike lanes!
Install more bike lanes, and keep them maintained.
Salt Lake City's proposed e-scooter ordinance is an absolute mess. It misses the point entirely, and should be rewritten from the ground up. The point is that e-scooter users don't feel safe in the street, so they use sidewalks. So what is SLC's response? Regulate e-scooters to the point of forcing riders into situations where they either don't feel safe, or aren't safe. SLC says, „Aüdon't ride your scooter on State Street Sidewalks! Ride in the street! You must ride in the street. „Äu And, Salt Lake City says in the same breath, we cannot possibly talk to UDOT about adding bike/shared mobility lanes on State Street. The parking regulations are ridiculous, and leave almost no spots where a scooter could be parked. Not 15 feet from an entrance to a building? How about instead saying that a scooter can't block the building or an ADA ramp. Of course it's good to not block those, but that is what needs to be stated; arbitrary distances that don't take into account where the scooter is parked means the ordinance isn't well thought out. It also says that the scooters cannot be parked in vehicle parking spots. Yet, if a scooter is to follow the same laws as bicycles, it is a vehicle when it's on the street. The implicit bias towards motor vehicles shows that SLC still doesn't get it in regards to improving mobility for its citizens, and is more interested in promoting car use. A single parking place could serve 20-30 scooters that 20-30 people could use, whereas a single parking space can serve 1 car that 1-4 people can use. The revenue from 1 parking place is about \$24 a day if full constantly, and likely serves about 12 people and 12 cars, since most cars are occupied by one person. Perhaps SLC would be better off to forego the revenue if an e-scooter is parked in a parking place. There's no provision for keeping anonymized tracking data for where the scooters are being ridden. This would allow SLC to determine priority areas for bike/shared mobility lanes. Yet the ordinance says nothing about this. The section regarding alcohol and e-scooter use is poorly thought out. The section stating that one should not consume alcohol when riding an e-scooter is unnecessary as there are already open-container laws. The second section is contrary to what Utah State code says regarding bicycles and will also potentially serve to encourage people to drive rather than use an e-scooter. Certainly it's not a good idea for people to operate a e-scooter when impaired, but this section is poorly written and counterproductive. It's ironic that SLC has 500+ taxi companies, yet there is no push whatsoever to limit the number of taxi companies. There's no interest in regulating ride share, which pollutes, increases traffic, increases serious injuries to pedestrians, cyclists, and other motorists. There's no push to lobby the Utah Legislature for more regulation. Yet SLC wants to pick on e-scooters? The e-scooters have been a great addition to Salt Lake City. They are non-polluting, fun, and are a great alternative to motor vehicle transportation. SLC's reactionary drivel that is this ordinance is an indication that SLC is still co-dependent on cars and pushes their primacy at the expense of safety for non-metal-box-protected transportation. The ordinance should read: E-scooters are subject to the same rules and regulations that bicycles are subject to. That's it. That's really all you need. And while you're at it, there are several things in the bicycle code that need updating. In particular SLC should follow the state fine schedule for traffic violations by bicyclists and not the arbitrary whims of what SLC thinks is appropriate. Start over. Please.
Laws are great, but they are meaningless without enforcement. It is clear from the last 18 months that people will continue to ride them on sidewalk, endangering pedestrians, and making downtown a less desirable place to visit. Get tough.
If certain hours are high pedestrian traffic then ticket drivers of emachines, but please don't over regulate them. It's been wonderful to move easily though the city.
Please continue to support the infrastructure necessary to provide ways of getting around SLC without a car.
It appears to me that the dockless scooters are largely a success. The ordinance should be written as a matter of good public practice, not to address any significant problem.

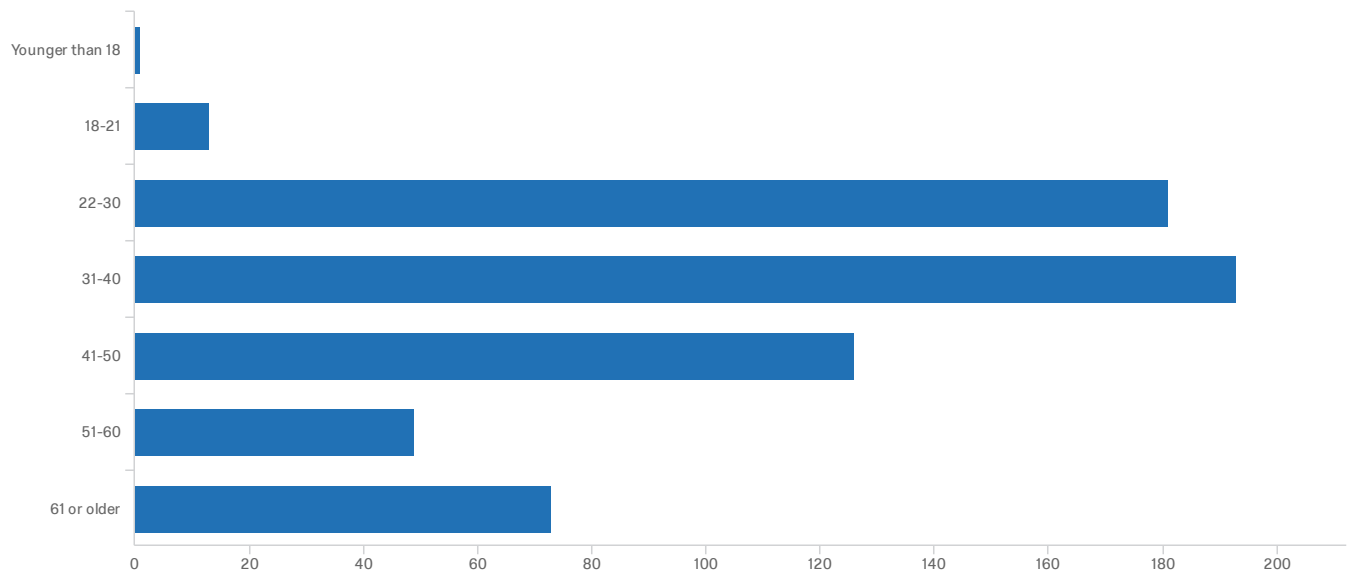
Demographics Breakdown

Please click on the map closest to where you live. If you do not live in Salt Lake City, please click in the white space.





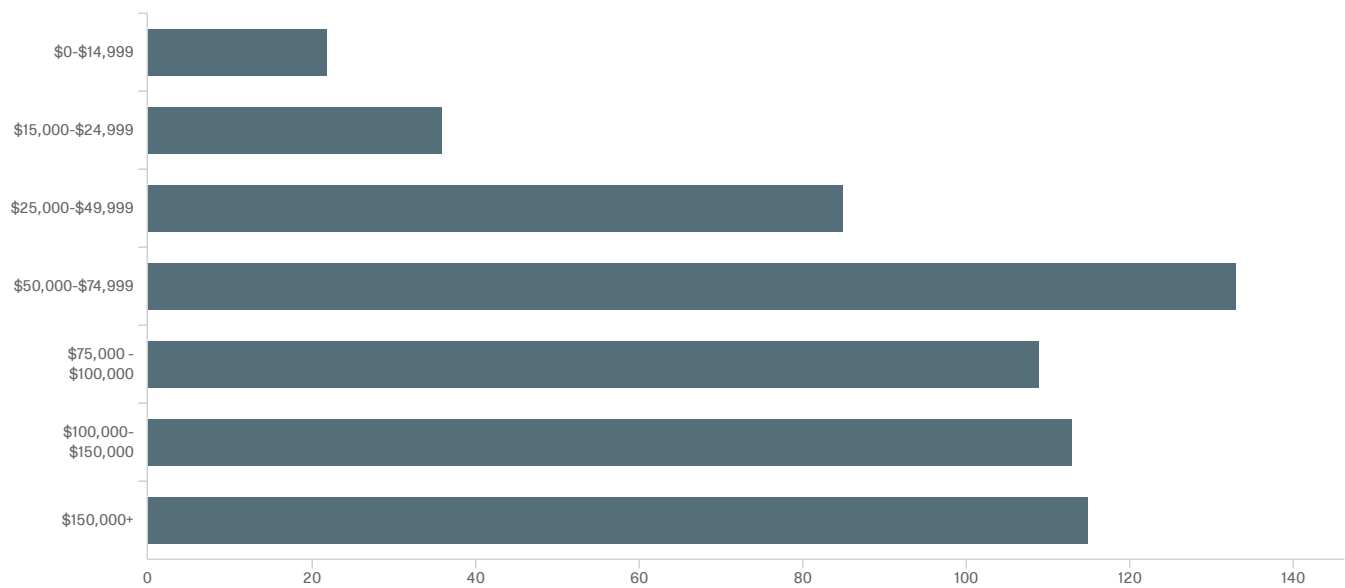
What is your age?



#	Field	Choice Count
1	Younger than 18	0.16% 1
2	18-21	2.04% 13
3	22-30	28.46% 181
4	31-40	30.35% 193
5	41-50	19.81% 126
6	51-60	7.70% 49
7	61 or older	11.48% 73
		636

Showing rows 1 - 8 of 8

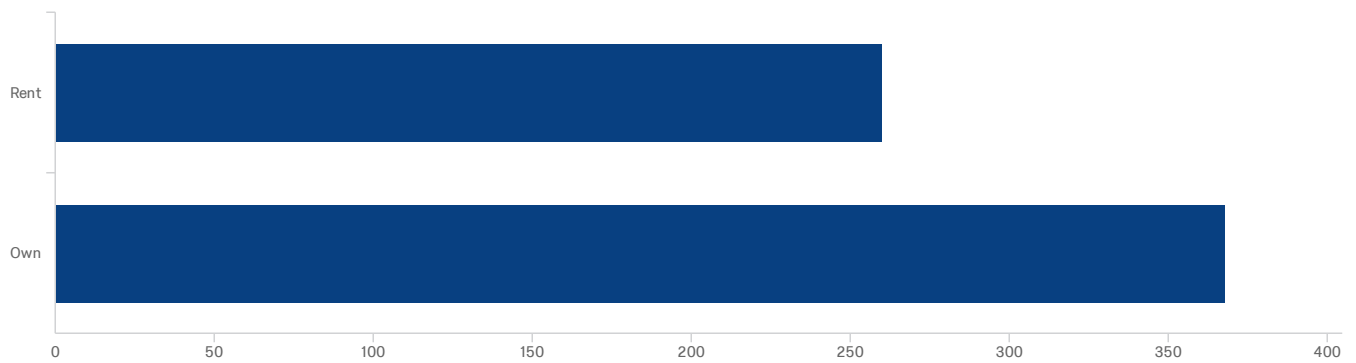
What is your household income level?



#	Field	Choice Count
1	\$0-\$14,999	3.59% 22
2	\$15,000-\$24,999	5.87% 36
3	\$25,000-\$49,999	13.87% 85
4	\$50,000-\$74,999	21.70% 133
5	\$75,000 - \$100,000	17.78% 109
6	\$100,000- \$150,000	18.43% 113
7	\$150,000+	18.76% 115
		613

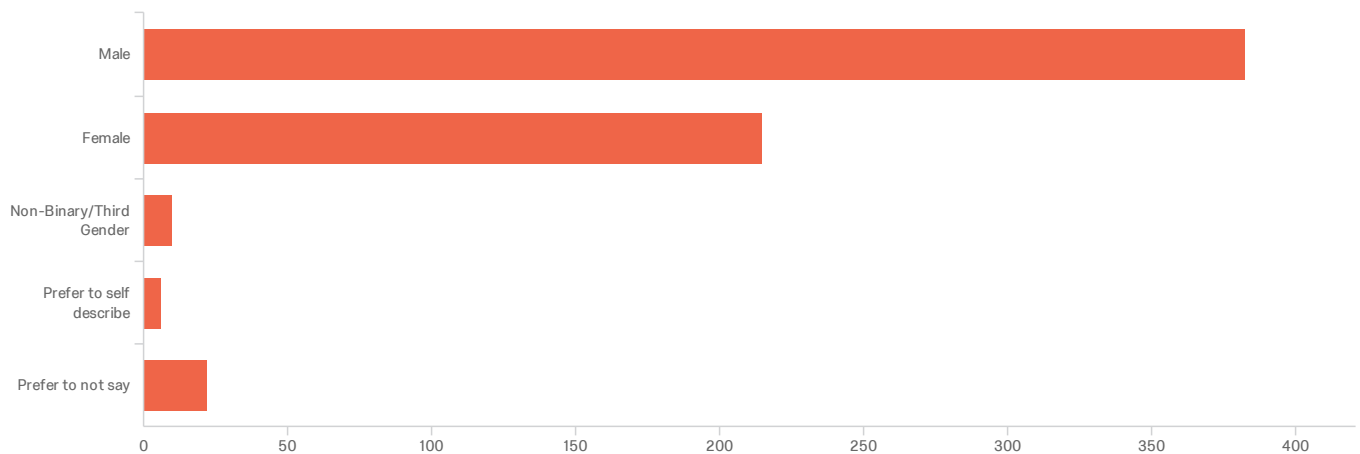
Showing rows 1 - 8 of 8

Do you rent or own?



#	Field	Choice Count
1	Rent	41.40% 260
2	Own	58.60% 368
		628

What is your gender identity?



#	Field	Choice Count
1	Male	60.22% 383
2	Female	33.81% 215
3	Non-Binary/Third Gender	1.57% 10
4	Prefer to self describe	0.94% 6
5	Prefer to not say	3.46% 22
		636

Showing rows 1 - 6 of 6

What is your ethnicity?

