



CITY HALL 18 SEP -7 AM 3:28 FRANK H. OGAWA PLAZA • OAKLAND, CALIFORNIA 94612

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Suggested Additional Interim Scooter Regulations

In addition to encouraging adoption of the second reading of our Scooter Ordinance, I would like to share additional suggestions for implementation of shared scooters in Oakland. These are not proposed as amendments to the ordinance, but rather, suggested implementation details (to be used in addition to the Ordinance).

- 1) Speed limit for scooters (which companies must program in). Suggesting 12 MPH - 15 MPH max.
- 2) Require to repair malfunctioning ones within time limit, to refrain from putting back out ones with problems.
- 3) Companies must act to prevent scooter charging wars. They may, for example, partner with local organization to provide this service and allocate scooters to charging personnel in a coherent way, hire charging staff directly, or other mechanism to ensure smooth functioning. If they use a system that results in people fighting over scooters to charge, this can result in penalties and ultimately loss of permit.
- 4) Require identification of account holder/rider. Must allow Oakland Municipal ID to qualify as a form of identification that is valid. May choose to allow an interim option for during which someone is getting their ID, to allow them to take a photo of themselves and upload to prove it is themselves. If they don't have ID, company must provide the person a link and information about how to get a City of Oakland Municipal ID. For more information see: <http://www.oaklandcityid.com>
- 5) Company must move improperly parked scooters promptly.
- 6) Must provide an easy method in the App for people to suggest scooter placement locations (eg for people to put in requests "I want a scooter in this location but don't see any")
- 7) During this initial period, it is okay if the low-income discount program is different from the structure of the program that was used for bikes, as long as lower-income people receive a discount that is significant. E.g. removing the per-ride start charge, guaranteed per-minute charge limit that won't go up for low-income riders. Must report back on success and usage of discount program, and we may change it in future years.
- 8) Companies must enforce and educate re: not using on sidewalk.
- 9) Companies should provide helmet give-away events and discount helmet programs, in partnerships with local biz and/or community organizations, so they are available ongoing
- 10) This is a one-year initial permit under initial regulations. This does NOT guarantee right to a permit in the future, as once we have more experience, we may add more rules and future permit applications might depend on changed rules, so a permit this year creates no vested right to permits in the future.
- 11) Scooters must include a contact phone number in LARGE TYPE (specify minimum font size) on the scooters for people to call if they see any problems, including for ones parked in the wrong place. Phone number must be answered by live personnel 24/7
- 12) Companies must actively intervene with their customers, to prevent riding on sidewalk by riders, and to prevent scooters being parked in ways that impede wheelchair access etc.
- 13) Companies acknowledge that they are choosing to offer their product by placing it in the public right of way, and if they are lost or stolen it will be companies' responsibility. This is not to be an OPD responsibility.