

## DRAFT

From: Transportation Group

To: SCAC

Date: May 11, 2022

### **Micromobility Options for the Sebastopol City Council to consider**

May 2022

The Sebastopol Climate Action Committee (SCAC) has been evaluating micromobility options for the city since its Transportation Subgroup received a presentation by representatives of Bird Micromobility<sup>1</sup> on September 21, 2021. A subsequent presentation was provided to the full SCAC on October 27, 2021. Since that time the matter has been discussed in the Transportation Subgroup and the SCAC several times. Questions have emerged that are not readily answered. Issues raised include public safety, substantiation of greenhouse gas emissions reduction, and impacts on public transit ridership, among others.

The following four options are offered as possible actions the city council may wish to take on this matter:

**Option 1.** The cities of Windsor and Santa Rosa recently approved one-year pilot programs for micromobility service. Sebastopol could wait and watch how the pilots in Windsor<sup>2</sup> and Santa Rosa<sup>3</sup> work out. If these pilots are successful, meaning that they result in a reduction of vehicle miles traveled of gas cars and that no other significant public safety or other problems are experienced, then Sebastopol could consider moving forward with its own pilot.

**Option 2.** Issue a request for proposals for a one-year micromobility service pilot for Sebastopol with stipulations that the service must:

- Demonstrate measurable positive impact on greenhouse gas emissions such as avoided gas car trips or a reduction in vehicle miles traveled of gas cars (Note: It will be hard to measure the effects of a pilot on VMT reductions); should include a post-use user survey about whether use of bike replaced a car trip;
- Integrate with and enhance, not diminish, existing and planned public transit service;
- Provide designated drop-off/pick-up locations so that scooters/bikes are not scattered in random locations;
- Make a contribution to the local economy;
- Adhere to the highest possible safety standards.

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<sup>1</sup> <https://www.bird.co/>

<sup>2</sup> Windsor Pilot - PD article: <https://www.pressdemocrat.com/article/news/windsor-oks-electronic-scooters-for-1-year/>

<sup>3</sup> Santa Rosa Pilot: <https://www.srcity.org/3651/Bike-Scooter-Share>

- Consideration should be given to ways to limit exposure to liability on part of city in the event of injury<sup>4</sup>

Upon completion of the pilot, an analysis shall be produced to assess the degree to which the service has met the above requirements.

**Option 3.** Issue a request for proposals for a one-year micromobility service pilot for Sebastopol for ebikes only, restricted to class 1 and 2 ebikes<sup>5</sup>, with the same stipulations as outlined in Option 2.

**Option 4.** Engage directly with Bird, avoiding the RFP process, for a one-year micromobility service pilot for Sebastopol for ebikes only, restricted to class 1 and 2 ebikes, with the same stipulations as outlined in Option 2.

If pilots are successful, the city may then proceed with adopting permanent service.

Attachments:

- Written responses to SCAC questions from BIRD

Other resources:

- Link to recording of [October 27, 2021 SCAC meeting](#)
- [CleanTechnica article](#) on how micromobility is replacing car trips
- The bigger picture of micromobility in the 21<sup>st</sup> century:  
[https://en.wikipedia.org/wiki/Micromobility#21st\\_century](https://en.wikipedia.org/wiki/Micromobility#21st_century)

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<https://www.sandiegouniontribune.com/news/watchdog/story/2021-11-09/city-of-san-diego-sues-scooter-firms-to-get-them-to-pay-in-case-of-litigation>

<sup>5</sup> See California Legal Ebike Classification Guide: <https://currentebikes.com/ebike-classes-california/>