



Michael J. Driscoll
Town Manager

TOWN OF
WATERTOWN
Office of the Town Manager

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To: Honorable Town Council
From: Michael J. Driscoll, Town Manager
Date: August 1, 2019
RE: Scooters

Attached please find email correspondence regarding the subject from Steven Magoon, Director of Community Development and Planning/Assistant Town Manager.

Mr. Magoon will bring this up under Communications from the Town Manager at the August 13, 2019 Town Council Meeting and respectfully request the matter be referred to Committee for policy consideration and guidance by the Honorable Town Council.

cc: Department Heads

Hand, JoAnna

From: Driscoll, Michael
Sent: Wednesday, July 31, 2019 8:27 AM
To: Hand, JoAnna
Subject: FW: Scooters
Attachments: Scooter summary 7-23-19.docx

Please see me, thanks.

From: Magoon, Steven
Sent: Tuesday, July 30, 2019 5:47 PM
To: Driscoll, Michael <mdriscoll@watertown-ma.gov>; Sideris, Mark <msideris@watertown-ma.gov>
Cc: Wiener, Laura <lwiener@watertown-ma.gov>
Subject: FW: Scooters

Please see below and attached information regarding the potential for shared scooter service in Watertown. Staff has been participating in discussions about this and would like to get policy guidance from the Honorable Town Council. Therefore I would respectfully request this be placed on a Town Council agenda for referral to the Economic Development and Planning subcommittee. Thank you for your consideration.

From: Wiener, Laura
Sent: Tuesday, July 30, 2019 3:18 PM
To: Magoon, Steven <smagoon@watertown-ma.gov>
Subject: Scooters

Steve—I have been working with Planners from MAPC, Boston, Cambridge and Somerville on planning for scooters. I am looking for guidance regarding Watertown's interest in moving forward with planning for scooters. Attached is a memo with a summary of what I have learned. Please let me know if you would like to discuss further.

Laura Wiener, AICP
Senior Transportation Planner
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Steve Magoon
Director

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To: Steve and Gideon
From: Laura
Date: July 23, 2019
Re: Scooters

Here is a summary of information about scooters that I got from working with MAPC and Boston, Brookline, Cambridge and Somerville. I thought it would be useful for you to have it before we talk to Mully on Wednesday at 3:00. Steve, this is not the memo for the council, but that memo will include this information.

1. Legislation still in process. Won't be dealt with before the fall. Expected to cover:
 - Liability insurance—scooter companies will be required to carry some amount of liability insurance
 - Operating speed capped at 15 mph
 - Operation allowed on recreational paths, and sidewalks if not prohibited by local government.
 - MassDOT regulates vehicle specs, age restrictions, and safety
 - Town manages the companies and operations
 - Can license and charge a fee to maintain infrastructure
 - Can limit number of scooters.

2. Issues identified in Brookline
 - Bad parking. Not generally enforced by companies
 - Proposed solutions: corrals in bump-outs, on street, taking a parking space, reporting by next rider
 - Response time to complaints
 - Data privacy concerns
 - Geo-fencing ability—bikes are currently limited to Brookline

3. Proposed process for introducing Regional Shared Electric Scooters in Boston, Cambridge, Brookline, Somerville, and Watertown.

- MAPC will create minimum criteria, screen the applicants, and then conduct a lottery to choose up to 3 vendors.
 - Vendors then apply for permit from Town. Some requirements can be developed jointly.
 - Shooting for spring, 2020 launch, assuming legislation passes.
4. Questions for Watertown:
- Who does permitting?
 - Where do we want them to park? How to encourage appropriate parking.
 - Where do we allow them? Sidewalk, bike paths, bike lanes?
 - Enforcement
 - May need to change some on-street regulations.
5. Brookline experience:
- Over 60,000 trips in 2 ½ months. Average 4 trips/scooter/day. 250 scooters. Can only be ridden in Brookline.
 - 2 vendors now—Lime and Bird. Each allowed 125 scooters. Looking to add a third vendor, probably Spin.
 - Permit fee: \$1000 plus \$1/scooter/day. Permitting through Licensing Board. Each vendor is paying Brookline roughly \$3500/month. Permit money is going toward enforcement by Police details, and education and training. Vendors run trainings at a local school.
 - Tracking mode shift by survey. 20% report using it instead of a vehicle. 20% report using it to connect to public transit.
 - Took 2-3 weeks to get started, get adjusted. Coming together now.
 - Complaints largely from seniors.
 - Lots of riders 16-18 years old using for after school transportation. Not legal but they seem to have their parents' consent, and credit cards.