

## **Willamette Week**

### **The Application Process For Portland's E-Scooter Pilot Program Is Now Open, And Fleets Could Hit Portland By the End of the Month**

*By Elise Herron*

*July 5, 2018*

#### **The scooters are coming.**

Portland Bureau of Transportation today announced that it is accepting applications from e-scooter companies for its four-month pilot program.

In a June letter to various scooter companies, commissioner Dan Saltzman said that the trial period will be for the city to collect data before formally inviting dockless scooters to Portland.

PBOT spokesperson John Brady says applications from e-scooter companies who wish to take part in the pilot program are due July 12.

"Depending on number of responses we get and how long it takes to go through them," Brady tells WW, "we anticipate scooters could be on street as early as late July."

In other cities where dockless e-scooters have been deployed, residents complain that they are as annoying as they are convenient. The scooters, which are activated via a smartphone app and can be picked up and dropped off wherever, unlike Biketown bikes, are often haphazardly strewn on sidewalks when rider's reach their destination.

According to today's release, PBOT will cap the number of e-scooters allowed to operate in the city at 2,500 and require that companies deploy around 20 of their fleets each day to east Portland. Brady notes, however, that there is no limit on the number of e-scooter companies that can apply.

## **The Portland Business Journal**

### **Portland Set to Open City to 2,500 Shared Electric Scooters**

*By Pete Danko*

*July 5, 2018*

Portland is taking applications for a four-month shared electric scooter pilot program that will cap the number of devices in the city at 2,500.

That's twice the limit San Francisco put in place last month after the companies Bird, Lime and Spin scattered the dockless stand-up scooters around the city earlier this year, drawing complaints about how the scooters were being ridden and where they were being parked. The devices are unlocked and rented with an app.

In a news release announcing the program on Thursday, Portland's Transportation Bureau outlined the rules of the road for the scooters:

[I]n Portland, companies will be required to cap the maximum speed to 15 MPH. Per State law, people using electric scooters are allowed on Portland city streets, multi-use paths and in bike

lanes. Oregon Vehicle Code prohibits people using electric scooter on the sidewalk and in crosswalks. In addition, people using electric scooters are required to wear a bicycle helmet. Youth under age 16 are prohibited from riding electric scooters. While riding an electric scooter, users are required to yield to people walking and people with disabilities.

The city's permit application says that “shared scooters must be parked in the sidewalk corridor and fully contained in the furnishings zone” — a reference to the part of the sidewalk used for landscaping, transit stops, lights and the like. A list of places where parking won't be allowed runs from A to S. A few examples:

- Within five feet of a drinking fountain
- Within five feet of a bicycle rack
- Within 30 feet of a bus stop, as measured from the bus stop sign counter to traffic flow

The city is requiring that 20 percent of each participating company's fleet be deployed in East Portland on a daily basis.

Permit applications are due by next Wednesday, and the program will run from July 23 to Nov. 20.

“The bureau will use anonymized trip data analysis, user surveys, and intercept surveys to understand the potential benefits and burdens of e-scooter operations in Portland in relation to the City’s equity, mobility, and climate action goals,” the bureau said.