

City of St. Petersburg
Public Services & Infrastructure Committee
February 24, 2022 – 9:25 AM
City Hall, Room 100

Members: Committee Chair Ed Montanari, Committee Vice-Chair Deborah Figgs-Sanders, Council Member Copley Gerdes, and Council Member Lisset Hanewicz

Alternate: Council Member Lisa Wheeler-Bowman

Support Staff: Daphney Ivory – Legislative Aide

1) Call to Order

2) Approval of Agenda

3) Approval of February 10, 2022 Minutes

4) New Business – February 24, 2022

- a) A Presentation and Discussion on the Shared Scooter Program – *Evan Mory, Transportation & Parking Management Director*
Attachments
 - 1) Memorandum
 - 2) PowerPoint Presentation

5) Upcoming Meeting Dates & Tentative Agenda Items

March 10, 2022

- a) TBD

March 31, 2022

- a) A Presentation on the Downtown Waterfront Master Plan Update – *Elizabeth Abernethy, Planning and Development Services*

General Attachments:

Minutes of the February 10, 2022 PS&I Committee Meeting
Pending and Continuing Referral List
Agenda Item Support Material

City of St. Petersburg
Public Services & Infrastructure Committee
February 10, 2022 Meeting Minutes
City Hall, Room 100

Present: Committee Chair Ed Montanari, Committee Vice-Chair Deborah Figgs-Sanders, Council Member Copley Gerdes, and Council Member Lisset Hanewicz

Absent: None

Also Present: Council Chair Gina Driscoll, Interim City Administrator Tom Greene, City Attorney Jackie Kovilaritch, Assistant City Attorney Brett Pettigrew, and City Clerk Chan Srinivasa.

Support Staff: Jayne Ohlman – Senior Legislative Aide

1. **Call to Order** – 9:32 AM
2. **Approval of Agenda** – CM Hanewicz motioned for approval. All voted in favor.
3. **Approval of January 27, 2022 Minutes** – CM Gerdes motioned for approval. All voted in favor.
4. **New Business – February 10, 2022**

A Discussion of Potential Changes to the City's Municipal Election Cycle to be Held in Conjunction with Federal, State, and County Elections – *Brett Pettigrew, Assistant City Attorney & Chan Srinivasa, City Clerk*

Council Chair Driscoll introduced her new business item and explained that recent deliberations regarding early voting led to discussions about the City's current election cycle and potentially transitioning to a cycle that aligns with Federal, State, and County elections.

Assistant City Attorney Brett Pettigrew provided an overview of the City's current election cycle, options for transitioning to an "in-conjunction" schedule, impacts on future elections, and the required Charter amendments to effectuate this change.¹ The City's election cycle was last changed in 2001 through a referendum and was intended to improve transitions between Administrations, increase voter turnout, and insulate City elections from state and national politics. In 2001, the City extended each elected official's term by nine months to effectuate this change. Mr. Pettigrew explained that to change the City's election cycle to align with Federal, State, and County elections, the term of each office will need to be adjusted to account for the new schedule. Mr. Pettigrew noted that since the courts have struck down actions that shorten an elected official's term after it has started, there are two preferable options for adjusting the election schedule. The first option is to extend the current term of each of the City's elected offices by one year, similar to the method used in 2001. The second option is adjusting the next term of each elected office by either reducing the duration of that term to three years or by extending it to five years.²

¹ City Charter Section 3.02 requires municipal elections to be held in odd-numbered years, with four-year terms for each elected office. Elections for Mayor and Council Members from even-numbered districts will occur in 2025 and Council Members from odd-numbered districts in 2027.

² Option 1 (adjusting current terms) would result in an immediate shift to "in-conjunction" municipal elections, with the first of such elections held in 2024. Option 2 (three or five-year transition terms to shift the election schedule) would result in a gradual transition with the first in-conjunction municipal elections held in 2026 or 2028, depending on the duration of the transition terms.

Mr. Pettigrew detailed how the upcoming elections and election-related activities would intersect over the next two decades, depending on whether the City maintains the current schedule or shifts to an in-conjunction schedule. As mentioned previously, whichever option the City Council chooses to move to in-conjunction elections would require a Charter amendment referendum. Accordingly, Mr. Pettigrew provided a proposed schedule if City Council decides to put the referendum on the ballot in November 2022.³

Next, City Clerk Chan Srinivasa detailed the financial and operational factors involved in City elections and how moving to an in-conjunction schedule would impact these factors. Mr. Srinivasa provided the cost estimates for the 2023 municipal election (primary and general), with a projected cost of \$1,382,776.18. Mr. Srinivasa emphasized that a shift to in-conjunction would result in an estimated 95% cost reduction to election costs. Mr. Srinivasa explained that based on the current cost estimates provided by the Supervisor of Elections (SOE), an in-conjunction election (primary and general) would cost approximately \$70,933 and provide the City with early voting.

Council Member Hanewicz inquired if moving to in-conjunction elections would affect the City Clerk's planning and implementing municipal elections. Mr. Srinivasa responded that the duties and responsibilities would remain the same and only planning schedules would need to be changed. CM Hanewicz expressed support for moving forward with option one, extending current terms of office to achieve the in-conjunction cycle shift.

In referencing early voting, Council Member Gerdes asked if early voting is available during the City's municipal elections on the current schedule. Mr. Srinivasa responded that early voting is not traditionally included in the contract with the SOE because Florida Statutes give the Supervisor the authority to choose whether or not to conduct early voting. CM Gerdes voiced his support for option one and highlighted the significant cost savings and the substantial increase in voter turnout if the City moved to in-conjunction elections.

Committee Chair Montanari agreed with CM Hanewicz and Gerdes, stating his preference to move forward with option one and have the draft ordinance return to the committee for discussion before moving to the full City Council.

CM Driscoll explained that she is in favor of option one and emphasized that public outreach will be crucial to ensure the voters understand the referendum question. CM Driscoll asked Mr. Srinivasa to detail the next steps associated with placing a referendum on the 2022 general election ballot. Mr. Srinivasa responded that the Clerk's office will need a supplemental appropriation for the Fiscal Year 2023 budget to cover the cost of an election since it was not budgeted. However, Mr. Srinivasa noted that his office will still budget for the 2023 elections, and if the voters approve the charter amendment to move to in-conjunction elections, that money will go back into the general fund for the 2024 elections.

CM Figgs-Sanders stated that she was in favor of option one and made a motion to accept option one for presentation to the City Council, and at the request or approval of the City Council, the draft ordinance will return to the PS&I committee. City Attorney Jackie Kovilaritch clarified that the committee does not need to send the draft ordinance to the full City Council to then have it come back to the committee for further consideration. Rather, the committee can direct Legal to return to the committee with a draft ordinance reflecting their preference to pursue option one for transitioning to in-conjunction elections. CM Figgs-Sanders asked if specifying the motion to draft an ordinance reflecting option one would limit the council members who are not on the PS&I committee from voicing their

³ July 1, 2022: Items due to the City Clerk for first reading of ordinance at City Council; July 14: First reading of ordinance; August 4: Second reading and public hearing; August 11: Ordinance goes into effect; August 16: Ballot language due to Pinellas County Supervisor of Elections (SOE); November 8: General election.

preferences. Ms. Kovilaritch responded that all council members could provide input at the committee level and the full City Council during the first reading. CM Hanewicz offered a substitute motion to clarify the order of events described by the City Attorney. CM Montanari clarified that the motion before the committee requests Legal to draft an ordinance based on option one and return to the PS&I committee. CM Montanari asked for a roll call vote, and each committee member voted in favor.

CM Montanari adjourned the meeting at 10:15 AM.

Public Services & Infrastructure Committee Pending & Continuing Referral List					February 24, 2022	
Topic	Return Date	Referral Date	Prior Meeting	Referred by	Staff	Notes
A Discussion on the Shared Scooter Program	2/24/2022	2/10/2022		Montanari	E. Mory	
A presentation on the Downtown Waterfront Master Plan Update	3/31/2022	12/16/2021		Rice (Staff Request)	L. Abernethy	
A discussion regarding potential expansion of the downtown boundaries for the sidewalk table ordinance. (City Code Sec. 25-228)	4/14/2022 or 4/28/2022	2/3/2022		Driscoll	B. Pettigrew, H. Judd	
Respectfully requesting a referral to the Public Services and Infrastructure Committee a discussion on developing a master plan for the Center for the Arts that includes but is not limited to consideration of current and future needs for the Mahaffey Theatre, the Salvador Dali Museum, and the Grand Prix of St. Petersburg	4/14/2022 or 4/28/2022	9/9/2021		Driscoll	C. Ballestra	
A Discussion to Change the City of St. Petersburg’s Municipal Election Cycle to be Held in Conjunction with Federal, State, and County Elections	4/28/2022	12/16/2021	2/10/2022	Driscoll	B. Pettigrew	2/10/2022 - Committee requested that Legal return to the PS&I committee with a draft ordinance to move forward with option 1 (i.e., adding a year to current elected terms to transition to "on-cycle" elections)
A discussion regarding the establishment of a Municipal Marina Advisory Board		12/16/2021		Driscoll	C. Ballestra	
An update and presentation on the Municipal Services Center project		12/16/2021		Council	J. Zeoli	
A Discussion on Reassigning a Council Member to the South CRA Citizen Advisory Committee (CAC)		12/2/2021		Figgs-Sanders	M. Dema, R. Smith	
A presentation and report on office space development in the City		2/10/2022		Montanari	J. Zeoli	
A discussion regarding parking requirements for multi-family dwellings located in Downtown St. Pete		2/10/2022		Montanari	L. Abernethy	
A discussion on the renewal options to separate operations of the Manhattan Casino and restaurant component at the lease end date either by default or contracted date.		2/10/2022		Figgs-Sanders	J. Zeoli, C. Ballestra	
Quarterly Report on Grow Smarter Sites a) Port Site b) Innovation District Site c) 800 Block Site d) Former Police Station Site e) Tropicana Field Site f) Commerce Park Site g) 22nd Street Sites h) Tangerine Plaza Site		2/15/2018 3/8/2018 a) 7/8/2021	3/8/2018 5/31/2018 9/13/2018 6/13/2019 11/7/2019	Foster, Driscoll, Montanari	A. DeLisle	6/13/2019 – Update on Innovation District, Former Police Station Site, & Tangerine Plaza 11/7/2019 – Updates: Commerce Park, 22nd St., Tangerine Plaza, Innovation District, Former PD, & Port Site 4/8/2021 – A. DeLisle to provide written updates on the Port Site, Innovation District Site, 800 Block Site, Former Police Station Site, & Tangerine Plaza Site 7/8/2021 – Chair Montanari requested an update on the Port Site
Presentation by Sanitation staff on the progress of the Management Evaluation Study (2019)		3/12/2020	10/22/2020	Rice (Staff Request)	W. Joseph	
A discussion regarding the renovation and future use of the Sunshine Center		5/6/2021		Blackmon		
Discussion of an ordinance that will set standards for mechanical noise, such as HVAC systems		4/18/2019	9/26/2019	Driscoll	L. Abernethy, D. Goodwin	9/26/2019 – Committee requested staff to explore potential mechanical noise mitigation incentives & return to PS&I
Capital Improvement Assessment (Maintenance & Hurricane/Tropical Storm Preparedness) a) Bridges b) Reclaimed Water c) Sidewalks d) Seawalls e) Stormwater f) Potable Water g) Wastewater (if needed) h) Buildings (See “CAMP”)		2/2/2017	a) 9/24/2020 b) 8/24/2017 c) 9/24/2020 d) 9/24/2020 e) 7/12/2018 f) 7/26/2018 (COW) h) 9/24/2020	Kennedy, Gerdes	a) Tankersley b) Palenchar c) Tankersley d) Tankersley e) D. Rawleigh f) Palenchar g) Tankersley h) Tankersley	9/24/2020 – C. Tankersley provided update on sidewalks, seawalls, bridges & their respective investment gaps. As well as introduced “CAMP” Committee asked staff to return with more info on funding for sidewalks & seawalls, as well as further guidance on the conflict between Sec. 25-191 & Resolution 96-55 related to property owner responsibilities
A discussion on amendments City Code Chapter 16 to make permanent the current allowances for the expansion of sidewalk café space		5/13/2021	7/29/2021	Driscoll	L. Abernethy	7/29/2021 – Committee requested staff to continue research on a potentially permanent program & options
Presentation and discussion on current and future bridge projects in the City	9/8/2022	2/18/2021		Montanari	B. Prayman, E. Birk	
A discussion regarding Sanitation’s large item pick-up and potential improvements		5/13/2021	8/26/2021	Figgs-Sanders	W. Joseph	8/26/2021 - Committee provided with updates on large item pick-up program and methods for improvement, including the GPS pilot program. CM Figgs-Sanders requested staff to return to the committee with the results of the program
Update on Albert Whitted Airport Master Plan		5/17/2018	8/9/2018 2/13/2020 7/15/2021 1/27/2022	Staff Request	R. Lesniak, D. DiCarlo	7/15/2021 – Update on master plan progress, review of working papers submitted to the FAA 1/27/2022 – Update on master plan progress, overview of most recent submittals to the FAA and next steps
Update on the Citywide Capital Asset Management Program (“CAMP”) (Previously the “City’s Facility Maintenance Plan”)		6/7/2018	5/9/2019, 11/9/2021	Foster, Administration	C. Tankerlsey	9/12/2019 – T. Greene indicated staff would like return to PS&I for a check-in once the plan became fully staffed 9/24/2020 – Brief update from C. Tankersley on the name change (“CAMP”) & plan overview 11/9/2021 – Comprehensive update of CAMP, including the new asset management administrative policy and status of cloud-based software for city-wide asset management.
2022 PS&I Dates: 2/24, 3/10, 3/31, 4/14, 4/28, 5/12, 5/26, 6/9, 6/16, 7/14, 7/28, 8/11, 8/25, 9/8, 9/22, 10/13, 10/27, 11/10, 12/8						Updated: 02/17/2022

MEMORANDUM

TO: Honorable Committee Chair Ed Montanari and Public Services & Infrastructure Committee Members

FROM: Evan Mory, Transportation & Parking Management Director */s/ Evan Mory*

DATE: Meeting of February 24, 2022

RE: Scooter Share Program Update

In September 2020, following City Council approval, the City entered into license agreements with two operators to provide services for the City's Scooter Share Program. Operations began on October 29, 2020 with both Razor USA LLC and VeoRide, Inc. providing scooters for the public to rent from designated parking corrals in the greater downtown core and surrounding areas. The initial term of the license agreements was an 18-month period, represented as a Pilot Program, which expires on March 14, 2022. There are two renewal options, each of a three-year duration. Administration is recommending exercising the first renewal option with both operators, with amendments.

Staff will provide the attached presentation to the Committee with an overview of the Scooter Share Program. It includes a summary of findings from the 15-month initial operational period of the Pilot Program between October 29, 2020 and January 31, 2022 and highlights Pilot Program goals attainment and successes such as the managed parking corrals. Further, it includes an evaluation of certain performance measures and program safety with a summary of traffic crashes/incidents involving the Scooter Share users. Finally, an overview and analysis will be provided regarding proposed modifications to the Operator license agreements and proposed strategies to advance the program and improve upon its successes while continuing to mitigate undesired effects. The recommended modifications would primarily impact how the Right-of-Way Usage Fee is assessed by the City as well as the allowed operational hours for the Program.

We look forward to discussions and receiving Council's feedback on this topic. After receiving feedback at this meeting, the intent is to bring forth to City Council for its consideration at its March 10th meeting the first amendment and extension.

Attachments: Power Point Presentation





Scooter Share Program Update

February 2022

Scooter Share Program Goals

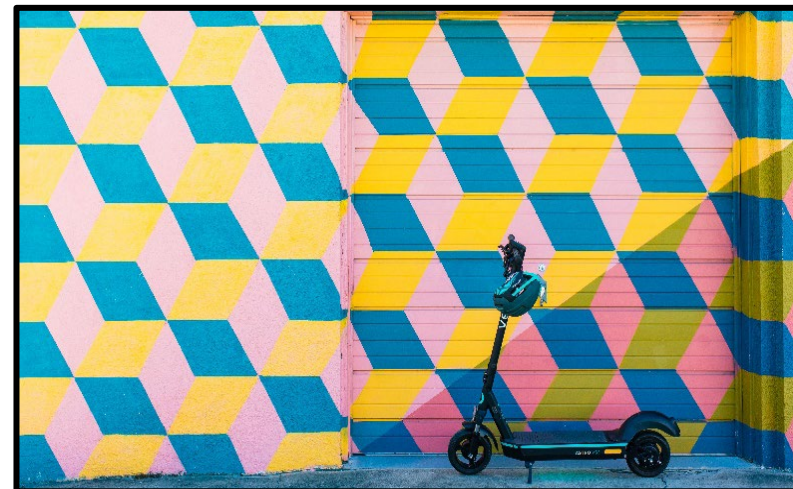
Why Micromobility Devices and Motorized Scooters?

- Enhances mobility options for residents and visitors
- Helps replace car trips – also provides time savings over what could be a walking trip
- Provides additional first-/last-mile solution to increase transit viability
- Increases equity and access to a low-cost transportation option
- Allows users to expand their trip range to visit different areas and that they otherwise would not have made (induced spending at local businesses)



By the Numbers to Date (through 1/31/22)

- Two (2) Operators – Razor and Veo
- 15 months of service (launched on 10/29/20)
- 975 authorized scooters
- 372,569 number of rides
- 438,533 miles
- 5,061,891 minutes of use



Service Area and Parking Corrals



USF Study & Evaluation

Evaluation Services for 18 Month Pilot

- Funded from Scooter Share Program revenue
- Focused on performance metrics developed collaboratively with the City and evaluated through 12 months of Scooter Share operations
- Included data aggregation services by third party provider, Populus, and online community survey
- Preliminary findings available; final report in development

Crash Data Tracking

- Police Department provided copies of all Scooter Share incidents and crashes



USF Study & Evaluation

Key Preliminary Findings

Based on data from Populus and from an online survey conducted in Fall 2021 with 667 responses, USF researchers found St. Pete's Scooter Share program improved mobility and saved time for travelers in greater downtown

- Trip demand was highest on the weekends
 - Highest ridership day during week -> Fridays
 - Highest ridership day on weekends -> Saturdays
- Overall, 41% of users responding within the survey said they rode e-scooters to replace vehicle trips
- In the survey responses, users estimated they saved around 9 minutes by using e-scooters for their trip rather than other modes
- More than 60% of users reportedly rode the e-scooters for social/dining and entertainment purposes
- Approximately 5% of users reportedly rode the e-scooters for work purposes



USF Study & Evaluation

Key Preliminary Findings

- Many survey respondents with qualifying, self-reported incomes indicated they were unaware of Operator's user discount/access programs
- Respondents felt shared e-scooters are most appropriately ridden in bike lanes
- Users expressed the need for more bike-specific infrastructure such as bike lanes
- Given the popularity of the program, users expressed a desire to expand service areas and service hours



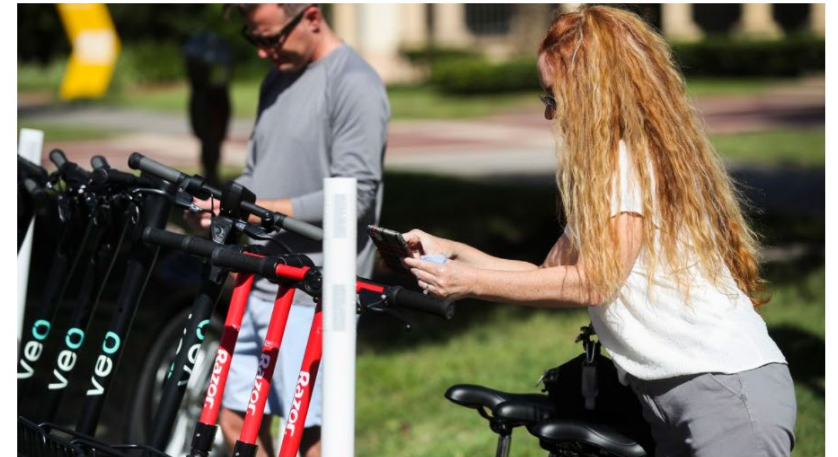
Pilot Program Successes

- Well thought-out program based on applied best practices tailored to St. Pete; now serving as model for other local and FL markets
- High levels of ridership despite strict program requirements such as corral system; corral system now used as model in other programs
- High % parking compliance
- Operators very responsive in addressing issues
 - Self-identification during maintenance and rebalancing
 - Parking Enforcement assisting in identifying improper parking
 - 35 total reports via See Click Fix

OPINION

Scooters have come to St. Pete. So why does it feel different than Tampa? | Editorial

You might have new noticed a new way to get around on St. Petersburg's street.s



Brian Stephens, 45, on left, and his wife Susan Stephens, 45, from Beaufort, South Carolina, work to get the app up and running as they prepare to rent scooters from in front of the Museum of Fine Arts on Beach Drive NE on Monday, Nov. 2, 2020 in downtown St. Petersburg. [DIRK SHADD | Times]

By Tampa Bay Times Editorial Board

Published Nov. 23

If you've left your house in the past few weeks, you might have noticed a [new way to get around on St. Petersburg's streets](#): Scooters have finally arrived. While other cities have struggled with scooter programs, St. Petersburg's initial rollout has gone fairly well. And the local initiative includes one much-needed upgrade: Scooters must be parked in corrals, rather than left on the ground or wherever the passenger decides to discard them. That policy might be a key to the program's long-term success.



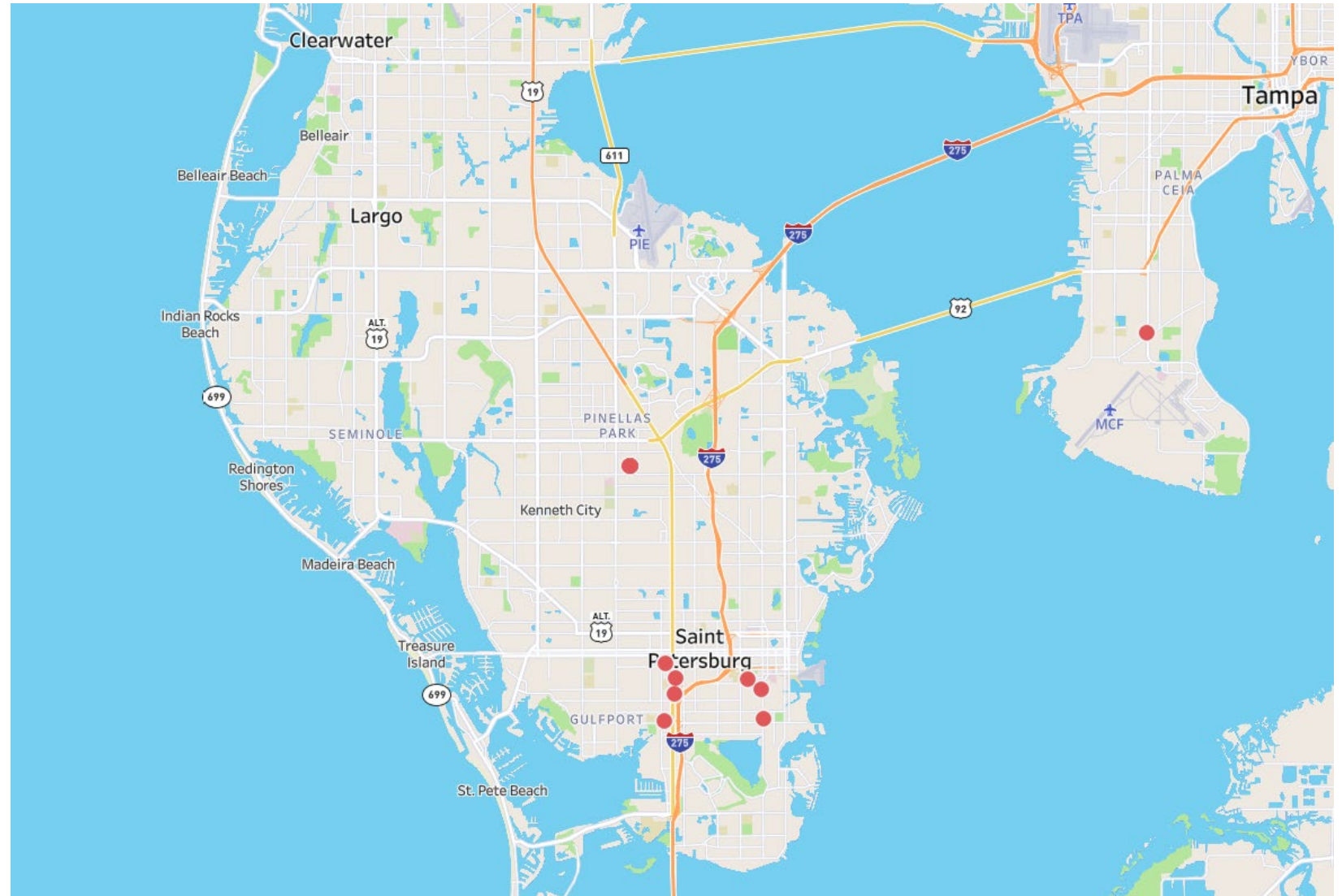
Parking Corral System Benefits

- City Benefits
 - Organizes parking to reduce perception of clutter
 - Ensure equitable access to scooters by managing parking supply and total number of authorized scooters
- Operator Benefits
 - Staffing efficiencies to rebalance scooters and replace swappable batteries
 - Minimal loss of inventory
- User Benefits
 - Predictable locations with access to both types of scooters



Scooter Loss Very Low

- Lowest scooter loss rate of any market nationwide
- 491 scooters deployed to date
- 9 unrecovered scooters
- 1.8% loss to date



Other Pilot Program Findings

- Increasing ridership with additional scooters though utilization rates stabilizing
- Demand is seasonal (lower in Aug-Sept)
- Weekend (Fri-Sun) use is high – represents approximately 67% of weekly totals
- Achieving equitable distribution in Equity Zone even without ROW Usage fee waiver
- Moderate level of incidents/crashes and no fatalities
 - 12 crashes/traffic incidents reported through 1/31/22



St. Petersburg Scooter Share Pilot Program

Incidents/Crashes Reported by St. Pete Police through 1/31/22

Date of Incident	Time of Incident	Location	Type	Severity
11/18/2020	6:55 PM	100 Block 1st Ave N	Scooter-Motor Vehicle	Property Damage
12/14/2020	8:00 PM	100 Block 1st Ave S.	Scooter-Pedestrian	Injury w/Medical Attention
1/29/2021	8:58 PM	3rd St N/Central Ave	Scooter-Motor Vehicle	Property Damage
2/13/2021	9:09 PM	1st St N/Central Ave	Scooter-Motor Vehicle	Property Damage
3/20/2021	6:55 PM	Central Ave/1st St N	Scooter-Motor Vehicle	Property Damage
5/12/2021	11:59AM	Central Ave/MLK St	Scooter	Injury w/Medical Attention
5/12/2021	8:43 AM	2nd Ave N/2nd St	Scooter	Injury w/Medical Attention
5/31/2021	1:08 PM	1229 - 1235 Central Ave	Scooter-Motor Vehicle	Possible Injury no Medical Attention
6/6/2021	2:14 PM	11th St/Central Ave	Scooter-Motor Vehicle	Injury w/Medical Attention
8/20/2021	not stated	633 Central Ave	Scooter-Pedestrian	Possible Injury no Medical Attention
9/29/2021	8:42 PM	3rd Ave N/3rd St	Scooter	Minor Injury no Medical Attention
12/5/2021	4:01 PM	117 2nd St N	Scooter-Motor Vehicle	Possible Injury no Medical Attention

Scooter Share Program Goals

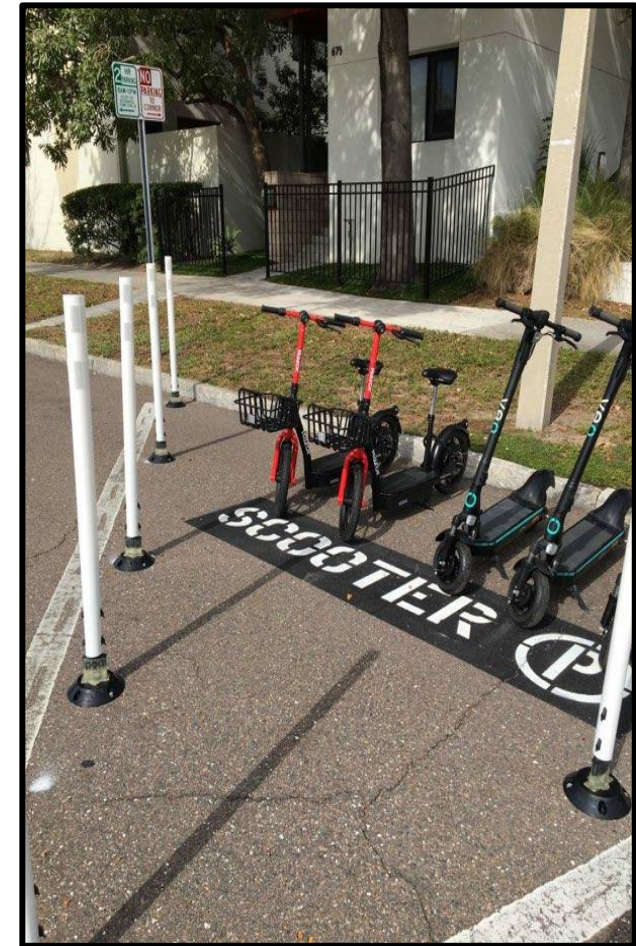
Why Micromobility Devices and Motorized Scooters?

- ✓ Enhances mobility options for residents and visitors
- ✓ Helps replace car trips – also provides time savings over what could be a walking trip
- ✓ Provides additional first-/last-mile solution to increase transit viability
- ✓ Increases equity and access to a low-cost transportation option
- ✓ Allows users to expand their trip range to visit different areas and that they otherwise would not have made (induced spending at local businesses)



Next Steps – Pilot -> Long-term Program

- Continued education, outreach, and demonstration events
- Heightened promotion of equity-based discount programs and revamp of Veo Access program to attract more users
- Continued integration with other transit services, including the new SunRunner BRT
- Continued responsiveness to concerns
- Renewal of Operator Agreements



Operator Agreement Renewals

- Agreements with Razor and Veo have renewal options for three years that can be exercised twice
- Amendments recommended
 - ROW Usage Fee
 - Minor text changes
- Service Day Extension



Right-of-Way Usage Fee Pilot Program Implementation

- Original payment requirements developed based on industry norms at the time, but most jurisdictions have now moved away from a \$1/scooter/day and transitioned to much lower per-ride fee
- Fees collected through Pilot Program (through Dec 2021*) - \$299,758 total
 - Right-of-Way Usage Fee - \$299,508
 - Nuisance Scooter - \$250.00

*ROW Usage Fees are developed and invoiced after the close of each month



Right-of-Way Usage Fee Proposed Modification

- Provides guaranteed payment to the City without monthly calculation of exactly how many scooters are deployed each day
- Annual Right-of-Way Usage Fee, prorated in monthly payments, based on max number of scooters to be deployed; allowance to add scooters when desired for special events and high seasonality
 - \$150,000 for Veo for up to 600 scooters/day*
 - \$130,000 for Razor for up to 500 scooters/day*
 - \$20/scooter/month for any additional scooters

*Guarantees scooter revenue to the city \$28,000 higher than FY22 budget



Scooter Share Equity Program

Two-Pronged Approach - Affordability and Access

- Discounts provided for users qualified in federal, state, or local income-based programs
 - Razor – fees reduced by 50% for unlocking and per-minute charges
 - Veo – entire unlock fee waived
- Identified City Equity Zone
 - City Right of Way Usage fee (\$1/scooter/day) waived for scooters deployed with Equity Zone; employed for first seven months of Pilot Program – after 7 months operators began to pay for scooters deployed in the zone but were required to continue to deploy and service
- Geographic area bounded by 22nd Street; Dr. M.L. King, Jr. Street; 5th Avenue N; and 18th Avenue S which was identified based on certain criteria
 - Median household income near or below 50% of the citywide median income
 - Included in identified Environmental Justice Areas with Minority and Poverty populations that exceed the countywide average
 - High percentage of no-auto households



Scooter Share Equity Programs

- Proper Parking Management techniques ensure equitable access across system
 - Maintaining corral capacities and the number of authorized scooters in the scooter ensures distribution, coupled with clarifying language to deploy scooters in all corrals
 - 18% of scooter parking located within Equity Zone; deployment varies between 17-19% within the Equity Zone, without regard to the ROW Usage Fee waiver
- Beginning with renewal Equity/Access program remains the same for Razor, updated for Veo
 - Razor – fees remain reduced by 50% for unlocking and per-minute charges
 - Veo – will institute a program that offers a low-cost \$5 monthly subscription for time-based access (30 min/day) like Coast Bike Share and PSTA's Transportation-Disadvantaged programs



Service Day Extension

- Specified within License through Pilot Program though with language that provides City opportunity to adjust as necessary to be responsive to community and safety concerns
- Pilot Season Operational Hours 6am-10pm
- Recommended for Extension
 - Morning start 1 hour earlier at 5am
 - Evening close 2 hours later at 12am
 - Will remain one of only a few markets with any program curfew
- Retains language to allow City to quickly respond/adjust as necessary to maintain traffic safety

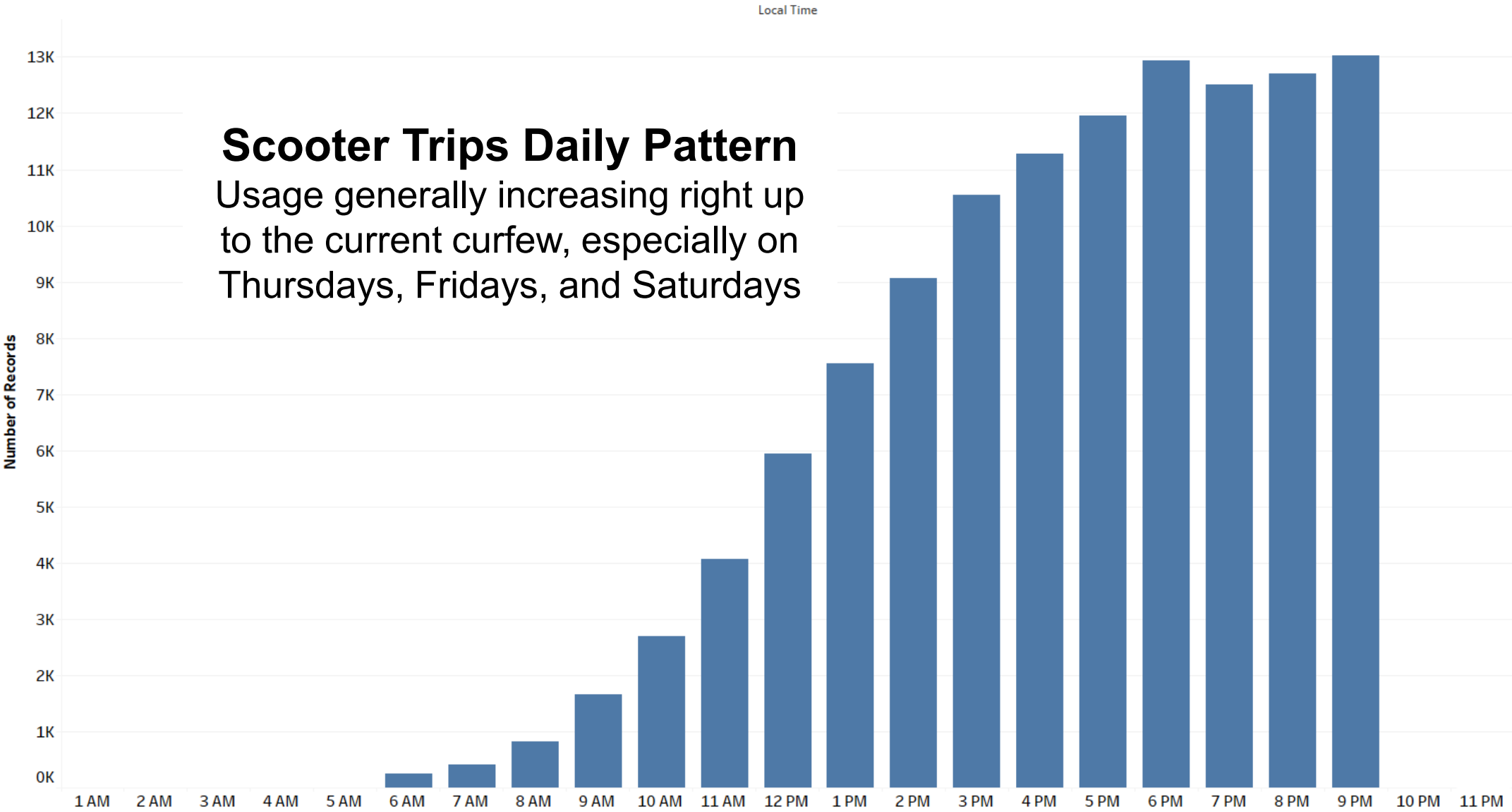


Service Day Extension

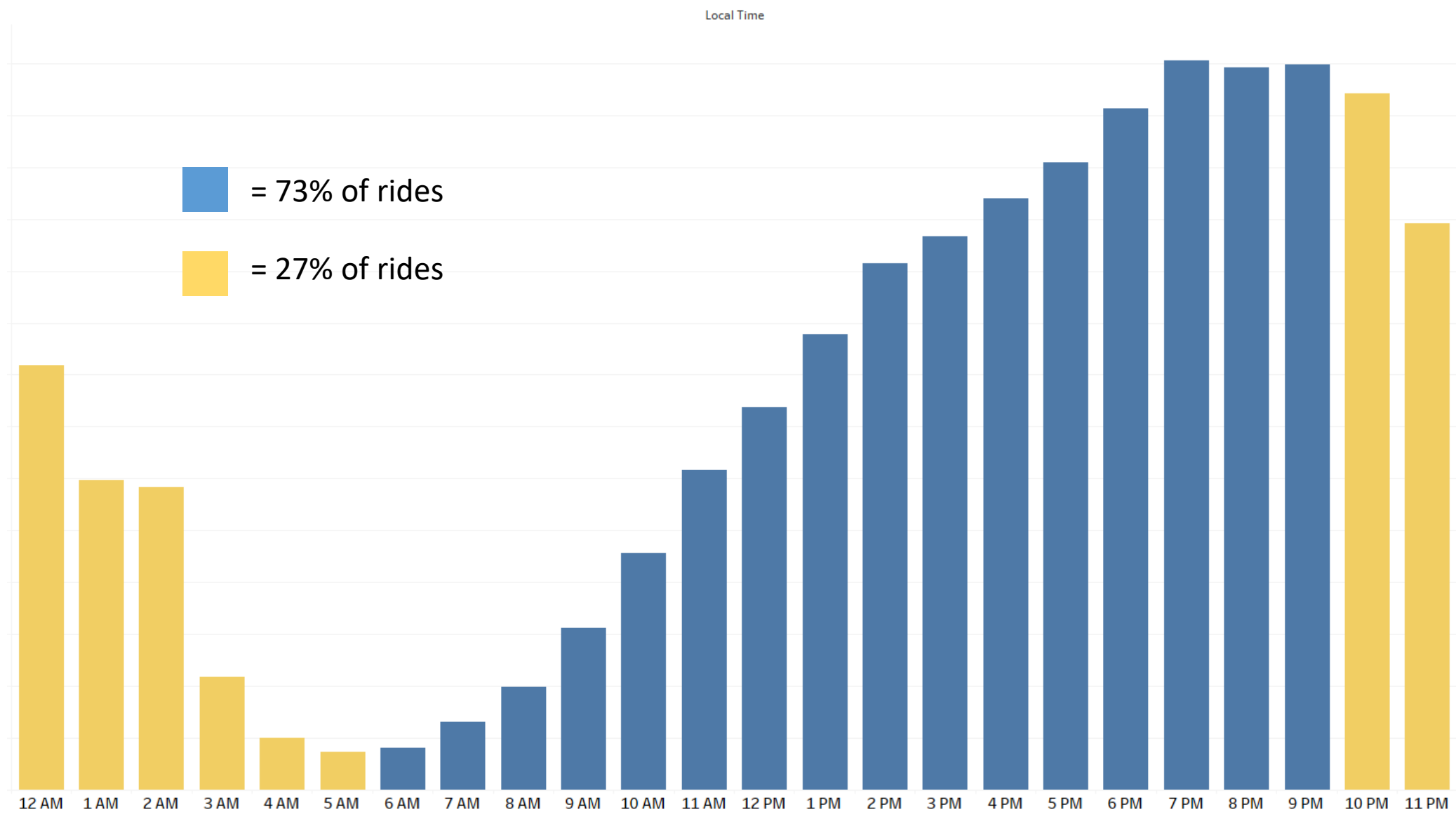
- Data analysis locally shows injury crashes are not over-represented during dark hour use
 - 8 crashes with injuries or possible injuries; 2 occurred during dark hours
- Data analysis from Operators shows no significant increase in risk 10pm to 12am
 - Razor - since initial launch of shared scooter services in Aug 2018, total of 289 safety incidents reported nationwide with only **15 incidents, or 5.3%, occurring between 10pm and 12am** (9 between 10-11pm; 6 between 11pm-12am)
 - Veo - within their various FL markets, approximately 10% of reported safety incidents have occurred after 10pm



Total Rides per Hour: St Petersburg

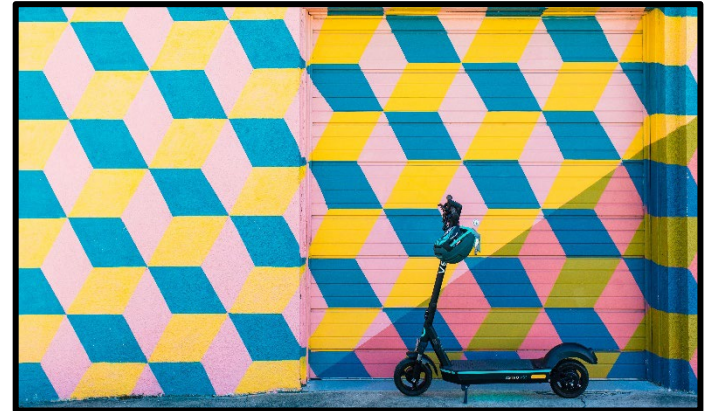


Total Rides per Hour: Nationwide



Recommendation

- Exercise the first three-year extension option with both companies
- Modify agreements to include recommended changes





Scooter Share Program Update

February 2022