

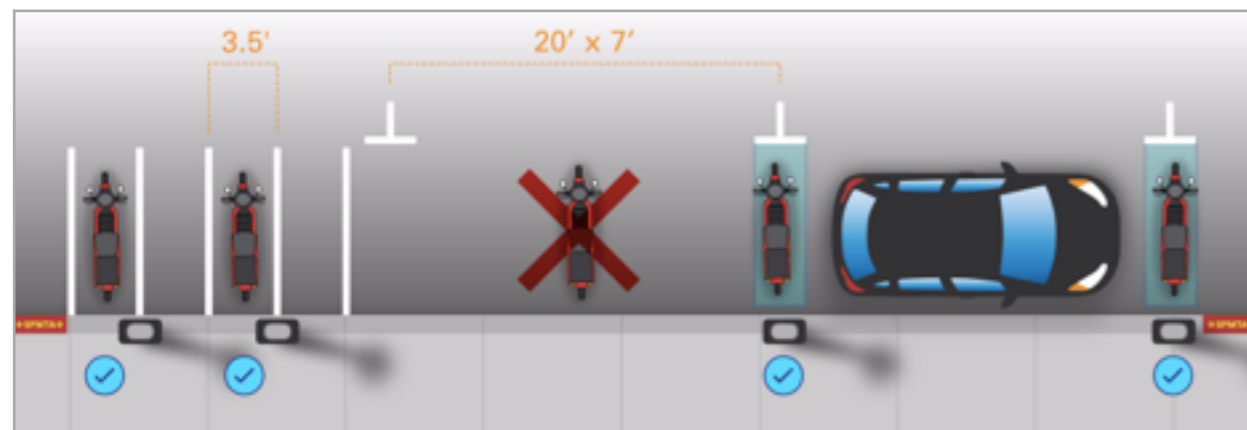
Proposed Pilot On-Street Parking Permit for Electric Mopeds and Motorbikes

Proposal:

SFMTA to issue a parking permit for shared electric motorbikes that allows parking within Residential Parking Permit (RPP) areas and includes parking at meters.

- Zero-emission EV motorbikes could park at unmetered or metered motorcycle parking without payment.
- Zero-emission EV motorbikes could park between metered car spaces on the white lines without paying either meter.
- Zero-emission EV motorbikes could park in RPP areas without a specific RPP neighborhood permit.

The proposed permit cost would be based on existing permits (e.g., the **\$95** motorcycle permit, **\$127** vanpool permit, or **\$233** one-fifth of a contractor's permit).



EV motorbikes permitted at motorbike meters.

EV motorbikes NOT permitted in metered car spaces.

EV motorbikes permitted between metered car spaces.

Rationale:

- SF issues annual parking stickers for contractors and van pools to park at meters.
- Public safety increases with fewer cars and more moderate speed vehicles.
- Traffic is reduced and parking improved when fewer people own cars and drive shared EV mopeds.
- The proposal will encourage zero-emission travel within San Francisco by residents and those who work in the city and will reduce car trips (vehicle miles traveled).
- Shared zero-emission EV motorbikes can do one-way trips around San Francisco, making them a green alternative to car-based ride hailing services.
- Shared zero-emission EV mopeds reduce **greenhouse gases by 96% below gas-powered vehicles.**
- Scoot's shared EV moped fleet sees **55 unique users per equivalent car space** (compared to 19 unique users per on-street shared car).
- Scoot trips are substitution for car trips, which has meant significant vehicle miles traveled reductions.
- Scoot trips help support public transit use by providing a non-car last-mile option.
- Allowing EV motorbikes to park between metered car spaces creates thousands of new EV parking spaces at no cost to the city.

Background:

- Scoot has over 19,000 members.
- Over 95% of scoot members live or work within San Francisco.
- Over 700 San Franciscans asked for this sticker during the RPP Reform Project over a year ago.
- Scoot operates a fleet of 750 shared electric mopeds in San Francisco.
- Scoot's mopeds are classified as "electric motorized bicycles" under CVC406(a), have only 4 horsepower and a maximum speed of 30 MPH.
- Scoot members have driven over **two million miles** within San Francisco.
- Scoot members have parked in their RPP neighborhoods for almost 19 months with very few issues.
- Scoot operates 24/7, helping riders with late-night travel needs.

Current Situation:

- Since September 2015, shared electric mopeds can park in RPP areas when parked on curbs smaller than eight feet or in unmetered, striped motorcycle parking.
- Shared electric mopeds can park at metered motorcycle parking, but must manually pay meter, preventing riders from leaving the scoot at the meter for the next rider.
- Metered motorcycle parking is scarce in San Francisco.
- Motorbikes can legally park between metered car spaces when the meters are paid and when parked to one side of the dividing line in a specific metered car space.



Mock-up of proposed permit

scoot