



HISTORIC  
FRANKLIN  
TENNESSEE

## Sustainability Commission

April 5, 2019

8:00 a.m. to 9:00 a.m.

City of Franklin –CDCR – City Hall

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8:00 am	<b>Welcome/Introductions</b>	All
8:05 am	<b>*Approval of March Meeting Minutes</b>	Dana Kose
8:05 am – 8:10 am	<b>Announcements:</b> Marshall County Recycling Hub Tour TDEC Food Smart Program Gov’s Environmental Awards LEED for Cities	Andrew Orr
8:10 am – 8:20 am	<b>Recycling Update</b>	Jack Tucker
8:20 am – 9:00 am	<b>Local and Regional Transit Options</b>	Steve Bland, RTA TMA Group
9:00 am	<b>Other News/Adjourn</b>	All

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\*Item contains an attachment or link

**MISSION STATEMENT:** The Sustainability Commission provides guidance to the Board of Mayor and Aldermen and the Planning Commission and leadership for the entire Franklin Community.

Brenton Montgomery (12/11/2021)  
Will Dodson (12/13/2019)  
Beverly Burger (BOMA co-terminus)  
Patrick Baggett (Franklin Tomorrow co-terminus)  
Mike Leonard (2/26/2022)

Todd Palmer (8/9/2019)  
Dana Kose (12/13/2019)  
Nancy Whittemore (10/23/2021)  
Micah Wood (10/23/2021)

*The City of Franklin has committed itself to developing an ongoing strategy of sustainability for the community. This initiative will be designed to achieve viable, fulfilling, and rewarding lifestyles for our residents and business partners through responsible and innovative stewardship of the environment.*

# MINUTES OF THE MEETING OF THE FRANKLIN SUSTAINABILITY COMMISSION

March 1, 2019

The Franklin Sustainability Commission held a regular meeting on Friday, March 1, 2019, at 8:00 a.m., in the Community Development Conference Room.

**Members Present:** Chair Dana Kose, Mike Leonard, Todd Palmer, Micah Wood, Nancy Whittemore, and Patrick Baggett

**Members Absent:** Alderman Beverly Burger, Will Dodson, and Brenton Montgomery

**Visitors:** Councilman Jeremy Elrod and Billy Fields

**Staff Present:** Andrew Orr, Kelly Dannenfelser, Emily Hunter, Jimmy Wiseman, Matthew Muenzen, and Eric Stuckey

## **Welcome/Introductions**

**Chair Kose** called the meeting to order at 8:00 a.m. Introductions were made.

## **Approval of Meeting Minutes**

**Ms. Whittemore** made a motion to approve, seconded by **Chair Kose**, to approve the minutes from February 1, 2019. The motion carried (8-0).

## **Discussion Topic: Nashville's Experience with Dockless Scooters**

Councilman Jeremy Elrod and Billy Fields spoke to the Commission about Nashville's experience with dockless scooters. Nashville experienced the following issues:

- The company operating the scooters opened before any regulation was drafted.
- The scooters were very popular with the public.
- The Mayor did not want the scooters on the streets or sidewalks without warnings or education for the public.
- The scooters were pulled from the streets after six weeks so that Nashville could put regulations in place.
- An ordinance was passed in August, which was one of the most detailed in the nation. The ordinance contained guidelines which

would help prevent companies from going to the State and overriding the City's regulations.

- There are now six permitted companies renting scooters in Nashville.
- The first concern before drafting legislation is to know specifically what you want these companies to do, such as being used only for tourists to get around town or for residents/workforce using the scooters for lunch or errands to relieve congestion during work hours.
- Nashville is allowing these companies only as a pilot program for now.
- Most of the companies are fairly new, under two years old. Some of the affiliations include: Uber, Lyft, and Ford, Gotcha, Bird and Lime are independent companies. Their main goal is getting scooters on the street.
- A company can increase the number of scooters as long as they do not have several violations and are getting usage.
- Some examples of violations include people using the scooters on the sidewalk and parking on the sidewalk.
- Advice to the City of Franklin to make an ordinance work and other discussion:
  - Have an ordinance that sets guidelines and requirements.
  - Have a cap on the number of scooters.
  - Have an incentive for the companies to work with the City.
  - Have dedicated person to handle the concerns.
  - Have staff in place to handle codes, information, data and, especially, to enforce the regulations and violations.
  - An example of a violation would be parking scooters on the sidewalk. If the companies remove the scooters within two hours, they will not receive a violation.
  - Have ordinance and data in place before companies set up.
  - The scooter companies track data and provide the information to Nashville. City will need to track data also to understand who is riding, where they are riding (starting points, ending points), what time are they riding, how many cars are being parked, where to build bike infrastructure, etc.
  - Nashville requires no more than 450 Shared Urban Mobility Devices (SUMD) within a square mile (includes all companies, not each individual company).
  - Nashville will have to continue to allow more companies to operate if they meet the requirements. They cannot limit the number of companies. San Francisco has 12 companies.
  - Scooters are being used worldwide. This will be a new trend for the United States.

- Most of the scooters are used downtown and near universities. Cool Springs would be a potential market.
- A charged scooter will go approximately 18 miles and averages about 15 mph.
- The companies charge rate is around \$10/hour or \$.15/minute.
- Requirements state that a scooter rider can ride anywhere a bicycle can ride. They are supposed to ride in the street. There are a few areas where they can ride on sidewalks. Helmets are not required.
- Local businesses have not been approached by Nashville to help with the infrastructure (bike lanes) expenses because of legal issues.
- The tax and fee implications include a non-refundable \$500 review fee. If they qualify, they pay \$35 per scooter per year. They can start with 500 scooters. If they comply with all regulations, the Commission may allow the companies to add in 250 increments up to a total of 1000. After 1000 units, they have to prove there is a need.
- Nashville's current fees are too low because they will need additional staff. Need full time Computer Scientist in IT to track data.
- Have not been able to track injuries. The scooter company has to provide \$1,000,000 liability insurance. Specific wording is put in the surety bond so that the City is not liable for any damages or injuries.
- Some cities are asking for Request for Proposals with specific details.
- Consider certain areas to be zoned off-limits to scooters. The App may help to comply with these restrictions, such as no parking zones. Requirements can be built into the apps.
- Advise to set specific requirements in ordinance. If the company cannot meet these criteria, don't let them operate.
- Set appropriate fees to cover the City's cost. One suggestion was an impact fee to help pay for bicycle/scooter lanes.
- One company has already applied for a business license in Franklin. This company has stated that Franklin is not a priority market for them. This gives the City of Franklin time to put an ordinance in place.
- Look at infrastructure between Cool Springs and Downtown Franklin.
- Most of the complaints concern where scooters are blocking the sidewalk access for people in wheelchairs or with strollers.

- Two main reasons would want scooters in City would be for tourism and access for high traffic areas during work hours, especially the lunch hour time period.
  
- Discussion between Sustainability Commission members:
  - Major concern that the scooter rental companies were able to open without regulations in place.
  - Nashville is a pilot program.
  - Should start regulation process before scooter rental companies open in Franklin.
  - Use Nashville's data to help decide zone free areas and other regulations.
  - Discussions need to be held with BOMA about drafting an ordinance.
  - Companies can quickly open. One company has already applied for a business license.
  - Having an ordinance in place prior will be a benefit, even if companies do not open until later.
  - Look at ordinances from other peer cities to construct a preliminary ordinance.
  - Alderman Burger has started this conversation for the Cool Springs area to help with the lunch time traffic congestion.
  - The next generation of scooters will likely have longer battery life and potentially three wheels.

### **Other Business**

No other business was discussed.

### **Adjourn**

There being no further business, the meeting adjourned at 9:05 am.

- **Mr. Orr** will send out a meeting invitation for the next Sustainability meeting for April 5, 2019.
- **Mr. Orr** will talk with **Ms. Whittemore** to obtain Nashville's data information for scooters.
- **Mr. Orr will ask a few Commissioners to create a framework for a future ordinance.**