from Mackenzie Love to everyone: 9:36 AM

Good morning everyone! This is Mackenzie Love from NVTA. Apologies for being late; last meeting ran long.

from Dustin Kuzan - DTCI to everyone: 9:51 AM

What is the platform DDOT uses for the bike share tracking/planning?

from Hector Chang to everyone: 9:52 AM

Ride Report

from Dustin Kuzan - DTCI to everyone: 9:52 AM

Thanks!

from mwoldu to everyone: 9:54 AM

Way to go CaBi! 4.7 trips per day is a really great performance for the ebike :)

from Marty Baker to everyone: 9:58 AM

Was the platform selected from a competitive bid process?

from J. Swiderski | Toole Design Grp to everyone: 9:58 AM

I wonder if the fact you can use scooters from, say, Spin in any city Spin operates using the same app helps keep scooter ridership up -- it'd be nice if I could use my CaBi key in NYC or Chicago or Boston...

from Dustin Kuzan - DTCI to everyone: 9:58 AM

Have you found a pattern in the types of riders that use the e-bikes for scooters, etc?

from Gail Tait-Nouri to everyone: 9:58 AM

How are we going to park the increased amount of vehicles?

from Aaron Goldbeck DDOT to everyone: 9:59 AM

Q: What is the platform DDOT uses for the bike share tracking/planning?

from Aaron Goldbeck DDOT to everyone: 9:59 AM

A: we're using Ride Report at the moment

from Heidi Mitter, VDOT to everyone: 10:00 AM

Yes, I see the poll

from Pierre to everyone: 10:00 AM

Pierre Gaunaurd, COG/TPB

from Aaron Goldbeck DDOT to everyone: 10:00 AM

Q:Was the platform selected from a competitive bid process?

from Paul to everyone: 10:00 AM

The poll disappeared.

from Erik Valentine to everyone: 10:01 AM

Erik Valentine, City of College Park

from Aaron Goldbeck DDOT to everyone: 10:01 AM

A: It was a competitive permit application process. We published questions for applicants to answer and reviewed past performance

from Christopher Eatough to everyone: 10:01 AM

Chris Eatough, Howard County Office of Transportation.

from Marty Baker to everyone: 10:02 AM

Marty Baker, MDOT

from Cynthia Spriggs MHSO to everyone: 10:02 AM

Cynthia Spriggs, MDOT MVA's Highway Safety Office

from Chloe Ritter to everyone: 10:02 AM

Chloe Ritter, City of Fairfax

from Kalli Krumpos she/her | WABA to everyone: 10:02 AM

Kalli Krumpos, Washington Area Bicyclist Association

from Aaron Goldbeck DDOT to everyone: 10:02 AM

Hi Christine, yes I'm happy to hlep with that. you can reach me at aaron.goldbeck@dc.gov

from Tiffany Jennings, DPWT to everyone: 10:02 AM

Tiffany W. Jennings, Prince George's County, MD, DPW&T

from Gary Erenrich to everyone: 10:02 AM

Gary Erenrich Montgomery County DOT

from Maddy Cirineo to everyone: 10:03 AM

Maddy Cirineo, University of Maryland DOTS

from Hector Chang to everyone: 10:03 AM

Hector Chang, Toole Design Group

from Eloisa.Thring to everyone: 10:04 AM

Eloisa Thring, Loudoun County, Dept. of Transportation & Captial Infrastructure

from Aaron Goldbeck DDOT to everyone: 10:04 AM

I should add that DDOT is adding 1,000 bike racks per year in public space to accomodate dockless devices. we're doing bike racks on sidewalk and in-street corrals

from Aaron Goldbeck DDOT to everyone: 10:05 AM

to Dustin's question, I don't have any demographic data on ebike vs scooter riders. I can see that dockless scooters tend to get more trips per device per day than dockless ebikes. i'd be interested in working with researchers to learn more about who is taking these trips and why

from David Goodman (privately): 10:05 AM

David Goodman - Jacobs, consultant to WMATA.

from Paul DeMaio to everyone: 10:07 AM

Gail, Arlington is adding about 275 bike racks per year at new micromobility corrals.

from Aaron Goldbeck DDOT to everyone: 10:07 AM

To J. Swidersk's comment, if you use the Lyft app you can access bikes in all Lyft operated systems (Chicago, NYC, SF, Boston, Colombus). RFID key usage to unlock bikes is low and falling

from Mackenzie Love to everyone: 10:13 AM

Is anyone aware of any data (local or national) that shows private eBike usage compared to standard bike usage? Im wondering if the more consistent ride patterns ALX is seeing on their shared eBikes could indicate reliance on service or if its a more generalized use pattern tied to device type.

from Pierre to everyone: 10:22 AM

Why do the scooters have a different max speed limit vs ebikes? Is it because of the device’s limits or due to safety concerns?

from Ted Randell to everyone: 10:24 AM

scooters have a higher center of gravity and are more susceptible to uneven road condition, quick turns, etc.

from Carolina Siguenza to everyone: 10:29 AM

Are the ebikes and scooters self sufficient or do they rely on transporation grants?

from Mackenzie Love to everyone: 10:29 AM

Sean, are your equity zones tied to EEA and/or do you have additional/other criteria? If different/addition to EEAs, could you please speak to metrics used?

from Mackenzie Love to everyone: 10:29 AM

Is anyone aware of any data (local or national) that shows private eBike usage compared to standard bike usage? Im wondering if the more consistent ride patterns ALX is seeing on their shared eBikes could indicate reliance on service or if its a more generalized use pattern tied to device type.

from MWCOG Department of Transportation Planning - Team F to everyone: 10:32 AM

i will post the powerpoints on the bike/ped subcommittee web site

from Sean Martin to everyone: 10:36 AM

Mackenzie, equity zones are tied to specific regions with higher rates of low income residents and more suburban land use patterns that may not invite operators to naturally choose to deploy.

from Hector Chang to everyone: 10:39 AM

Has anyone tried to find a rack that works better at keeping scooters standing up, while also still functioning as a good bike rack?

from Pierre to everyone: 10:40 AM

Thanks, Sean and Ted for your replies. Has it been an issue at all that the scooters run at a slower speed than the max road speed limit? Would this be a reason people shift onto sidewalks or other paths?

from Sean Martin to everyone: 10:54 AM

Pierre, no significant issues have been reported to me concerning scooters being too slow in mixed travel lanes. With the strong grid system in Old Town and Del Ray, 15 mph is sufficient given the frequent stops and low traffic. 15 is also comparable to private bikes in bike lanes and trails. Some jurisdictions restrict scooters to 10 mph.

from Mackenzie Love to everyone: 11:04 AM

Kaitlyn, do you have any special geographic deployment requirements for adaptive devices or wheel chairs? If so, how is that determined? Also, can these devices be identified in public facing apps/dashboards?

from Bossi to everyone: 11:05 AM

RE: Baltimore

from Bossi to everyone: 11:06 AM

RE Baltimore -- With the change in vender & dropoff in trips, did the rides-per-bike rate also dropoff or did that stay a bit more consistent?

from Christine Bruins, NPS to everyone: 11:17 AM

Thank you to all the presenters, your materials have been extremely informative! Working with academic partners, National Park Service has been using StreetLight data to establish baseline counts for bike & peds across our parks in the National Capital Region. StreetLight and other purchased cell phone data has limitations-- it requires ground truthing via physical counters or cameras, can’t differentiate between bikes and scooters given the similarities in vehicle speed, etc. Has anyone in this collective group attempted to link/validate the type of vendor data mapped on Ride Report and other platforms with purchased cell phone data?

from mwoldu to everyone: 11:21 AM

Would all presenters be willing to share compliance report cards, permit applications, & and fleet increase appliccations?

from Kaitlyn Schaffer to everyone: 11:22 AM

Yes, happy to share! Just send me an email and I can send some examples.

from Gail Tait-Nouri to everyone: 11:23 AM

Very infomative workshop! thank you!

from Sean Martin to everyone: 11:23 AM

Happy to share as well, please email me at sean.martin@alexandriava.gov.

from Mackenzie Love to everyone: 11:23 AM

Thank you all!

from Tiffany Jennings, DPWT to everyone: 11:23 AM

Excellent Workshop! Thanks