

# MWCOG Update: Dockless Vehicle Program

Baltimore City Department of Transportation



December 9, 2019

# UNIVERSITY OF BALTIMORE



## Timeline

August 2018: Dockless Pilot launched



March 2019: Dockless Pilot extended after positive evaluation sent to City Council

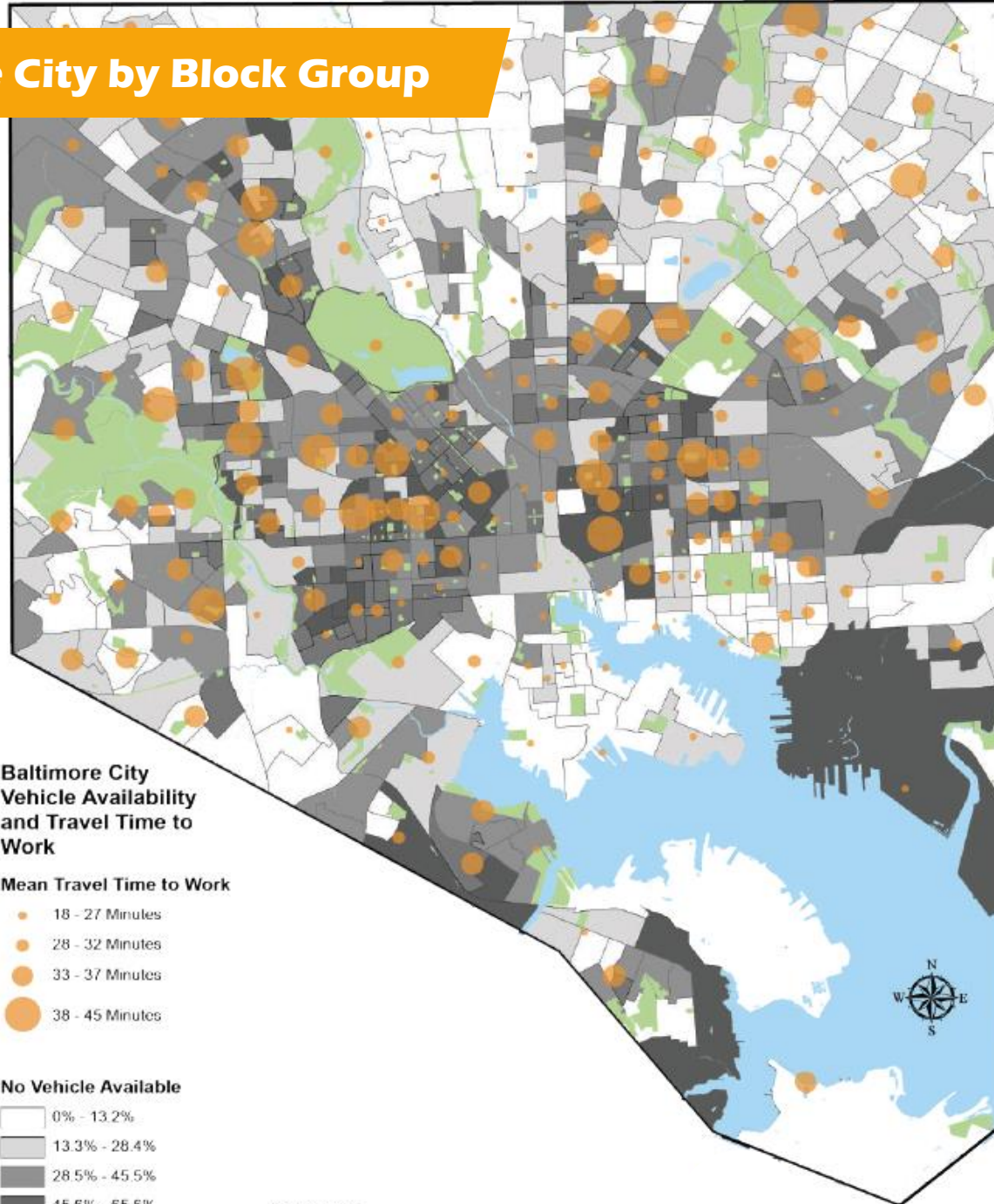


May 2019: Dockless -enabling ordinance passed



August 2019: First Annual Permits issued

# Baltimore City by Block Group



Data Sources:  
American Community Survey  
5-Year Estimates 2012-2016



## Program Goals

- Promote Sustainable Transportation
  - Reduce Car Dependency and Congestion
  - Increase Physical Activity
- Improve Equity of Access
  - First and Last Mile Option
  - Equitable Deployment Across the City
- Evaluate against the Docked Model
  - Track Safety of New Vehicles
  - Gauge Public Perception

## Dockless Vehicle Committee

- Mayor's Office
- City Council
- Law Department
- Baltimore Police Department
- Department of Planning
- Parking Authority
- Health Department
- Mayor's Bicycle Advisory Commission
- Office of Sustainability
- Maryland Transit Authority
- Maryland DOT
- Dockless Companies
- Bikemore
- Center for Mobility Equity
- University of Maryland Baltimore
- Johns Hopkins University
- Downtown Partnership of Baltimore
- Waterfront Partnership of Baltimore
- .....AND MANY MORE





## Pilot Evaluation

- Safety
  - Severe crashes tracked through Health Department
  - Observational data from business development districts
  
- Access and Usage
  - Tracking rides, times
  - Effectiveness of Equity Zones
  
- Public Perception
  - Community emails
  - Community Survey
  - Events

## Enabling Legislation

- Defines e-scooters and e-bikes
- Outlines legal operation and parking of the vehicles
- Establishes a permitting program overseen by DOT
- Lists operational responsibilities of providers
- Sets enforcement and penalties for violations
- Imposes a performance bond and tax on rentals



## 2019 Permit

- Competitive Permit Application
  - All applicants agreed to requirements
  - Scores based on encouraged elements
  - Four companies selected out of seven applicants: Bolt, Jump, Lime and Spin
- Permit Rules and Regulations
  - Fleet size
  - Parking & distribution
  - Education & engagement
  - Equity of access
  - Safety & vehicle standards
  - Data reporting & privacy

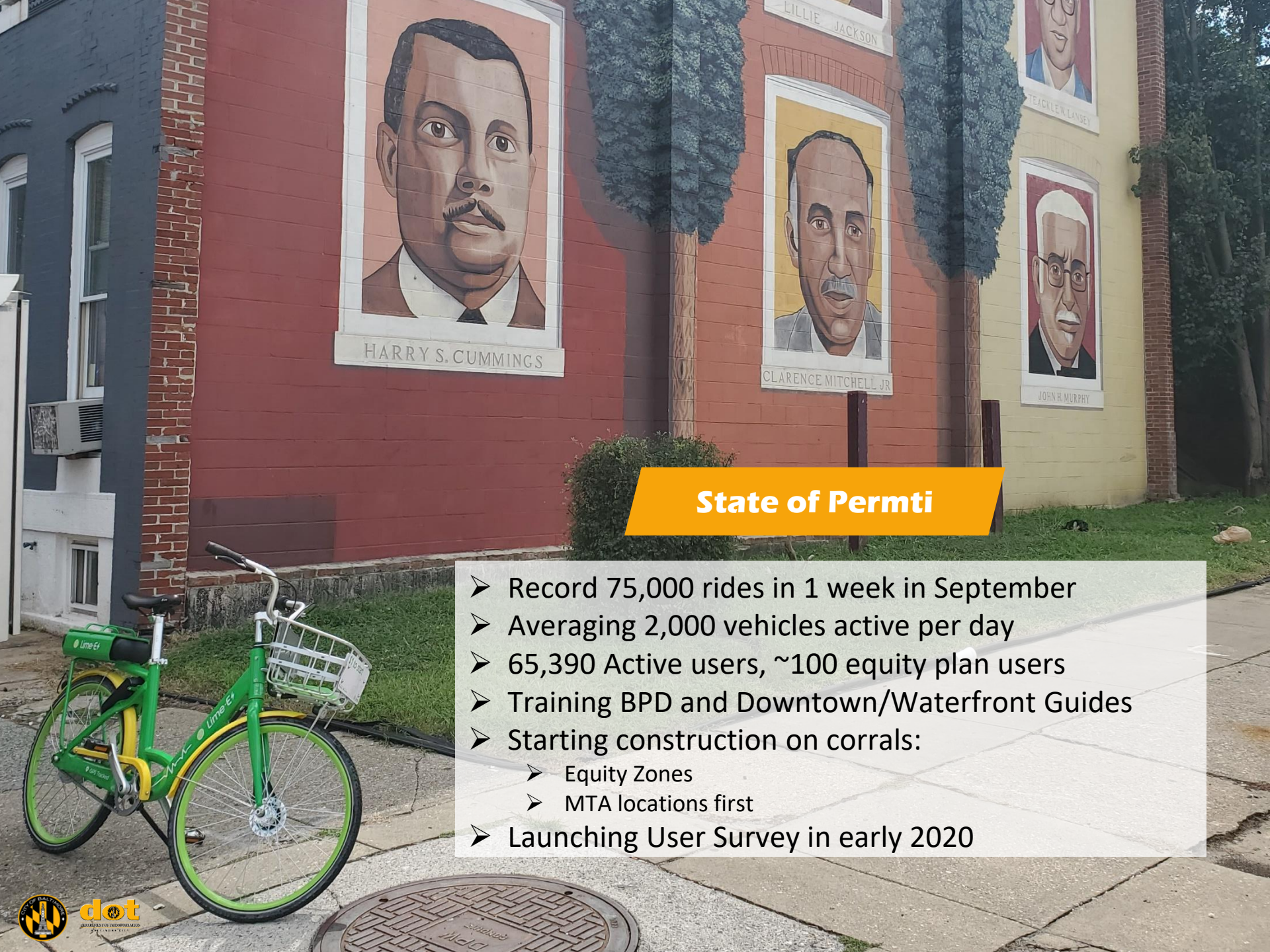




## DOT Support

### From Permit Fees:

- Staffing & Data Management
  - In-house consultant
  - Populus data portal
- Infrastructure Improvements
  - Shared Facility maintenance
  - Parking corrals
- Community Education and Engagement
  - Educations for users and non-users
  - Resident Ambassadors

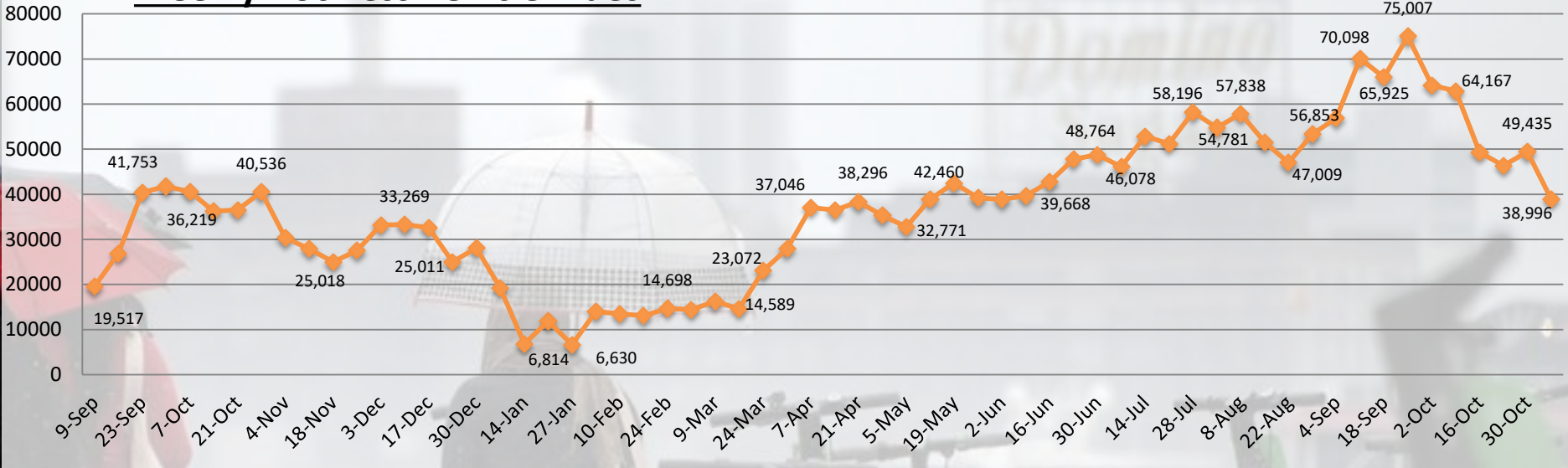


## State of Permti

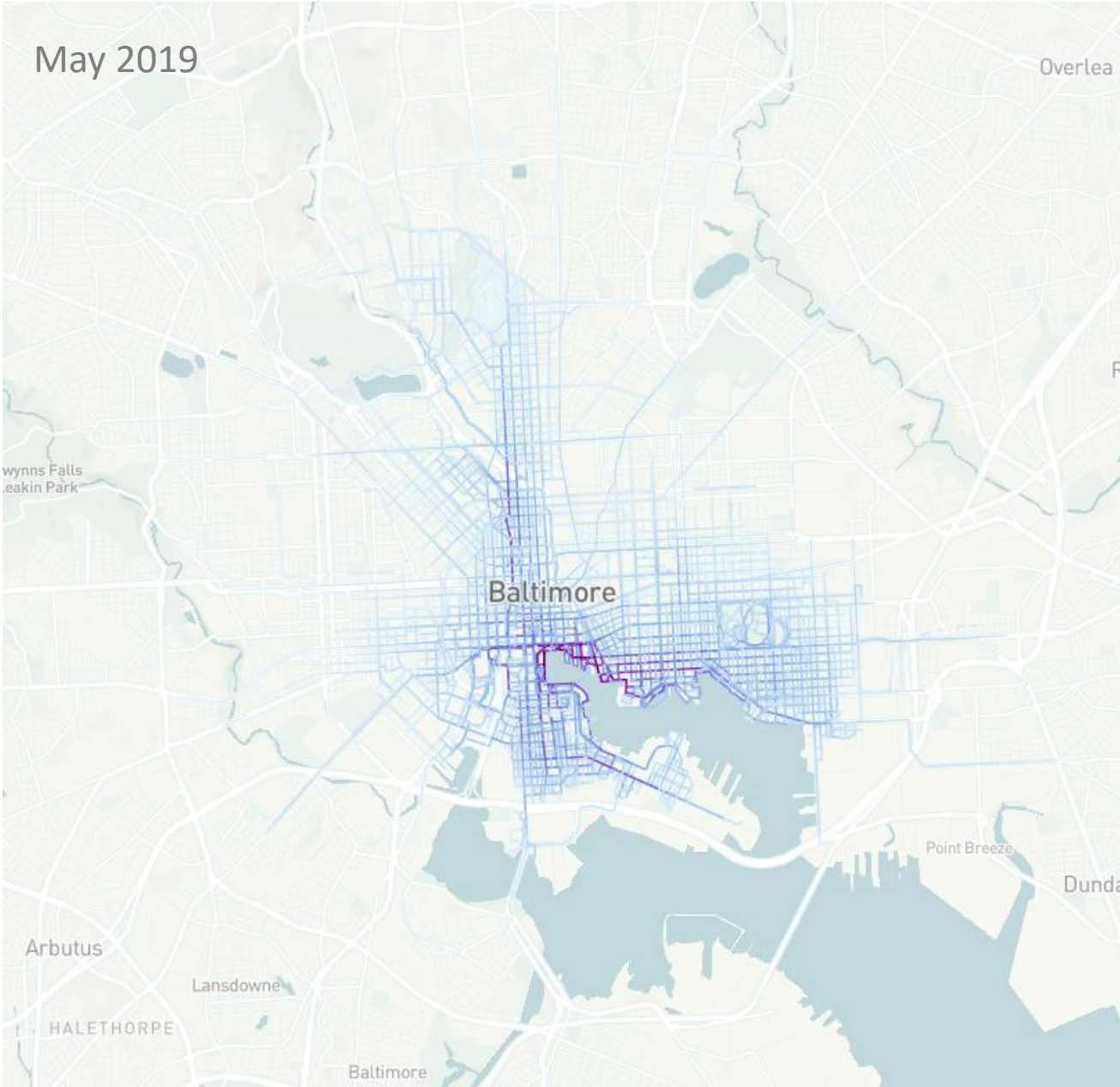
- Record 75,000 rides in 1 week in September
- Averaging 2,000 vehicles active per day
- 65,390 Active users, ~100 equity plan users
- Training BPD and Downtown/Waterfront Guides
- Starting construction on corrals:
  - Equity Zones
  - MTA locations first
- Launching User Survey in early 2020

# Current Stats

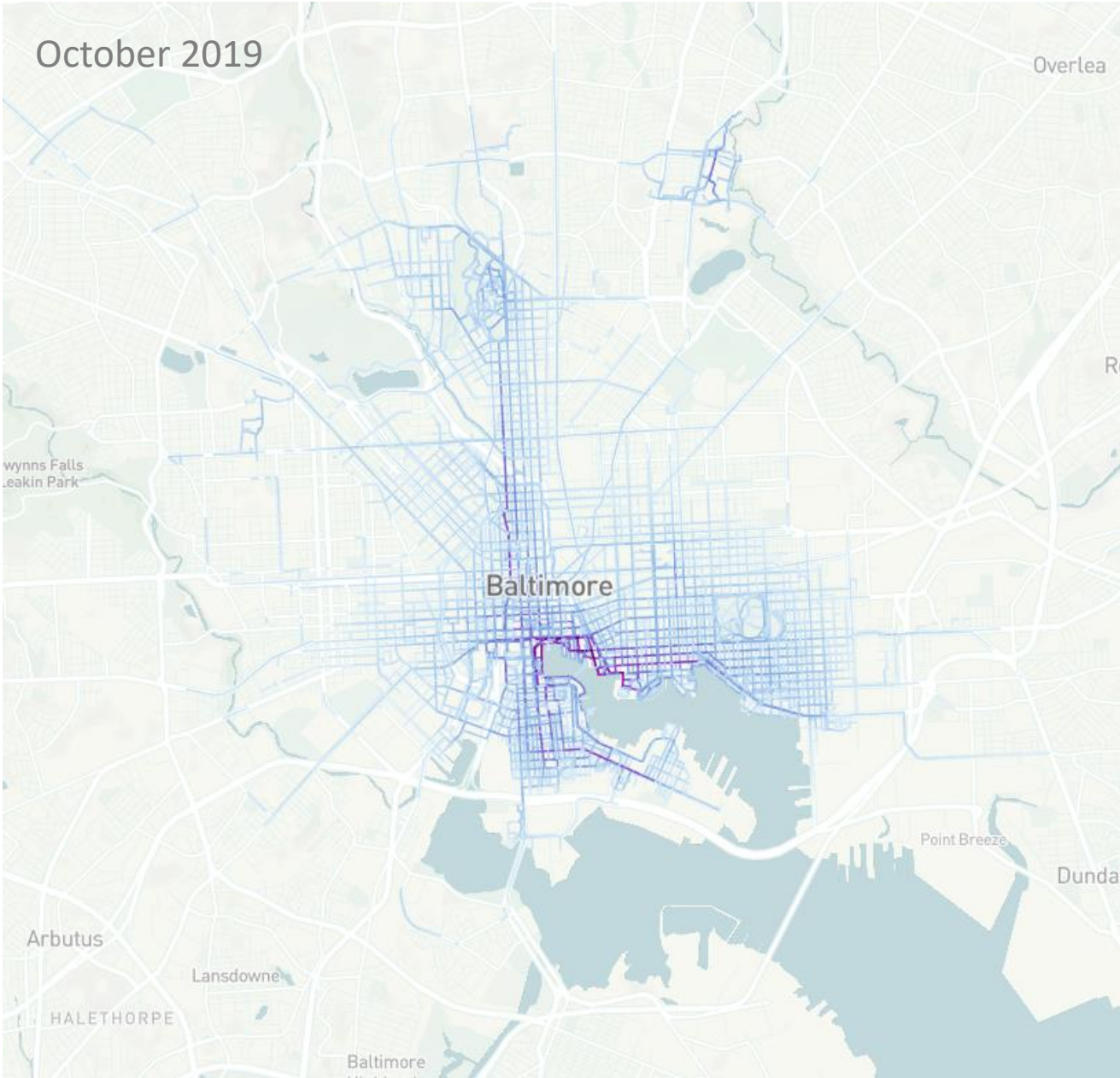
## Weekly Dockless Vehicle Rides



# Current Stats



# Current Stats





## Current Issues

- Only 20 calls to 311 to date in 2019
- Data
  - Tracking crashes
  - Tracking provider compliance
  - Setting baseline and standards
  - Data sharing
- Education of users
  - Riding
  - Parking
- Vandalism

A person wearing a grey t-shirt, black pants, and a blue cap is pushing a large, light-colored wooden cabinet on a green and black wheeled dolly down a paved street. The cabinet has two upper doors and three lower drawers. The background shows a brick building and a white car.

## Takeaways

### Permit changes and successes:

- Permit allows built-in flexibility
- Competitive application
- Regulations directly address pilot outcomes
  - More equity requirements
  - More education requirements
- Shared commitment from DOT & Companies
- Open and public meetings
  - Ask “Who’s missing?”
  - Ask “What else should we include?”