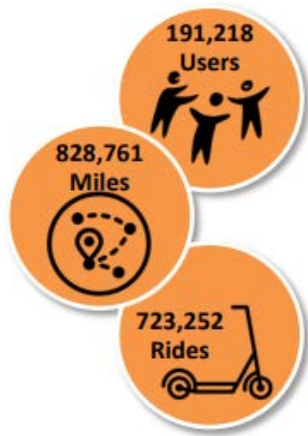


# Dockless Vehicles Update:

*Pilot → Permit*

MWCOG  
May 30, 2019





# Pilot → Permit

August 2018

Baltimore City shuts down Baltimore Bike Share and launches 6 month Dockless Vehicle Pilot.

April 2019

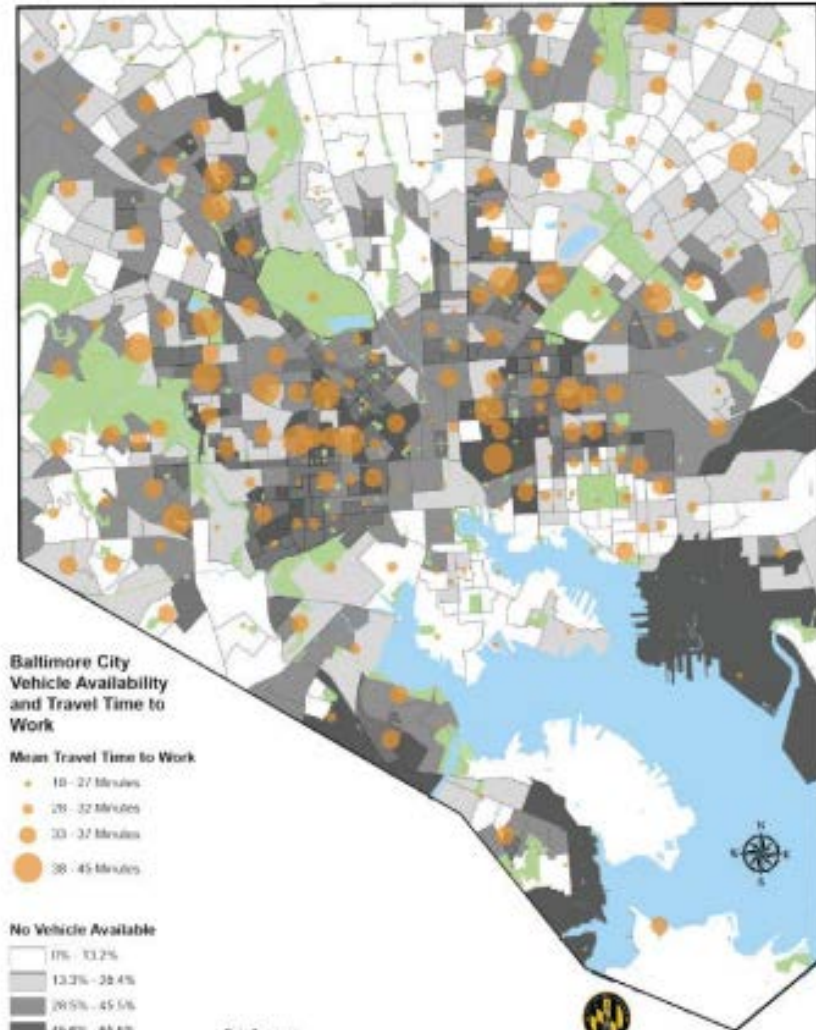
After a Pilot Evaluation, Baltimore City passes Ordinance to establish operational laws and annual permit.

June 2019

30 day public comment period on proposed Rules and Regulations

August 2019

Expected date for the first annual Dockless Vehicle for Hire permits

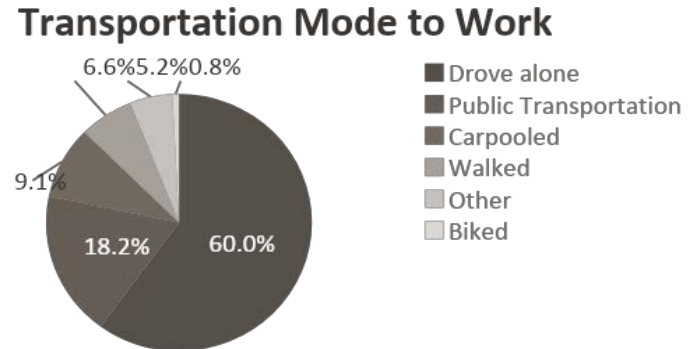
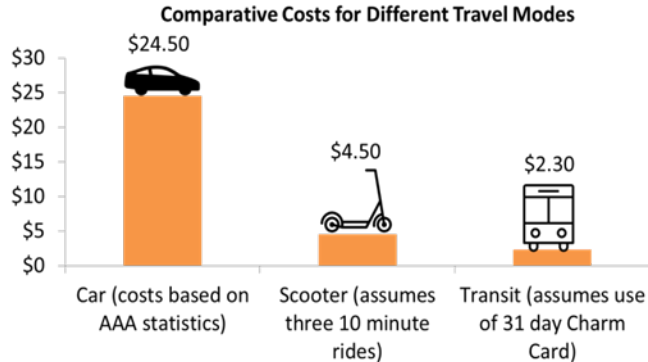


Data Sources:  
American Community Survey  
5-Year Estimates 2010-2016



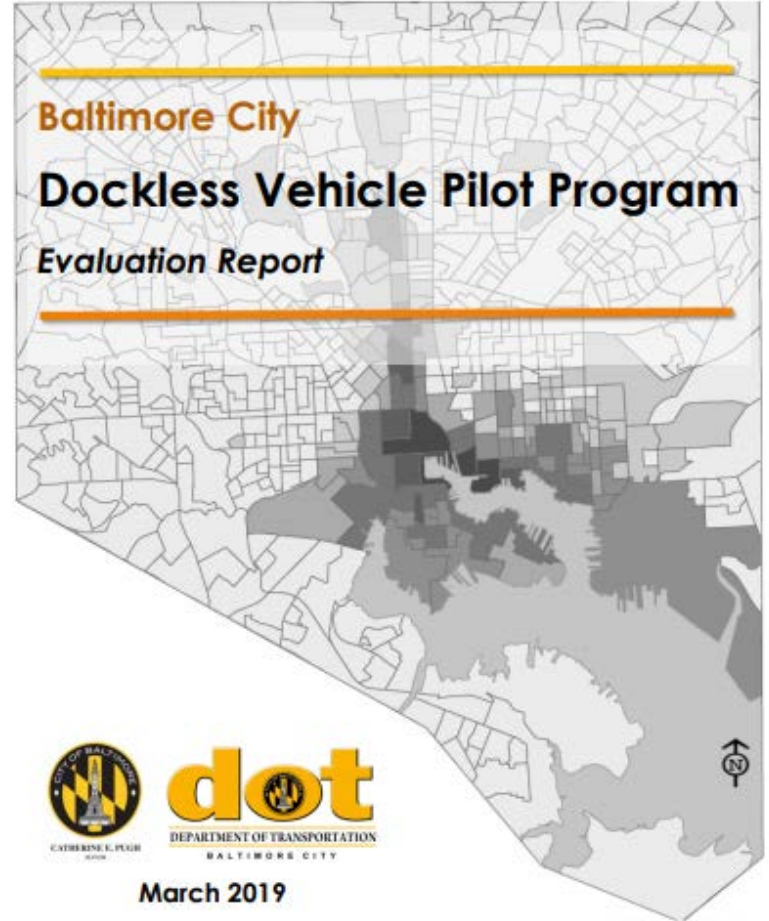
# Dockless Vehicle Program Goals

- **Improving Equity of Access:** Scooters and bikes are less expensive than cars, so they may be a better option for people in Baltimore with low incomes. They also can reach more places than buses which have set routes, so they can make commutes easier.
- **Promote Sustainable Transportation:** Scooters and bikes can reduce car dependency and traffic. They are healthier options for people and the environment, helping people get more exercise and reducing pollution.



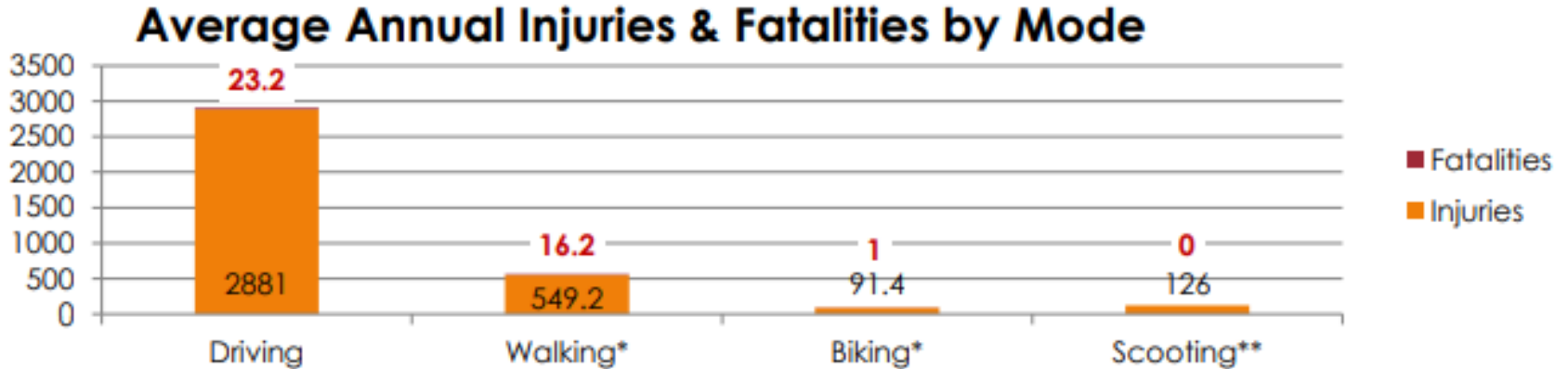
# Pilot Evaluation

- Led by the Dockless Vehicle Committee
  - City Agencies
  - Advocacy Groups
  - Providers
  - General Public
- Evaluation focus
  - Safety
  - Usage
  - Perception



# Safety

- Baltimore City Health Department investigated emergency department
  - From August 15, 2018 to February 6, 2019, there were 63 ED visits related to scooters
  - .087 visits per 1,000 scooter rides
- Survey and downtown guide reporting
  - Most crashes only involved the rider

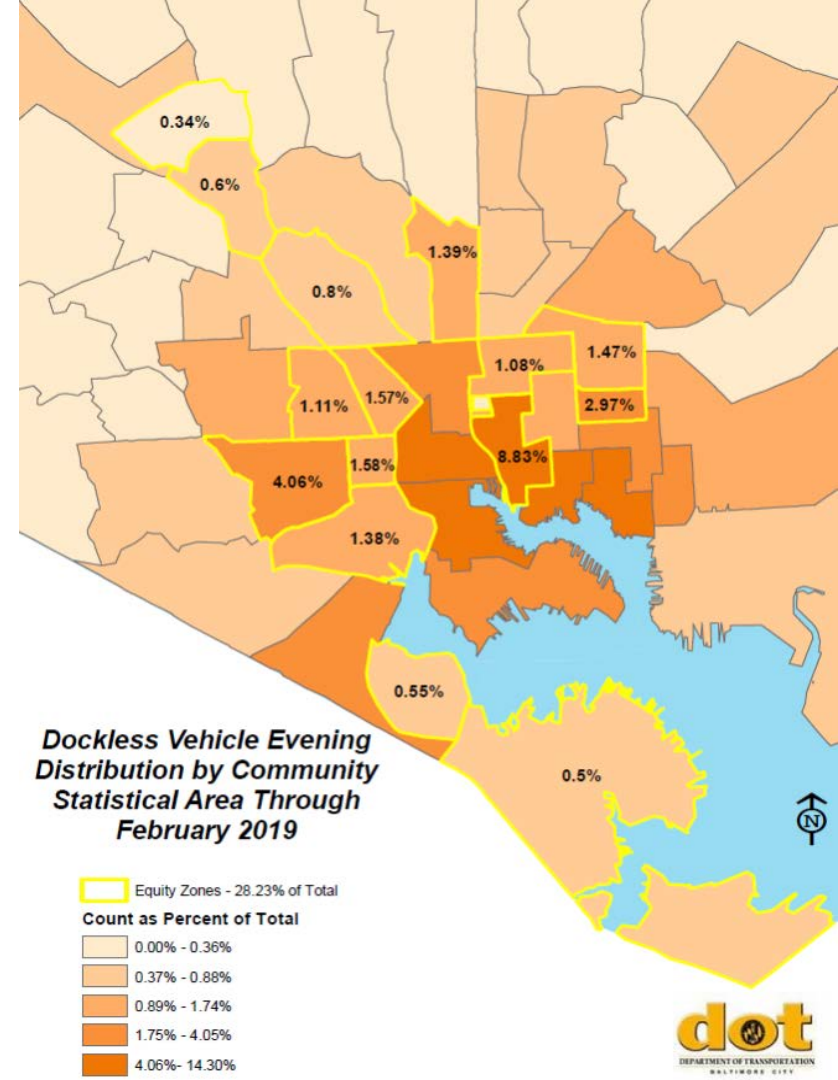


\* Driving, Walking and Biking fatalities and injuries included are the annual average from 2013-2017 in Baltimore City. Injuries include incapacitating and non-incapacitating injuries, but exclude counts of possible injuries.

\*\* Scooting injuries are projected based on multiplying August 15, 2018 to February 6, 2019 data to approximate one-year data.

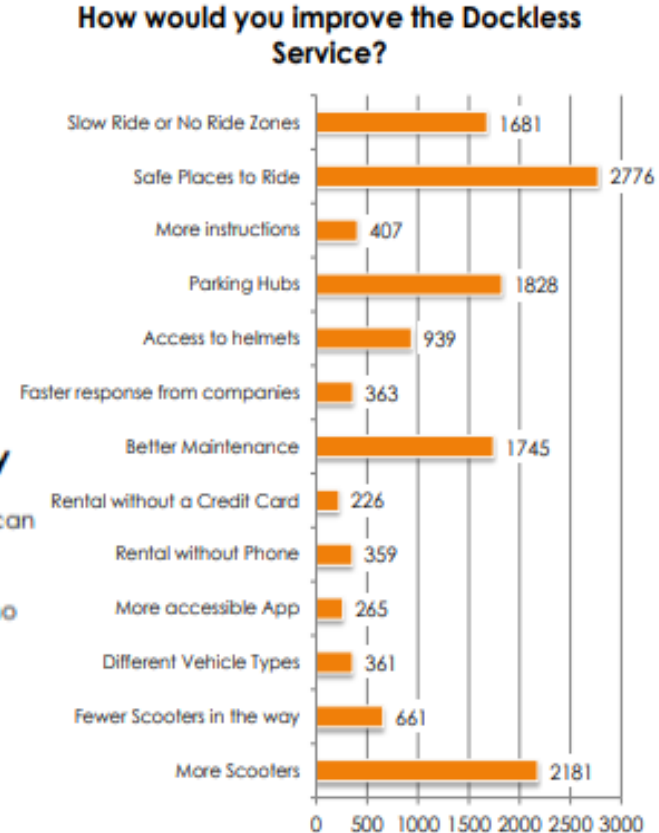
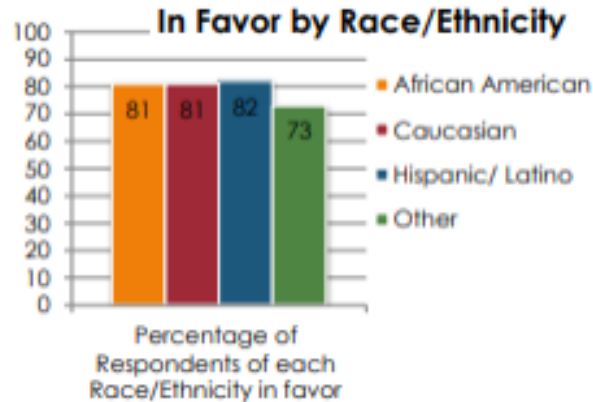
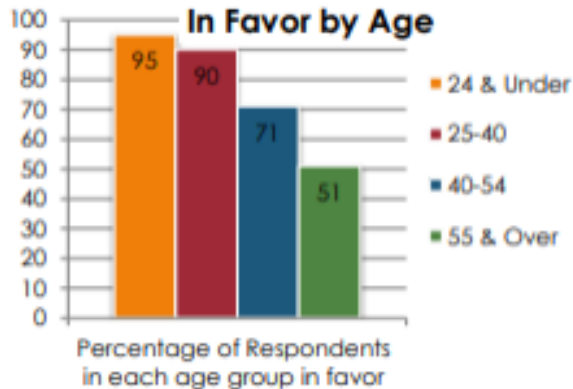
# Usage

- Rides are concentrated in areas connected to downtown
- Rides mirror car volumes over the course of the day
- More and wider spread usage on weekends
- Equity zones showed 21% of vehicles in the zones in the morning, 17.4% of total trips originating there, and 28% of vehicles ending up in the equity zones.



# Public Perception

- 311 calls & community emails
- Community survey
  - 5283 respondents





# Evaluation & DVC Recommendations

→ Legislation

→ Rules and Regulation

→ DOT Support

## EQUITABLE IMPLEMENTATION

- *Define the program's purpose and intent. Structure budgeting and work plans to support relationship building.*
- *Collect relevant data and information to inform equity.*
- *Plan inclusive community engagement.*
- *Perform an ongoing Equitable Impact Analysis on access, capacity building, economic opportunity.*
- *Hold the program accountable.*

# City Code Article 31, Section 38: Dockless Vehicles

- Operational and Parking laws
  - Apply to both private and for-hire vehicles
- Guidelines for a permit
  - Non- restrictive
- Fees & Seizure
  - Tax, bond, and fees to sustain program

# Rules & Regulations

- Competitive Application
  - 4 permits to be issued
  - Incentivize what we want
- Learning from the pilot
  - Updated Equity Requirements
- Allow for innovation
  - Application for exceptions



# Rules & Regulations

- Fleet size
  - 1000 vehicles for 1 type, 2000 for 2 or more -- 150 vehicle minimum
  - Dynamic increases upon application
- Updated Equity Requirements
  - Citywide zones and equity zones
  - Non-smart phone and non- credit card options
  - Software App access with Talkover and Voiceback
- Vehicle Inspections and Seizure

# DOT Support

- Staffing
- Resident Mobility Advisors
- Community Education
- Infrastructure- riding & parking



