

## Dockless Vehicle Committee Meeting

February 14, 2024

### Attendees:

Acro Sen, Parking Authority	Grant Sutton, Spin
AJ Soares	Jeremy Lynch, Spin
Ava Richardson	Kaitlyn Schaffer, Kittelson & Associates
Anthony	Marley Cardona-Moz, BCDOT
Cesar Reyes, Kittelson & Associates	Matias Longo, Spin
Charlene Mingus, BMC	Matt Kujava, Waterfront Partnership
Chris Donisi, Spin	Menelik Yeha, Bikemore
Chris Stockwell	Nia Reed-Jones, Black People Ride Bikes
Eric James	Patrick McMahon, MTA
Eric Souza, Midtown Baltimore	Peter Griffith
Jed Weeks, Bikemore	Sue Carlin

### Meeting Minutes:

Recorded meetings will be available on YouTube. Please visit DOT's YouTube for more information.

- Program Updates
  - Interim program manager
  - Transition to single permit holder, Spin
- Data Updates
  - Ridership
  - Corrals
  - Compliance Updates
- Presentations
  - Spin
- Discussion
  - User Survey
  - Permitting Timeline
- Mentimeter Poll
  - What are the top issues you want to see addressed by the Rules and Regulations? Poll results below:

## What are the top issues you want to see addressed by the Rules and Regulations?

Review post-ride photos

I would like to see more competition and operators in the market. It think it would be better for residents and offer more equitable transportation options to get residents around the city.

Cleaning bike lanes

Longer contracts for vendors (2-3 years instead of 1)

Clean bike lanes and remove old vendors equipment

Definitely cleaning bike lanes.

Ensuring clean bike lanes

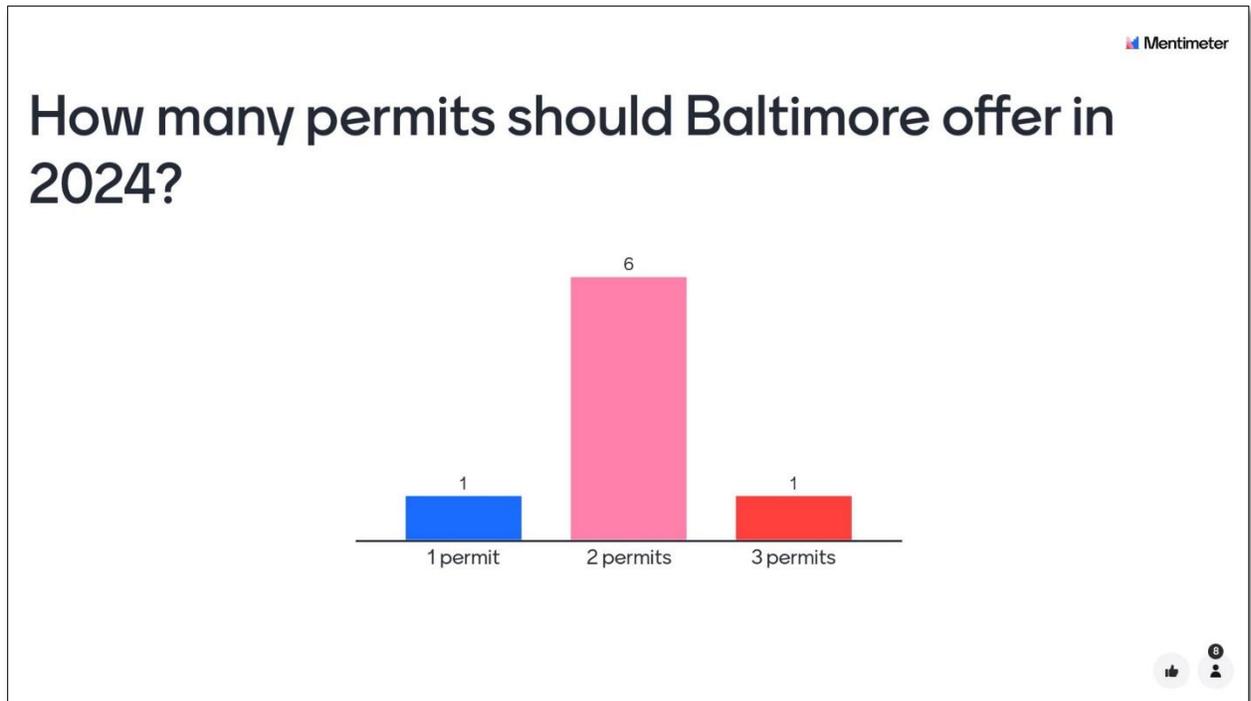
Requirements for more bikes.

## What are the top issues you want to see addressed by the Rules and Regulations?

More thorough vetting of customer requests for scooter removal to ensure scooters that are illegally parked get removed and scooters that have been legally parked stay.

filling potholes too. The ride surfaces in Baltimore are substandard compared to other cities (even US cities). IMO bikes are safer than scooters given our poor streets

- How many permits should Baltimore offer in 2024? Poll results below:



- Questions/Comments

- *Regarding additional permits, are there other vendors available outside what is commonly known to have existed in the city? How many vendors do other similarly sized cities have? And does Baltimore have the capacity to support additional vendors?*
  - This is a discussion that is currently ongoing. With that said, we do feel that Baltimore has the required demand to support additional vendors operators within the city. For example, With Superpedestian no longer in operation, there is currently no option for adaptive micromobility vehicles that support users mobility needs.