

Dockless Vehicle Committee Meeting

April 13, 2022

Attendees:

Arco Sen, Baltimore City Parking Authority	Jon Laria, MBAC
Alex Lima, Superpedestrian/Link	Josh Bear, Spin
Allysha Lorber, Baltimore City DOT	Kaitlyn Schaffer, Kittelson & Associates
Andrew Hellinger, Johns Hopkins University	Lauren Scribi, Bird
Brandon Day, Lime	Marly Cardona-Moz, Baltimore City DOT
Breanna Bledose, Spin	Matias Longo, Lime
Cheyenne Woodyard, Superpedestrian/Link	Matt Kujava, Waterfront Partnership of Baltimore
Drew Lake, Lime	Meg Young, Baltimore City DOT
Hugh Scoggins, Baltimore City Civil Rights	Patrick McMahon, MDOT
Jeffrey Fleming, Baltimore City DOT	Robin Drummond, Baltimore City Civil Rights
Jed Weeks, Bikemore	Samuel Story, Downtown Partnership
	Theo Ngongang, DOT

Meeting Minutes:

- **Permit Cycle**
 - 2021 Permit
 - 1-2 companies will be eligible for renewal
 - Quarterly
 - DVC meetings
 - Compliance review
 - Fleet increase applications
 - Permit Revisions
 - Q4 – R&R public comment
 - 2022 Permit
 - Renewals to be announced April 29, 2022
 - Application open May 2-20, 2022
 - Permits to be awarded June 6, 2022 and active July 1, 2022
 - Future Permit
 - 2023: anticipating 2 permits and possible RFP for supporting services
- **Data Updates**
 - Ridership Numbers
 - Data Requests
 - Corral Analysis
- **Discussion**
 - **Survey Results**
 - Annual rider survey was open January 15, 2022 to March 5, 2022
 - Released through provider mobile phone applications and via notifications to riders
 - 783 responses, 762 (97%) from people who actively ride

- 194 (25%) from riders who have low-income, text to unlock, and/or cash payment plans
- Results preview is available and full results will be included in program annual report to be published later this year
- **Questions**
 - Can we get more dockless bikes to expand ridership and overcome barriers of scooter ridership? (Not all riders are comfortable riding scooters but may be open to riding a bike.)
 - What were some differences in survey responses from all riders and equity plan users?
 - Equity plan users are very frequent riders and take more trips than other users. They also tend to be more loyal to a particular brand than other users.
- **Rules & Regulations**
 - **Proposed Change:** The maximum number of companies will be reduced from four (4) to three (3).
 - **Poll:** Do you think Baltimore should limit permits to ensure better service or should we allow an open permit to all? (Sample responses below)
 - “2 will allow longer term healthier program instead of multiple well-funded businesses throwing \$\$\$ at a market then leaving”
 - “Fewer operators, 2 max”
 - “Either 2 operators max or unlimited operators and a city bike share program”
 - “Best to keep the option to select 4 this year to give residents more options”
 - **Proposed Change:** Changes include the ability for BCDOT to initiate parking picture checks for users who violate parking laws.
 - **Poll:** Are there other ways to mitigate problem parking? (Sample response below)
 - “Reporting problems in app”
 - “Data-based locations for corrals”
 - “Temporary corrals when busy”
 - “Corral carrots and sticks”
 - “City spot photo checks”
 - **Questions/Comments**
 - How are no parking zones communicated?
 - In app, uniform across all providers
 - No ride zones: stadium parking lots (state enforced), fort mchenry (NPS)
 - Slow zones: waterfront
 - No parking: stadiums, waterfront, universities; have corrals
 - How can we encourage better parking?
 - Take a parking spot from every block in a district zoned R-8 or C-1 and above and dedicate it to bike and scooter parking. If

neighbors are going to complain about inadequate parking for dockless vehicles, they must accept the solution requires taking space from privately owned motor vehicles taking critical street storage space away from the public

- "if you build it they will come" - same as protected bike infrastructure, installation generates usage as long as you can get to it safely.
 - Marketing campaign promoting kindness in general. See a scooter on the ground...pick it up.
- **Proposed Change:** Vehicles will be allowed up to 100 pounds in weight to accommodate more e-bicycles into the program.
 - **Questions/Comments**
 - Some adaptive vehicles may weigh more than 100 pounds, so it could be helpful to have a waiver process for those.
 - Glad that it seems more bikes are showing up, would love a way in the app to search just for bikes as sometimes it's hard to find a few bikes in a sea of scooters.
 - There is a feature in Lime's app to filter by vehicle type!
 - What is the cost difference between renting scooters and e-bikes?
 - Lime and Spin both indicated that their pricing is the same for scooters and e-bikes.
- **Proposed Change:** Data format will be upgraded to MDS 1.0 and require tracking of vandalized vehicles?
 - **Poll:** Do you have other ideas to mitigate vandalism?
 - **Questions/Comments**
 - Is theft specific to Baltimore? (Theft of vehicles is an obstacle for the companies to bring e-bikes and newer vehicle types.)
 - Vandalism and theft happen in all markets, but there has been a recent spike in Baltimore since Fall 2021.
- **Changes to be enacted through enforcement of standard operation procedures**
 - Permit holders will not be permitted to deploy outside of a parking corral on any block face which contains an official parking corral designated by BCDOT, assuming there is room for additional vehicles.

- Citations to the permit holders may also be issued if vehicles are not remotely shut down after the first report of an issue by a mobile application user.
 - Quarterly Compliance overview will be shared with the DVC. This will summarize permit holder compliance to deployment, vehicle inspections, and other regulations.
- **2021-2022 Permit Holders Updates**
 - Lime – Drew Lake and Matias Longo
 - Spin – Breanna Bledose
 - LINK by Superpedestrian – no presentation provided
 - **Questions/Comments**
 - Is there any thought to requiring companies to deploy their latest models instead of us getting older generations of product recycled from other cities with newer product?
 - Companies are not required to deploy specific models if older models comply with city regulations. Vandalism remains a concern for providers and may prevent companies from deploying newer models.
 - Is there any movement by companies to lift the 18+ requirement since it is not a Baltimore City requirement?
 - There has not been movement by the companies to lift the requirement.
 - Why are criminal charges not filed for scooter/e-bike theft/vandalism?
 - There have been instances where people have been charged with crimes related to scooters, however BCDOT recommends and works to uphold restorative justice practices. Often, the individual caught with a stolen or hacked vehicle is not the individual responsible for the damage. BCDOT will work with the companies to mitigate or prevent vandalism without pressing charges in most instances. BCDOT and the companies have been coordinating with BCPD to retrieve stolen vehicles and identified known vandalism “hot spots.”
 - What is your focus on ADA? (Referring to the companies)
 - Spin responded that ADA is a consideration in all their practices.
- **Looking Ahead**
 - Potential new micromobility regulations: Personal Delivery Devices
 - Q4 Events
 - Orioles games!
 - First Thursdays
 - Community Events
 - April 23: Trails Opening Day and Baltimore Cyclovia
 - May 9-15: Baltimore Bike Week
 - May 1-22: Baltimore Bike to Work Week
 - June 4: Charles Street Promenade
 - Next Meeting
 - July 13, 2022