

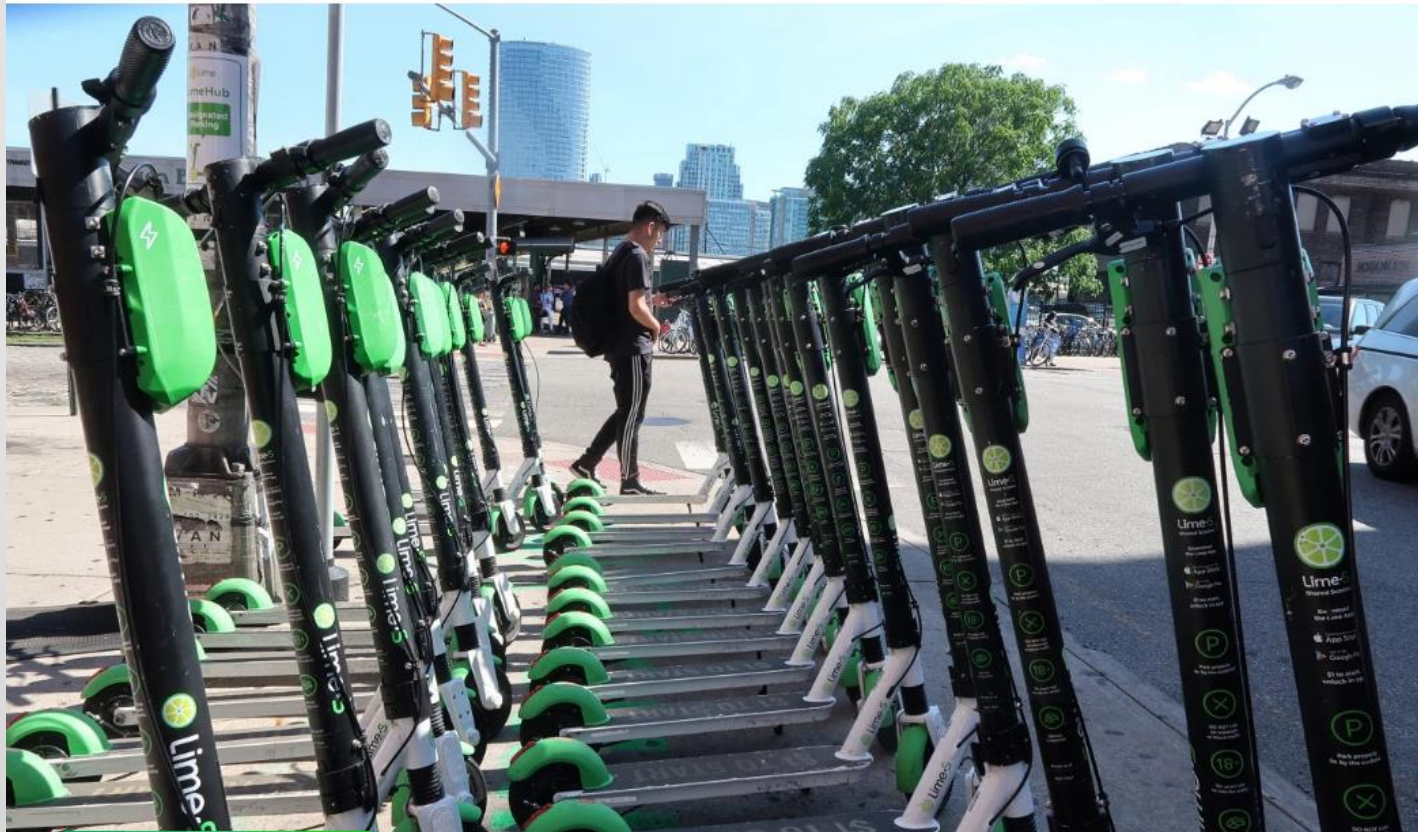
Dockless Vehicle Committee

May 13, 2020

Uber leads \$170M Lime investment, offloads Jump to Lime

Romain Dillet @romaindillet / 9:49 am EDT • May 7, 2020

Comment



Status Updates

Permit Holders:

Considered Essential: each company given letters

Most requirements paused and response time extended to 6 hours

Spin: Offering free rides through Essential Heroes program

Lime: Offering free rides to health care workers and law enforcement through Lime Aid

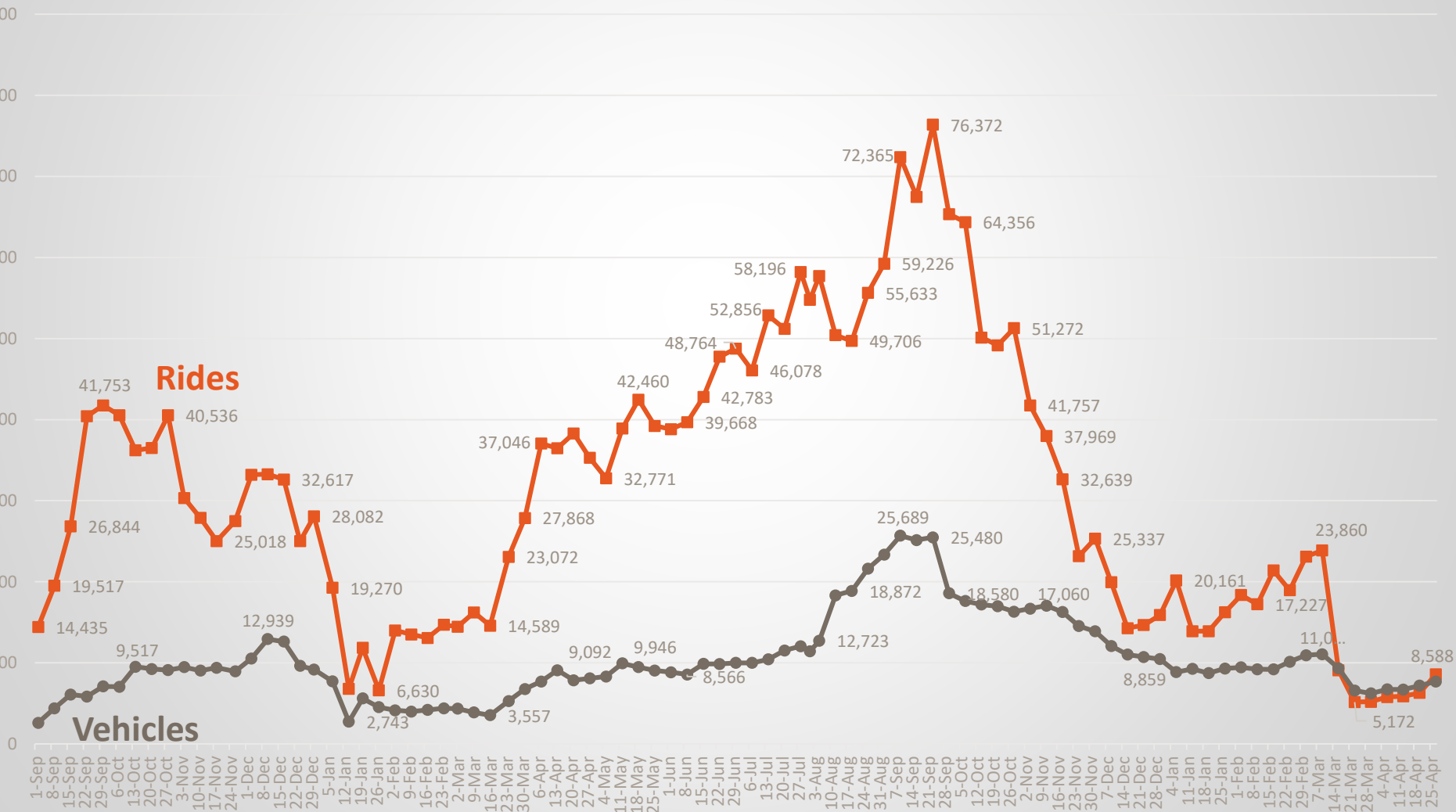
Jump: Acquired by Lime, paused until 5/21

What we've asked:

- Deploy at food sites
- Deploy at healthcare sites
- Deploy when there is a disruption in transit

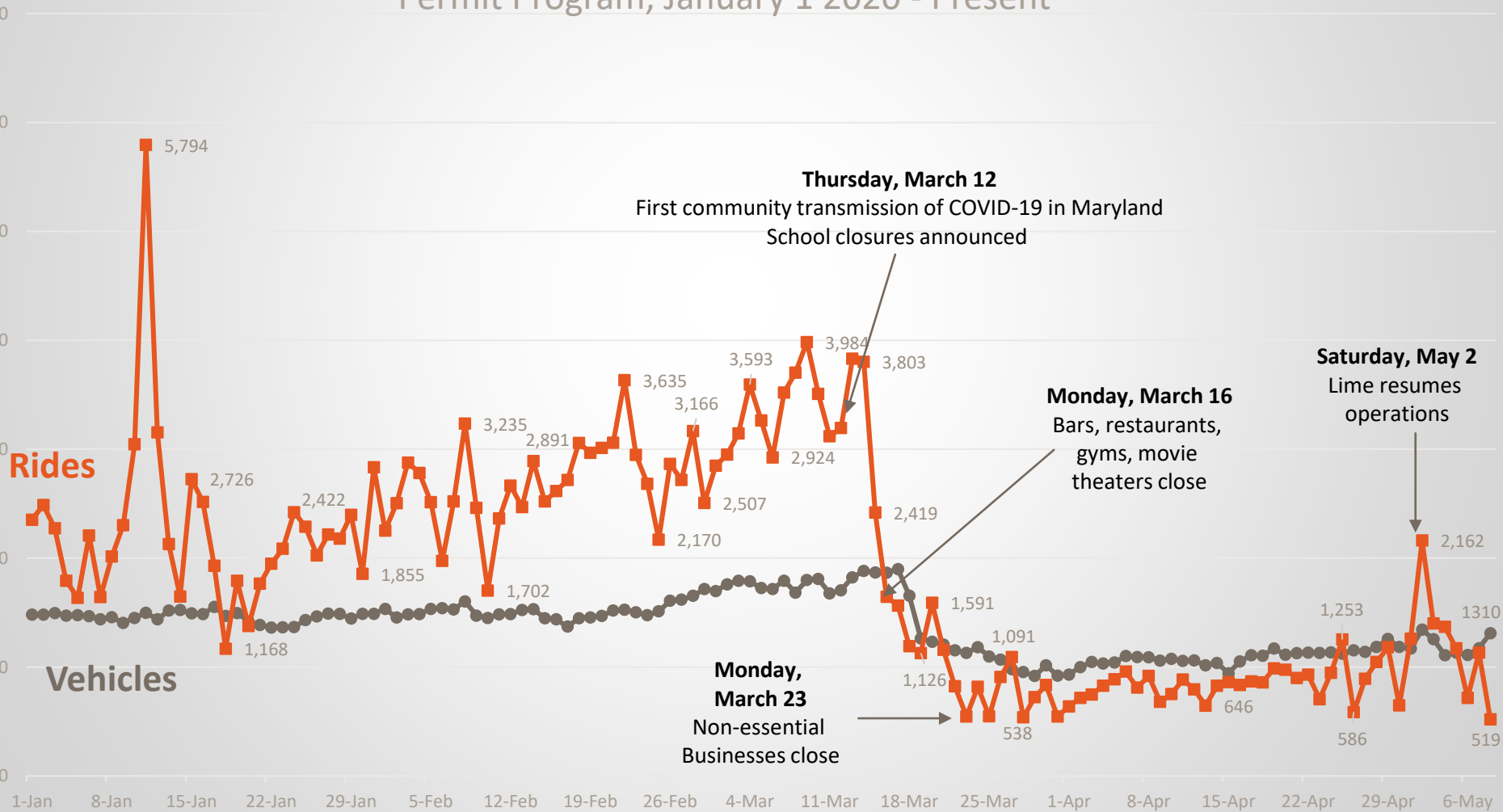
Data

Weekly Dockless Rides & Vehicles Released



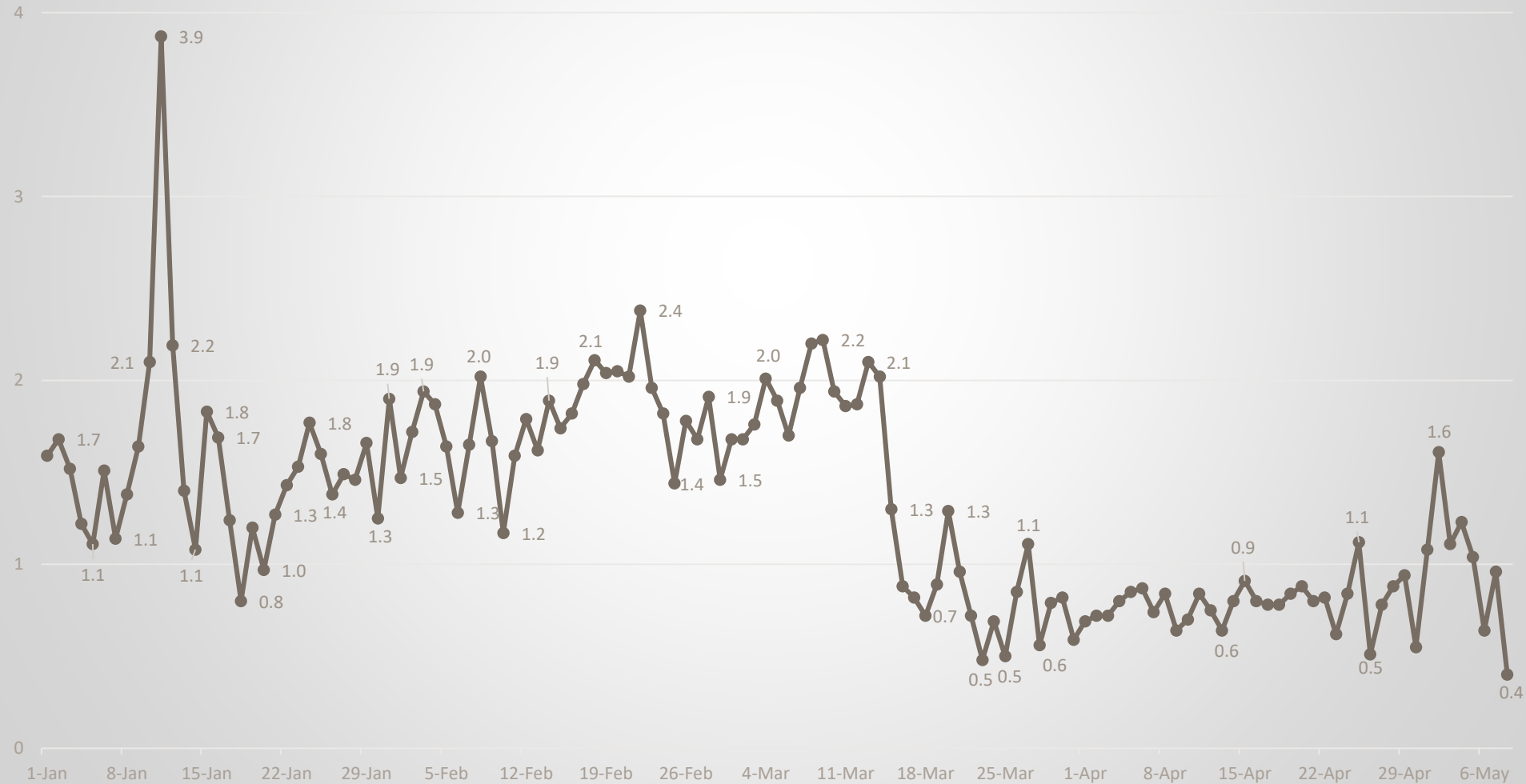
Data

Daily Dockless Vehicles Deployed and Rides Permit Program, January 1 2020 - Present

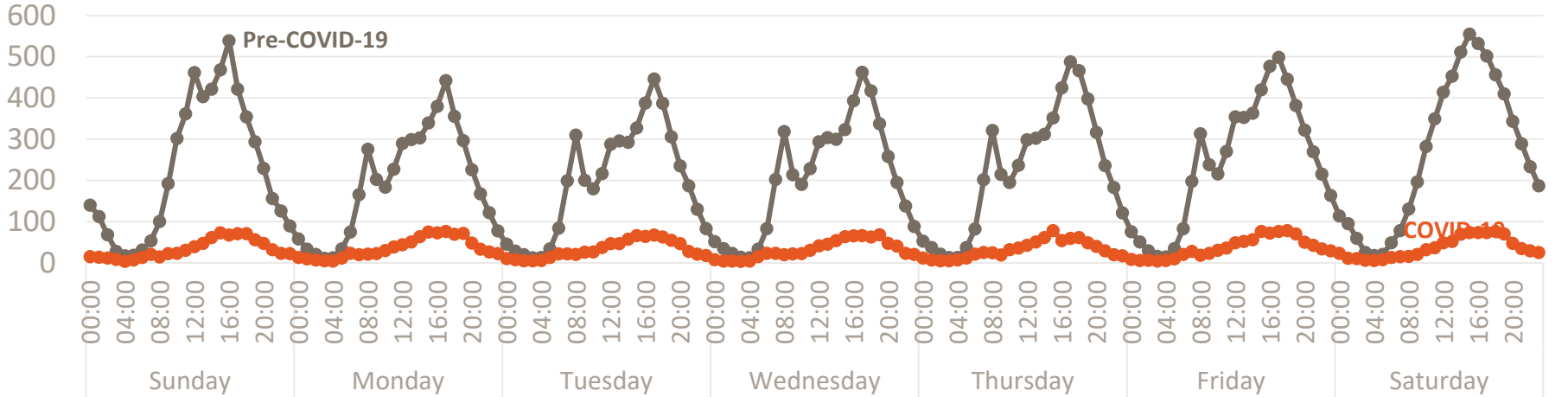


Data

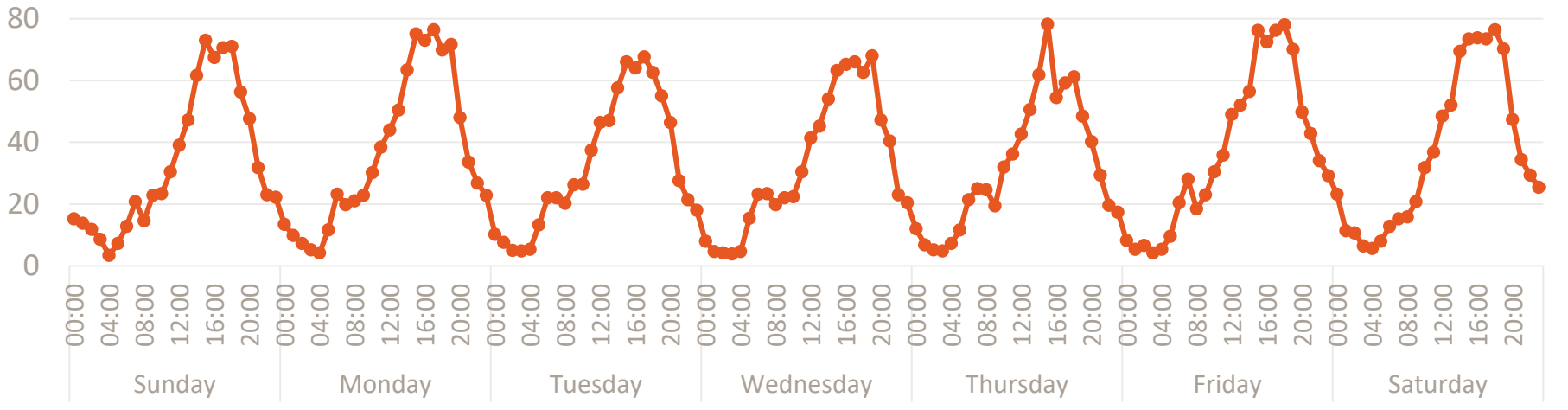
Rides Per Vehicle Per Day January 1, 2020 - present



COVID -19 Data



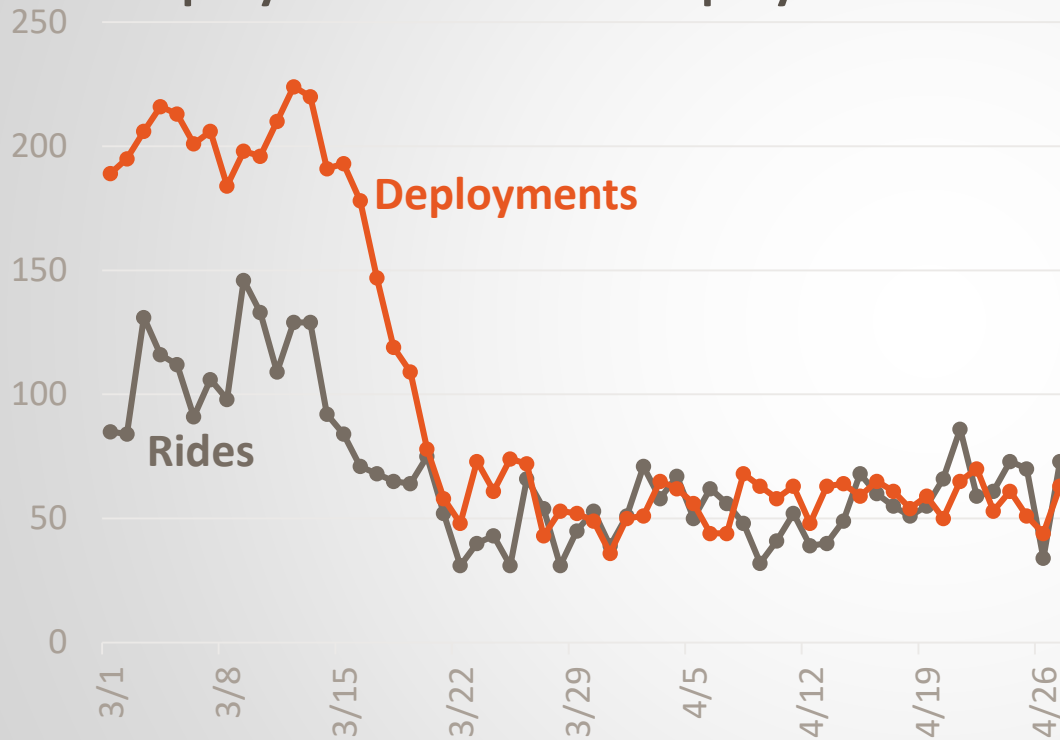
Average Hourly Rides Throughout Week, Before (August 15, 2019 – February 29, 2020) and After (March 24 – April 27, 2020) Arrival of COVID-19



Average Hourly Rides Throughout Week, After Arrival of COVID-19 (March 24 – April 27, 2020)

COVID -19 Data

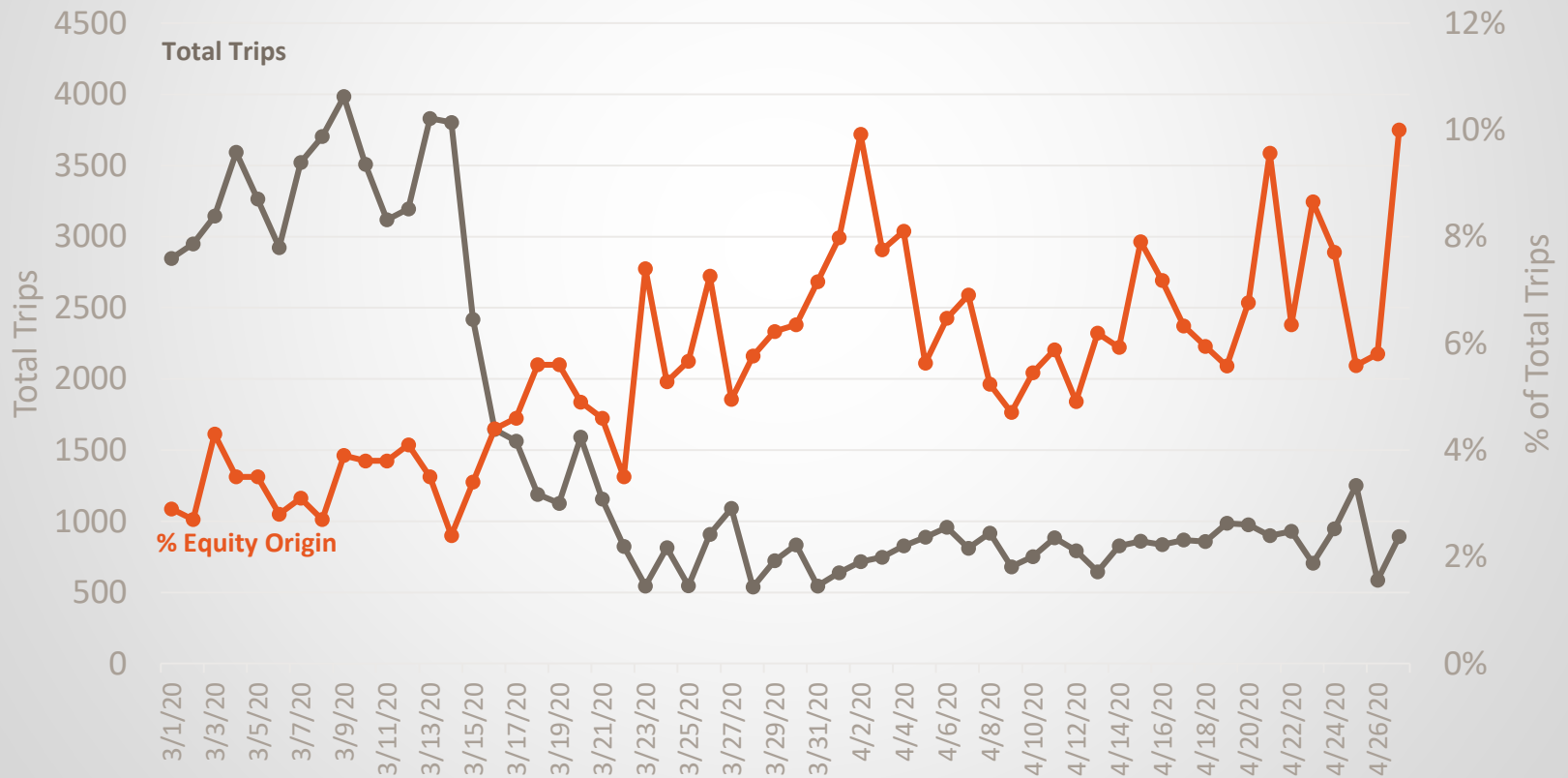
Equity Zone Rides and Deployments



Date Range	Average Daily Equity Rides	Average Daily Equity Deployments
Mar 1-14, 2020	111.5	203.5
Mar 20 - Apr 2, 2020	48.7	57.0
% Change	-56%	-72%

COVID -19 Data

Total Trips and Equity Zone Trip Origins as Percentage of Total Trips



Report Preview

Annual Evaluation Report

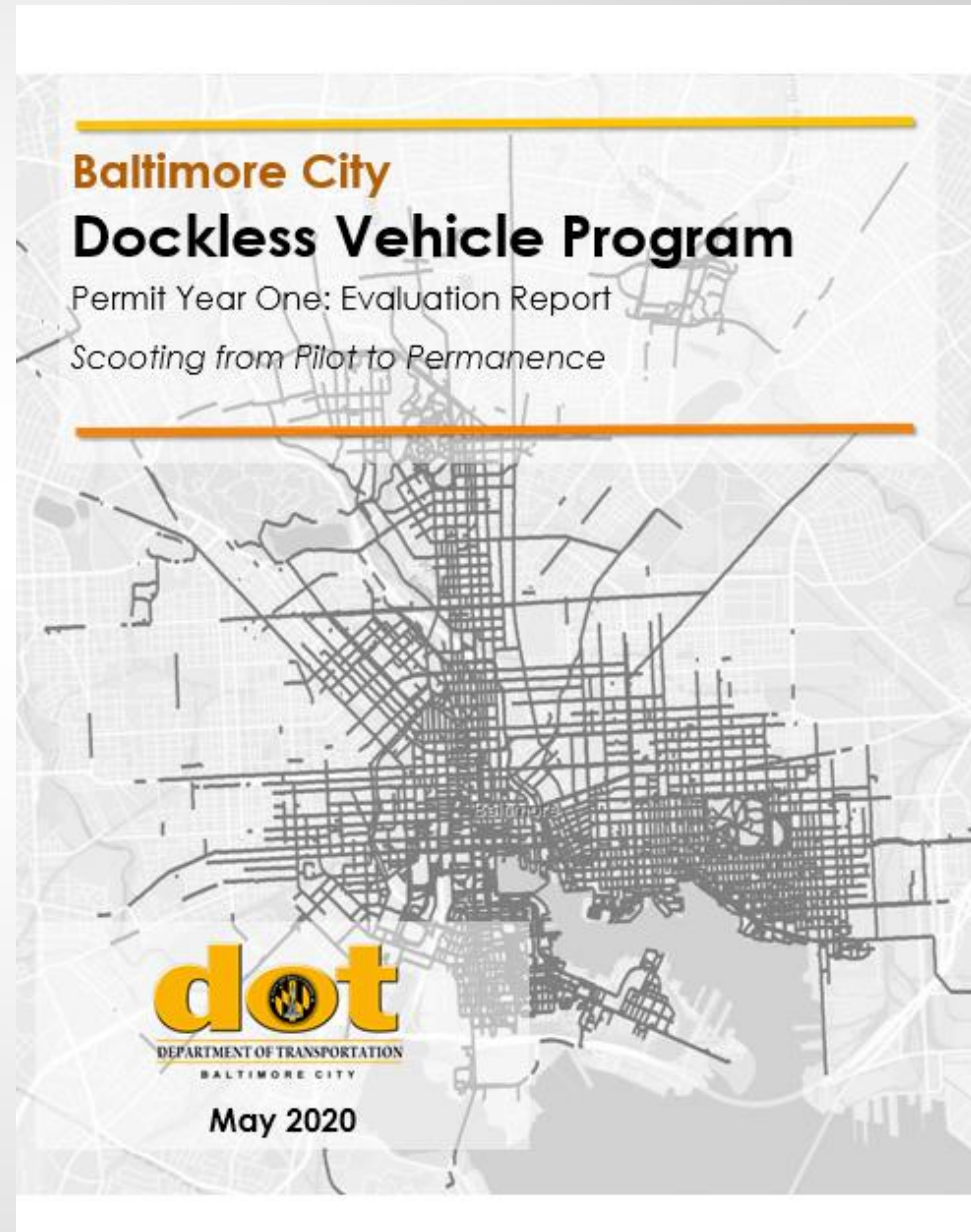
Report Sections

- Data Analysis
- Community Input
- DOT support
- Recommendations

Appendix 1: Equity Zone Deep Dive

Appendix 2: 2020 User Survey Full Results

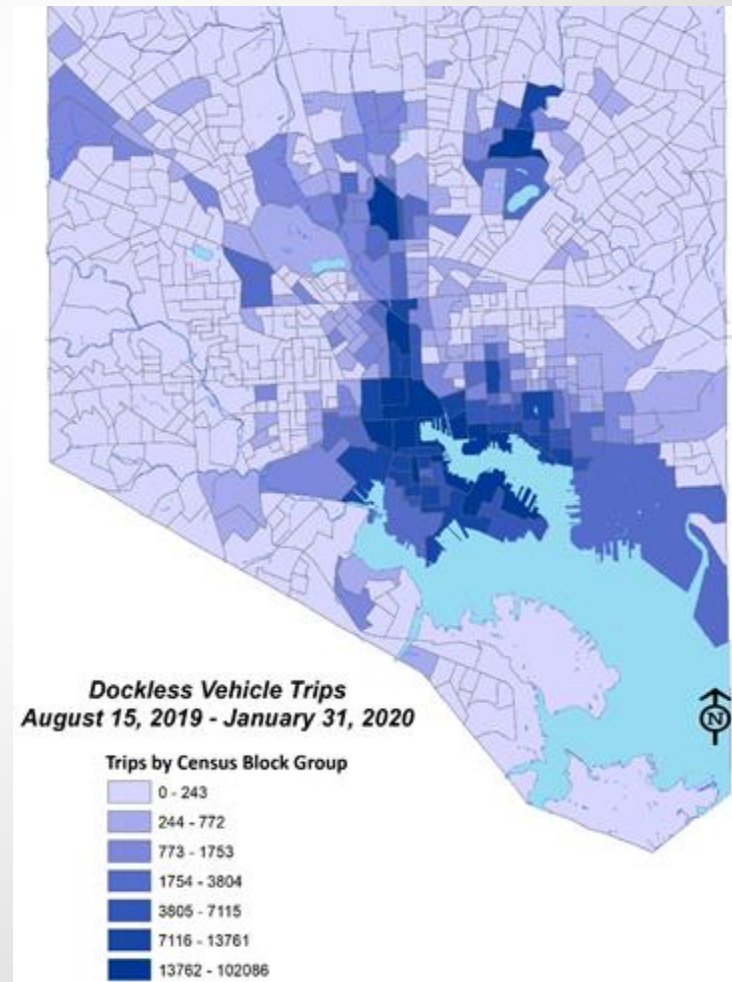
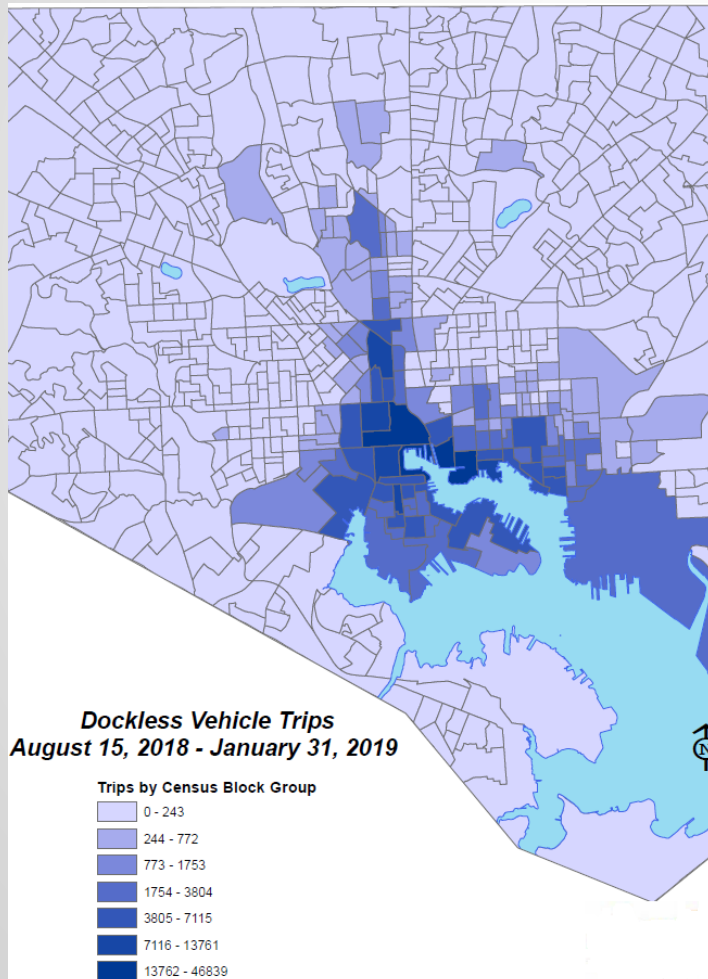
Appendix 3: COVID-19 Analysis



Report Preview

Data Analysis Section

- Trip Data
- Monthly Reporting



Report Preview

Community Input Section - Partnerships

How can community groups get involved?

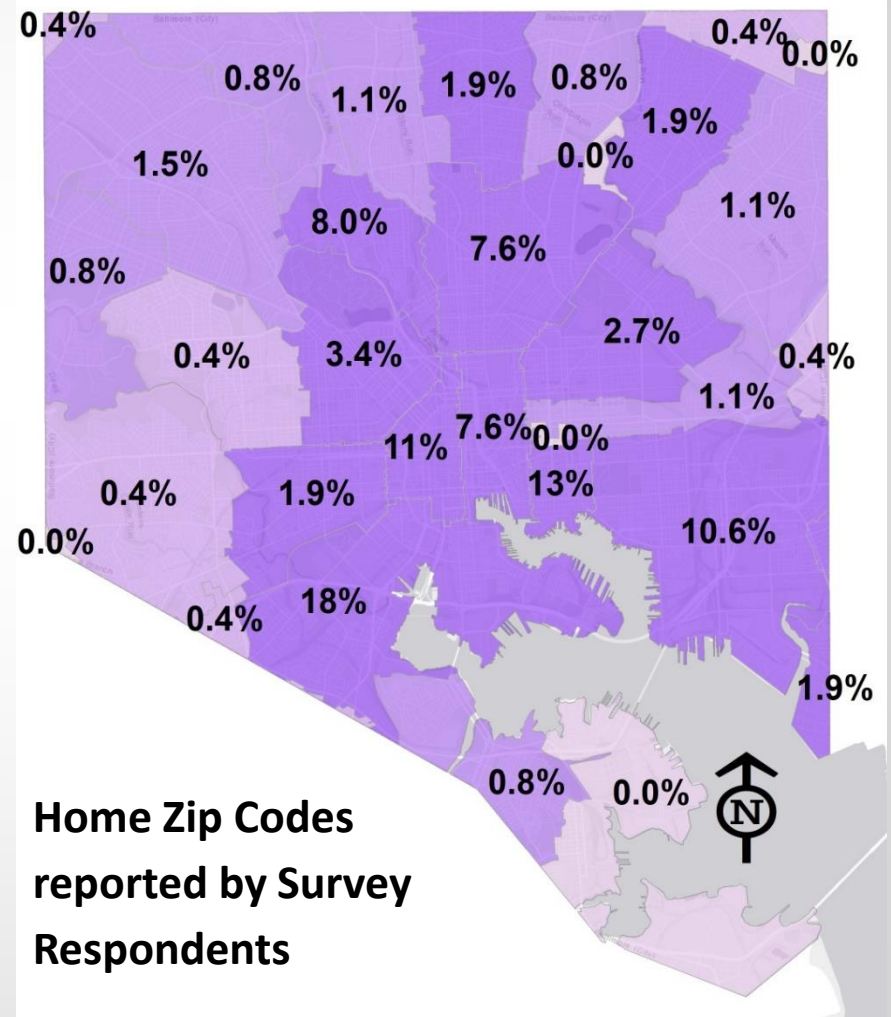
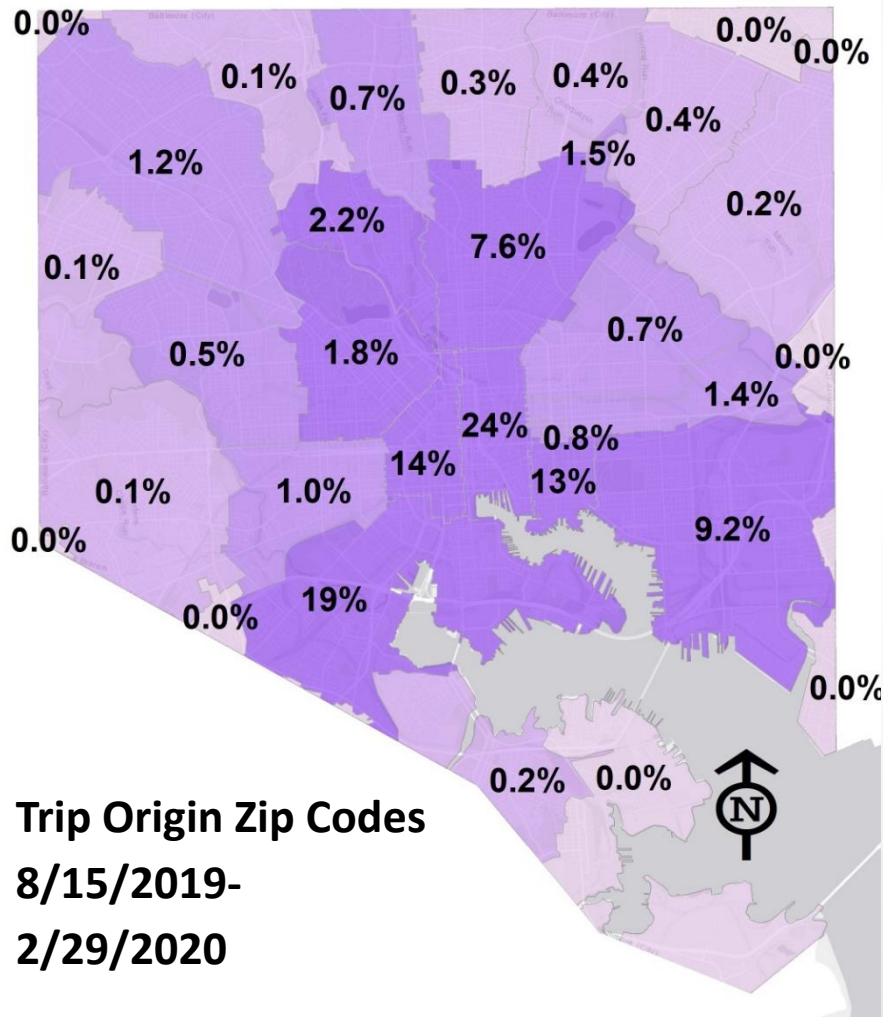
Community groups who would like to know more or get involved in the Dockless Vehicle program should first email dot-community@baltimorecity.gov or contact a DOT Community Liaison. From there, a staff member will email back or call the phone number given to discuss a few options:

- Discuss and trouble shoot an ongoing program for the community related to Dockless Vehicles.
- Request that BCDOT attend a meeting to answer questions about the program.
- Request that permitted companies attend an event to host a safety demo or provide assistance in signing attendees up for equity plans.
- Business Improvement Districts can develop systems to report issues directly to companies.



Report Preview

Community Input Section – Survey Results



Report Preview

DOT Program Support Section

- Expenditures
- Summary of Activities

Dockless Vehicle Program 2019- Approved Budget and Expenditures through March 1, 2020*

	Program Expense approved by BOE	Approved Cost **	Progress through March 2020	Spent through March 2020
Education	Resident Mobility Advisors <i>\$1,000 x 6 meetings (stipends + meal)</i> <i>\$10,000 Micro-grants (5)</i>	\$16,000	Program outlined, put on hold during COVID - 19	\$0
	Community Education <i>\$5,000 Print Materials/designs</i> <i>\$14,000 PSA/Ad placement</i>	\$19,000	Educational Cards PSA Ad placements	\$7,224
Infrastructure	Shared Mobility Corrals <i>Construction of 20 Shared mobility corrals x \$1,000</i>	\$20,000	Striping Machine Racks Stencils Installation- 8 racks	\$7,653.33
	Micro-Mobility ROW infrastructure <i>Upgrades to micro-mobility lanes</i>	\$100,000	Bike Facility Audit	\$17,100.15
Management	Program Staff (consultant from on call contractor) <i>\$75 x 25 hours per week</i>	\$105,000	Average of 25 hours per week to date.	\$48,113.35
Evaluation	Evaluation <i>Data storage and analysis</i>	\$20,000	Populus Survey	\$17,500
TOTAL		\$280,000		\$94,215.83

* The permit year is extended until at least 30 days after the Maryland COVID-19 State of Emergency is lifted, so funds continue to be expended.

** These costs were shared by the 4 approved permit holders, each paying \$70,000 for the one-year permit.

Report Preview

Recommendations Section

- Timeline
- Fees/ DOT Support
- Rules & Regulations

	Summary of Current Requirements	Intent	Evaluation	Proposed Updates
Vehicles	Vehicles must meet national safety standards. Must be equipped with kickstand, lights, decal, and speed governor.	Require standard components for safety as well as features needed for operations which are not required by safety certifications.	Moderate Vehicle inspections show compliance with current requirements, but citizen requests have shown need for improved features.	<ul style="list-style-type: none"> - Standardize font size for vehicle unique identifiers. - Require bell on vehicles. - Prohibit false information, such as a vehicle recording which says, "I will call the police"
	Permit holders must submit vehicle maintenance plans and BCDOT may perform monthly vehicle inspections.	Ensure vehicles are in safe working order.	Good Over 95% of vehicles have passed vehicle inspections, but inspections have uncovered a few issues which were quickly fixed by permit holders.	None
	Permit holders must be able to remotely shut down vehicles reported to have issues.	Vehicles reported to have issues cannot be ridden to ensure safety	Good Permit holders have shut down vehicles reported by WFPB. During vehicle inspections, vehicles with clear issues were not available for rent	None
Fleet Size	Permit holders must deploy a minimum 150 and a maximum 1000 vehicles each day.	Allow enough vehicles for permit holders to profit and for consumers to reliably find vehicles.	Good Rides per vehicle per day remained in the goal range of 2-4 until the COVID-19 response.	<ul style="list-style-type: none"> - Amend maximum vehicles allowed so that permit holders may retain any approved fleet increases from this year.
	Permit holders with 2 vehicle types have a maximum deployment of 2000 vehicles with 150 minimum of each type.	Incentivize permit holders to deploy bikes and/or adaptive vehicles.	Moderate Saw initial deployment of bikes and had initial discussions of a second permit holder deploying bikes.	<ul style="list-style-type: none"> - Increase incentive to bring bikes or adaptive vehicles by holding 2 permits for permit holders which will deploy them.
	Permit holders may apply to expand fleets based on ridership quotas, compliance, etc.	Allow compliant permit holders to expand if they project the market demands more vehicles.	Good Fleet increases were approved for Spin and JUMP.	<ul style="list-style-type: none"> - Set a maximum limit for all permit holder fleet increases combined.

Report Preview

Equity Zone Appendix

Evaluation Criteria:

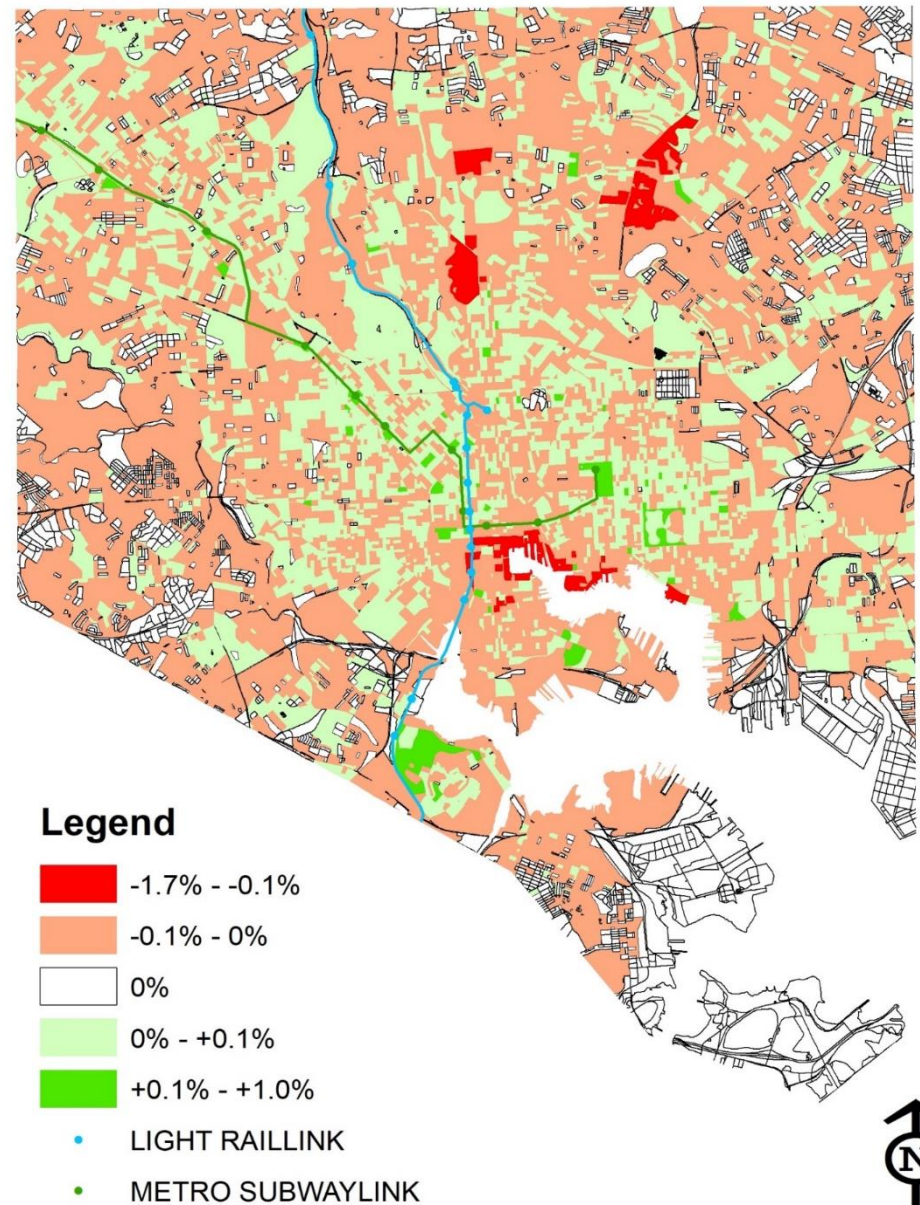
- Trip Origins
- Utilization
- Miles Ridden in a ½-Mile Radius
- Average Trip Length
- Growth over time compared to city-wide trips and other equity zones

Equity Zone	Origins Utilization Ranking		
33rd at greenmount	1989	112%	1
West Cold Spring Metro	1410	89%	2
McCulloh at Preston	1573	88%	3
Rogers Ave Metro	2259	88%	4
Hollins Market	990	83%	5
Library Square	1247	79%	6
Penn-North	1380	77%	7
West Baltimore MARC	1213	77%	8
Upton Metro	1154	73%	9
Northeast Market	1119	71%	10
Cherry Hill Light Rail Station	871	63%	11
Park Heights at Belvedere	695	59%	12
North Ave at Harford Rd	1079	54%	13
Harford Rd at Coldspring	683	49%	14
Belair Edison Main Street	818	46%	15
York Road at Bellona	623	45%	16
Washington Blvd	637	40%	17
Harford Road at Hamilton	708	40%	18
Westside Shopping Center	510	37%	19
Patapsco Ave	434	22%	20

Report Preview

COVID-19 Appendix

- Permit Holder & DOT responses
- Effect on ridership patterns



Report Preview

Survey Appendix

- Full results and categorized results

Have you ever experienced a crash while riding a dockless bike or scooter?	Do you usually ride on the sidewalk or the street?			
	Always sidewalk	Mostly sidewalk	Mostly street	Always street
No	47.6%	75.6%	73.2%	73.3%
Yes, once	14.3%	16.7%	21.8%	13.3%
Yes, twice	14.3%	5.1%	2.8%	6.7%
Yes, more than twice	23.8%	2.6%	2.2%	6.7%

Respondents who mostly or always ride on the sidewalk are more likely to have been in multiple crashes. 38% of “always sidewalk” riders report being in two or more crashes, as opposed to 5% of “mostly street” riders and 13% of “always street” riders.

Action Items

NACTO Better Bike Share Roundtable:

- June VIRTUALLY

Next Meeting Dates:

- June 10
- July 8

