

Dockless Vehicle Committee-- Minutes from: 10/14/2020

Arco Sen, Parking Authority
Ben LaRocco, LINK
Chitti Raju, Spin
Clarissa Chen, Bikemore
Dylan Shapiro, Spin
Eric Souza, Waterfront Partnership
Ethan Hasiuk, Kittelson & Associates
Hugh Scoggins, Office of Civil Rights
Jed Weeks, Bikemore
Jeff Michael, JHU
Jon Laria, Ballard Spahr/Mayor's Bicycle Advisory Commission
Jonathan Susman, DOT
Lakeisha Henderson, Bike & Brunch Tours/Mayor's Bicycle Advisory Commission
Matt Hendrickson, DOT
Matt Kujava, Waterfront Partnership
Meg Young, DOT
Michael Kurlancheek, Lime
Patrick McMahon, MDOT MTA
Robert Gardner, Lime
Sam Cooper, Bird
Sam Storey, Downtown Partnership
Steven Burns, Lime
Tammy Walters, DOT
Theo Ngongang, DOT
Victor Tervalá, Law Department
Will Burns, Spin

The DVC Committee first reviewed the Permit Status, including the extension officially adopted as a result of the COVID-19 State of Emergency in Maryland. The permit will remain in place until 90 days after the State of Emergency is lifted. The DVC will resume its review of Rules and Regulations during a "Comment Week" November 9-13 in lieu of a meeting.

DOT is shifting how it presents the vehicles deployed to be based on the average, not the 24-hour maximum. This change aligns with the new standards released over the summer by the Mobility Data Collective. Trip data was shared on a weekly and a daily basis, showing trips returning to pre-COVID-19 numbers. Trips are now halfway between the numbers recorded in 2018 and 2019.

DOT looked at the North Ave corridor ridership upon the request of MDOT MTA. Along the corridor, the area near transit lines have seen increased ridership during COVID, whereas other parts of the corridor have seen slight decreases, although less than the city wide drops. DOT will continue to monitor North Ave as the North Avenue Rising (NAR) project is installed. A future data request from Bikemore is to analyze the Bike Boulevards of the NAR project in comparison to the bus/bike lanes, once installed.

DOT also analyzed the effect of Universities on ridership. From comparing 2019 to 2020, over 11,000 fewer trips were taken on the campuses of JHU Homewood, Morgan State University, and Loyola University Maryland. Other universities in the city have campuses with more open campus boundaries

or are located closer to downtown, as a result their ridership was less distinct and not included in the analysis.

DOT updates include bicycle facility work orders, resuming the filming of the PSA about parking and training TEOs about scooter safety. Questions were asked about how the facility maintenance will function on-going. The audit paid for by dockless fees is being used to form an ongoing maintenance plan and a dedicated contract for bike facility maintenance. The public should still use 311 to report issues. So far over 100 flex posts have been replaced and priority storm drain inlets. Replacement of more bike unfriendly grates is delayed due to an international shipping delay, DOT is investigating local vendors, but they are cost prohibitive.

Robert Gardner provided a Lime update:

- Successful event at Lake Montebello
- Shorter bike trips than expected so far (around 1-mile average), likely due to rain
- Corral network and parking will be essential for keeping pedestrian walkways clear and keeping bikes out of harbor
- Bike trips cannot end in no-parking areas; there is an added fee
- Matt Hendrickson and Jon Laria invited Lime to next Mayor's Bicycle Advisory Commission Meeting (October 28th, 4-6 p.m.)

Dylan Shapiro provided a Spin update:

- Launched Preferred Parking Zones in late August (31 total)
- Equity is key – there is a Preferred Parking location in all 12 equity zones
- \$0.50 refund for parking in Preferred Parking Zone
- 2,226 PPS parkings since launch
- Many equity zones are top ridership destinations
- No formal before-after analysis yet, but anecdotally it has been easier to pick up scooters/they are parked more centrally
- 370 Everyday Heroes sign ups in Baltimore March-June. The program has now ended.
- Spin Safe Digital -- \$5 reward for successful completion of safety survey

The need for a standard vandalism response process was discussed. DOT see this as important if future permit fees are spent on mediation or other responses. There was concern about relying on community associations for outreach to neighborhoods, but this is why DOT is working with Restorative Response Baltimore to bring in more stakeholders.

All attendees are encouraged to exercise their right to vote!