Regulating “Dockless” Mobility

Dockless Vehicles are small vehicles, such as scooter, bikes, and e-bikes, available for rent in the public Right-of-Way. “Dockless” Vehicles do not need to be parked in a bike rack or any other designated location (the dock). They are equipped with GPS technology and can be parked nearly anywhere—both an advantage and a challenge for municipalities!

**Maryland State Law**

Only defines the vehicles, does not regulate the businesses. E-bikes and e-scooters are now given the same rights and responsibilities as bicycles, but local municipalities have the authority to pass additional regulations.

**Baltimore City Ordinance**

- Defines e-scooters and e-bikes
- Outlines legal operation and parking of the vehicles
- Establishes a permitting program overseen by DOT
- Lists operational responsibilities of providers
- Sets enforcement and penalties for violations
- Sets insurance and risk management requirements
- Imposes a performance bond and tax on rentals

**Baltimore City Permit Rules & Regulations**

- Fleet Size – maximum and minimum vehicle numbers
- Parking & Distribution – morning deployment, avoiding over-concentration, parking checks
- Education & Engagement – required in app, on vehicles, and in person
- Equity of Access – required equity plans and access by non-users
- Safety & Vehicle Standards – vehicle specifications, no-ride and slow-ride zones, vehicle checks
- Data Reporting & Privacy – trip data, monthly reports, and user protection
- Fees – fees for DOT sustaining the program, towing, performance bond amount

**DOT Support from Permit Fees**

- Staffing & Data Management – Consultant, data portal
- Infrastructure Improvements- Shared Facility maintenance, Parking hubs
- Community Education and Engagement- Educations for users and non-users, Resident Mobility Advisors
Baltimore City Dockless Goals

- Promote Sustainable Transportation
  - Reduce Car Dependency and Congestion
  - Increase Physical Activity
- Improve Equity of Access
  - First and Last Mile Option
  - Equitable Deployment Across the City
- Evaluate against the Docked Model
  - Track Safety of New Vehicles
  - Gauge Public Perception

Pilot Evaluation

- Safety – hospital records and observational data
  - No more dangerous than bikes
  - Injuries usually minor and involve scooter rider only
- Access and Usage – trip data
  - More widely used than docked system
  - Mirrors vehicle travel patterns
- Public Perception – community survey, community meetings, emails, 311
  - Yes, but...top requests: safe places to ride, places to park, response time from companies
  - Fewer divisions based on race or gender, more so based on age

Key Process and Program Recommendations

- Include ALL stakeholders in advisory meetings
- Permits may be better than RFPs:
  - More flexible
  - Allows for annual changes
  - Competitive application allows for selection of companies
- Remember that YOU are responsible to your citizens, companies are responsive to their bottom line

A Year of Dockless Vehicles: Weekly Rides September 2018- 2019

More Information: https://transportation.baltimorecity.gov/bike-baltimore/dockless-vehicles