

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 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

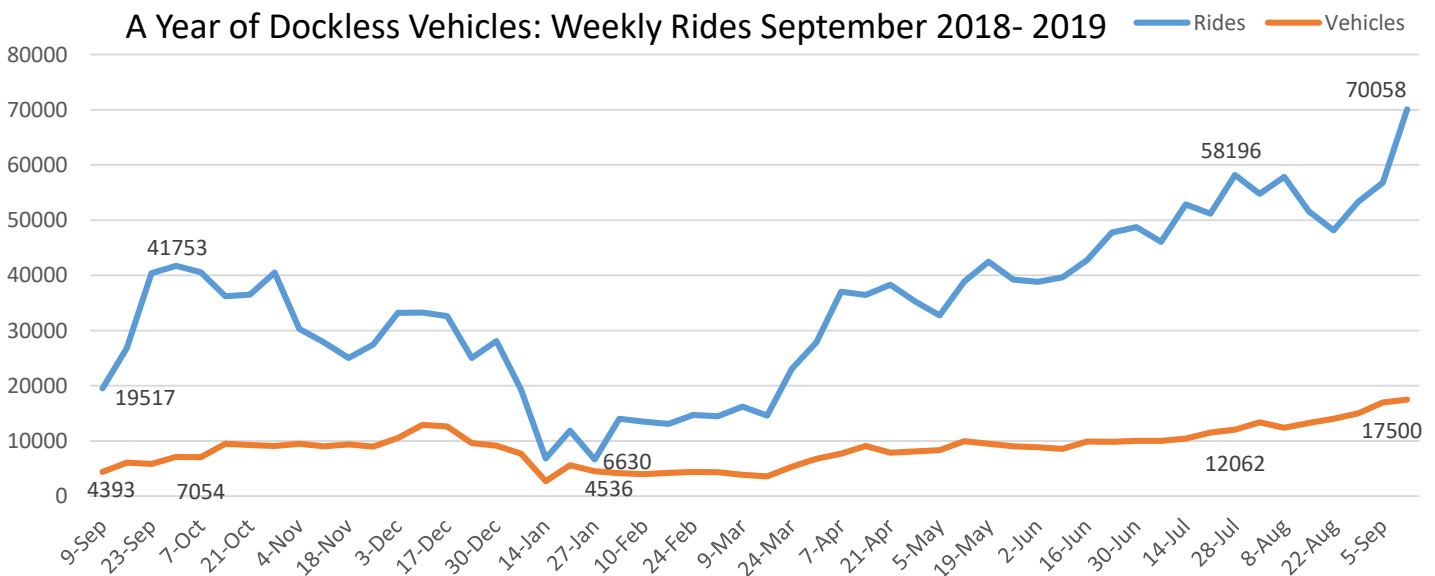
- Promote Sustainable Transportation
 - Reduce Car Dependency and Congestion
 - Increase Physical Activity
- Improve Equity of Access
 - First and Last Mile Option
 - Equitable Deployment Across the City
- Evaluate against the Docked Model
 - Track Safety of New Vehicles
 - Gauge Public Perception

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



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

