



Shared Micromobility in the District

June 30, 2026

Capital Bikeshare



Structure: Multi-jurisdictional, publicly administered, long-term contract with Lyft™ for operations, management, marketing

Funding: Publicly owned and managed, local funding, federal grants, ridership and ad revenue

Vehicles: Station-based classic bikes and hybrid docking/dockless e-bikes

Shared Fleet Devices



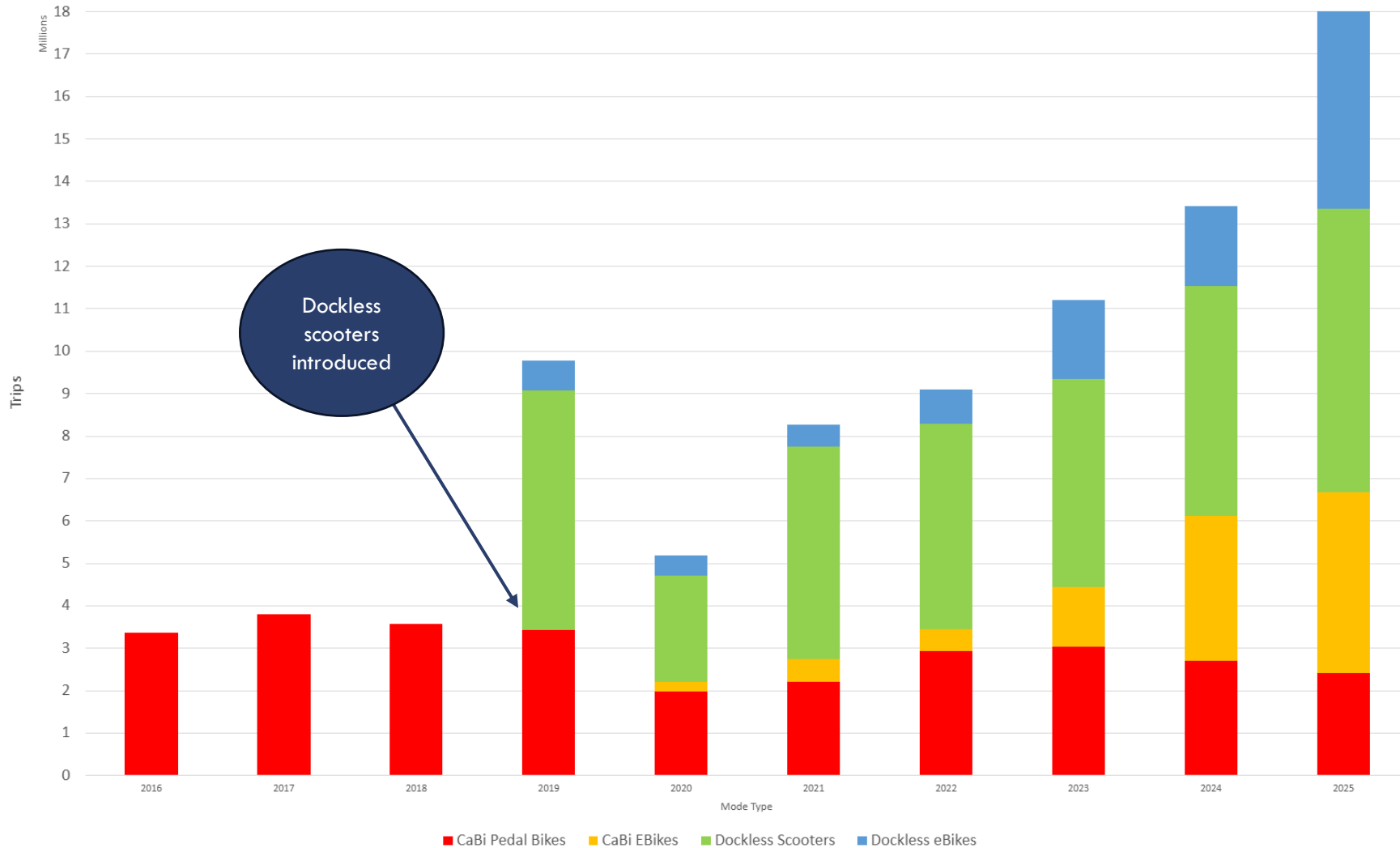
Structure: 2-year permit-based cycle, District collects permit fees

Funding: Private, venture capital, ridership revenue. Historically, no dedicated program budget

Vehicles: Mixed fleet of dockless ebikes and scooters. Lock-to required

Micromobility in Washington, D.C.

Annual Shared Micromobility Trips



Majority demographic: 20–24-year-olds



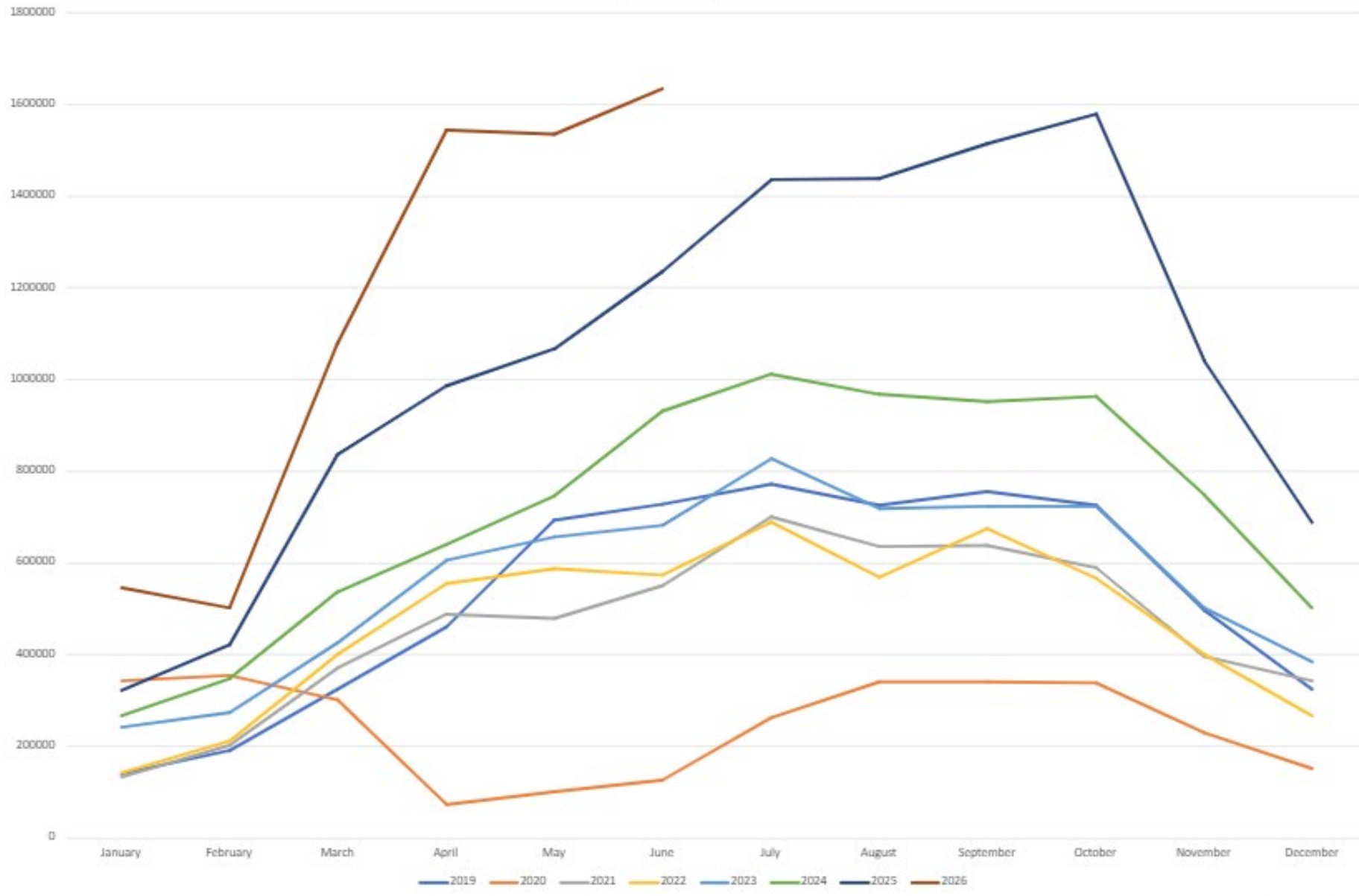
20% of SFD trips in 2025 were low-income program participants.

39% of SFD trips in 2024 ended in one of the District's Business Improvement Districts (more than 3.3 million)



Surveys show about 1/3 of e-scooter trips replace a car trip.

SFD Trips Monthly Comparison



DC Council:
Shared Fleet Device Act



Establishes framework

DDOT:
Shared Fleet Device Program



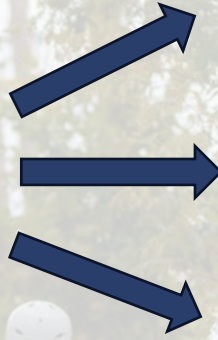
Administers and oversees public space permits

Permitted Operators:
Public Space Permits



Manages and operates apps and vehicles

Users:
Shared Fleet Devices/Dockless Vehicles



Government role

- Rules and regs
- Policy goals
- Permit terms
- Data sharing
- 311
- Maps and geofencing
- Engage Public
- Collect permit fees

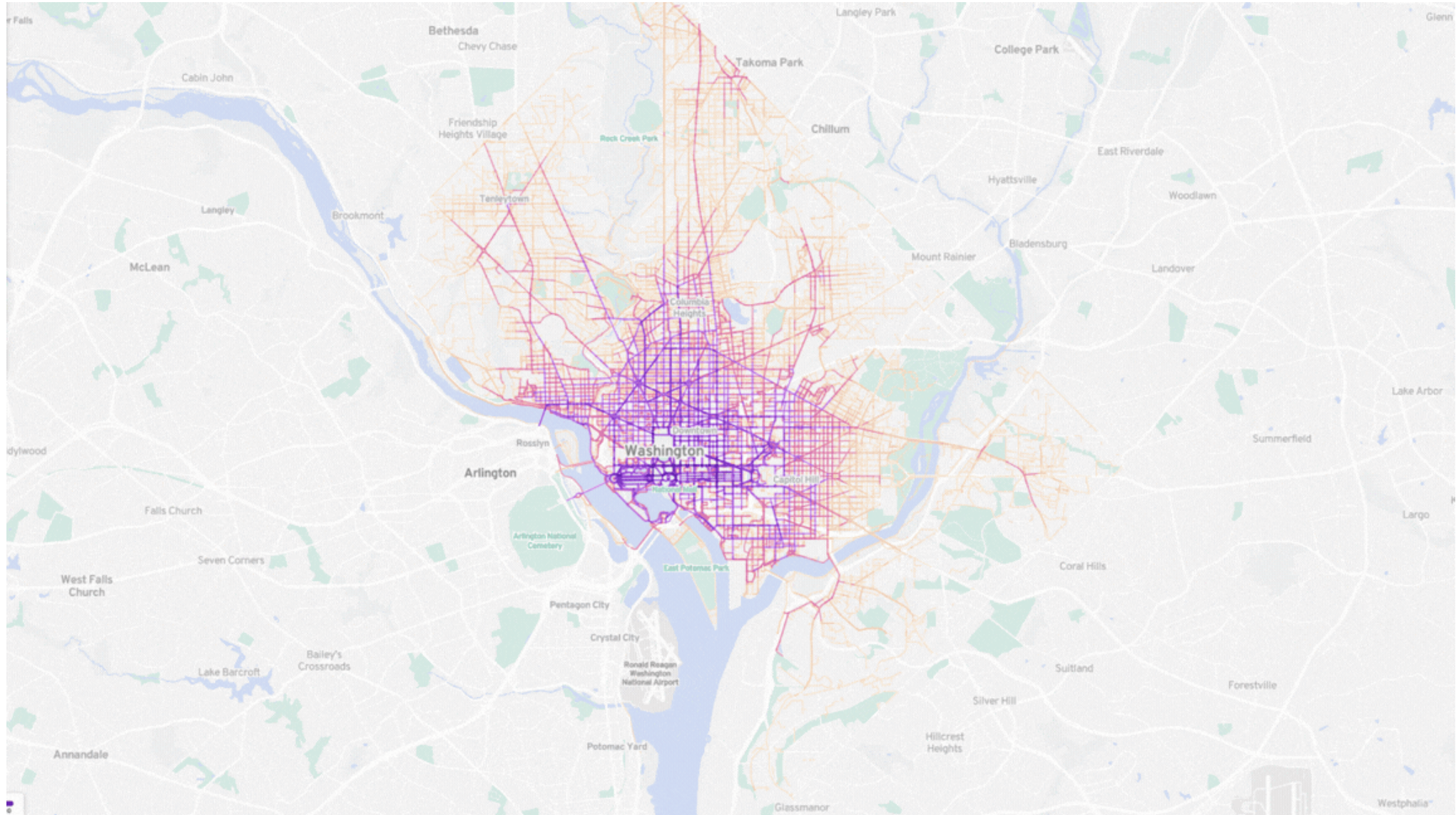


Operator Role

- Revenue collection
- Operations and Maintenance
- 311 response
- Engagement and Outreach
- Software development
- Push data to DDOT
- Customer Service
- Operate other markets



Year-over-year dockless vehicle usage



Survey Says... Shared Micromobility's Impact



19% of Capital Bikeshare and Lyft scooter trips took place during commute hours in 2022.

23% of Lime riders switched from a car on the last ride they took.

20% of all shared micromobility rides in 2025 were part of a reduced fair program.

36% of Veo riders do not own a car. **61%** identify as Black descended or African-American.

SFD Program Updates: 2026



Policy

- Mandatory parking locations
- Low-income customer Program and waiver
- 311 requirements
- Underage and reckless riding challenges
- Permit term ending in December



Technology

- Sidewalk detection
- AI-Parking assistance
- Dangerous riding detection and deterrants
- Tip-over detection
- Age verification*

*Not a permit requirement



User Experience

- New device types
 - Hopp seated scooter
 - Veo “Cargo” bike
 - LimeBike
- Reduced fleet size (18,000 to 16,000)
- New Pricing alternatives



Capital Bikeshare: Innovation and Next Phase



*Lyft introduced its “pillar” docks in 2023, allowing for a more compact, modular station capable of charging vehicles connected to a power source, such as solar (pictured).

- Summer 2025 fare change
- New O&M contract anticipated in 2027
- 800+ stations: Continued expansion and infill
- State of Good Repair: upgrading stations to newer models* or replacing them next next-generation docks.
- Sponsorship and ad contracts
 - More revenue to reinvest in the service!
- New device modes and models:
 - Scooters?
 - More e-bikes?
- In-station charging possibilities

E-Mobility Device Regulations

States and municipalities are introducing new “e-bike” Regulations. But what is an e-bike?

- Most states, including D.C. already classify and establish requirements such as top speed, restricted facilities, age, helmet, and registration requirements.
- While regulation can support safe use, it’s important to address misinformation.
- Proposed e-bike registration and insurance requirements often group different classifications of non-motorized vehicles together, creating confusion and oversimplifying safety issues.

Common Non-Traditional Motor Vehicles

MAX SPEED

<p>Motorcycle</p> <ul style="list-style-type: none"> • Gas or electric motor • May look similar to a motorized bicycle • Max speed exceeds 30 MPH • Requires a license and registration to operate 	
<p>Motor Driven Cycles</p> <ul style="list-style-type: none"> • “Vespa” Style seated scooter • Traditionally gas-powered • Max speed is 30 MPH • Requires a license and registration to operate 	
<p>Motorized Bicycles</p> <ul style="list-style-type: none"> • Commonly referred to as e-bikes • Electric motor • Electric assist pedals and/or throttle • Max speed 20 MPH (Class 1 and 2)* <p><small>*Class 3 e-bikes have a max speed of 28 MPH, and may not be ridden on bike lanes, trails, or sidewalks</small></p>	

Shared Micromobility Devices

<p>Capital Bikeshare</p>  <p>e-bike Max speed: 20 MPH</p>  <p>Classic Bike Fully mechanical</p>	<p>Lime</p>  <p>e-bike Max speed: 20 MPH</p>  <p>e-scooter Max speed: 10 MPH</p>
<p>Hopp</p>  <p>e-scooter Max speed: 10 MPH</p>	<p>Veo</p>  <p>e-bike Max speed: 17 MPH</p>

Shared Fleet Devices: Dockless Convenience at a Cost

- **The good:**
 - +12 million trips in 2025 (+3.4 million YOY growth)
 - Four unique device types, healthy vendor competition
 - Reducing VMT, emissions, and congestion
 - Expanding access to sustainable, affordable, and active options
- **The bad:**
 - <50% lock-to compliance
 - +3,400 parking complaints via 311
 - Device “clutter”
 - Resource limitations (technology, enforcement, funding)
 - Limited public resources
- **The Ugly**
 - ADA parking violations
 - Reckless behavior (pedestrian conflicts, double riding, skidding)
 - Underage riding
 - Low-income customer account sharing and fraud



Shared Fleet Devices: Addressing Challenges

- **Parking solutions:**

- Technology and Innovations:
 - Mandatory parking zones
 - AI parking review process
 - GPS Accuracy and in-app interface innovation
- Expanded infrastructure
 - Bike racks in public space- you can request a bike rack via 311!
 - Micromobility corrals and dense, high-visibility parking locations
- Foot patrols and parking compliance response requirements

- **User Behavior**

- Targeted speed zones and enhanced age verification
- Data-based account action (bans, suspensions, fines, limitations)
- Low-income program restructuring
 - DDOT plans to shift to a monthly credit, while maintaining affordability and access
- Sidewalk and reckless riding detection (demo/pilot phases)
- Regulatory levers (operator fines, education and outreach requirements, etc.)



Questions?

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Websites:

[Shared Micromobility](#)

[Capital Bikeshare DC](#)

