

# Baltimore City Dockless Vehicle Program Updates



# Current Fleet Size

**SPIN**



2,800 e-scooters



150+ e-bikes

 **Lime**



1,675 e-scooters



75 seated e-scooters

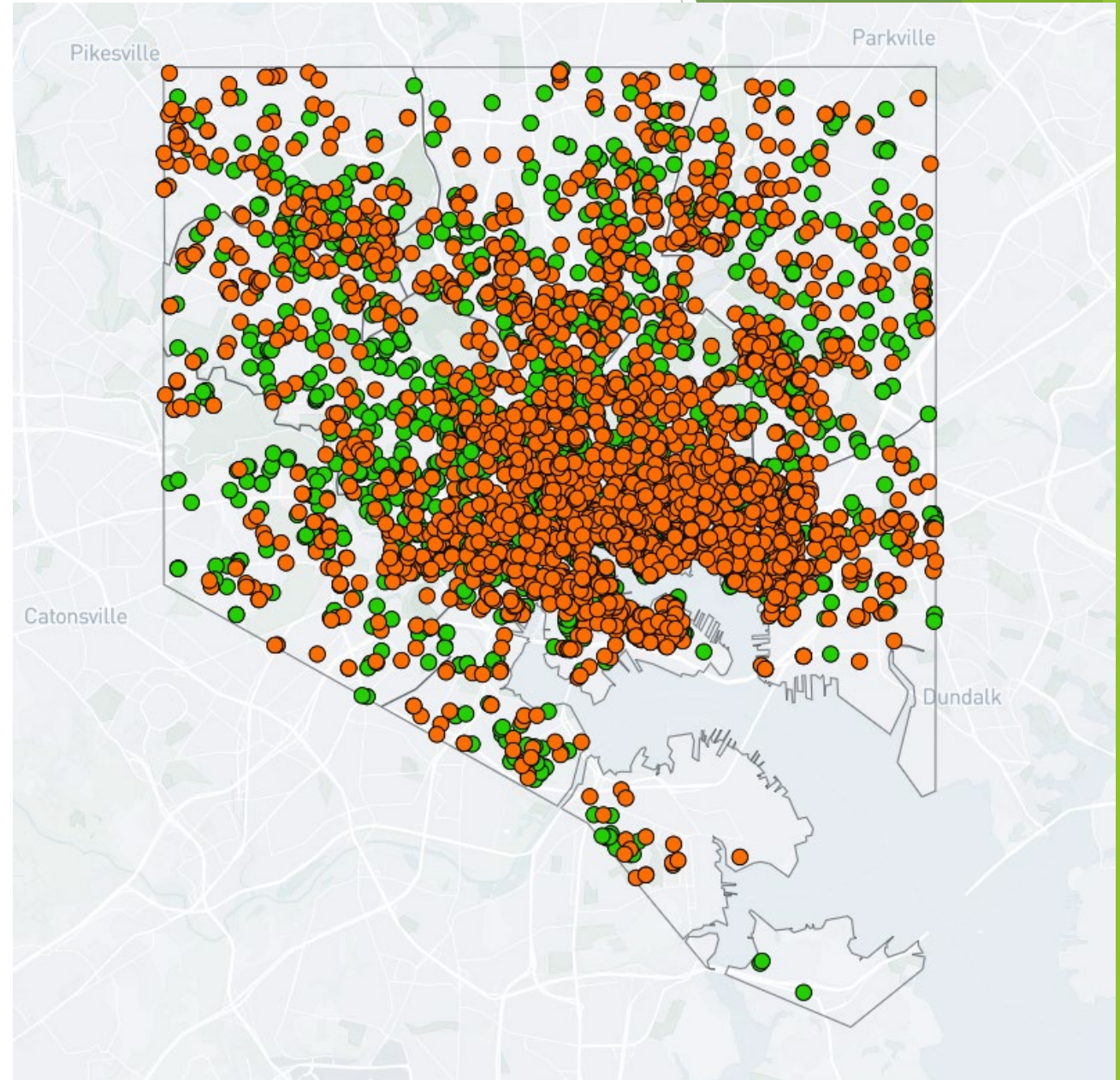


600 e-bikes



# Program Goals

- Set clear expectations for Operators
- Grow and standardize the Access program
- Ensure the entire fleet of vehicles are safe and operable
- Provide transportation alternatives to the entire city of Baltimore
- Routinely check for compliance regarding fleet condition, vehicle distribution, and issue response times
- Ensure Scooters and Bikes are viable solutions where gaps exist in public transit
- Work with stakeholders to address concerns about the program





# Program Statistics in the Past Year (6/1/24 - 6/1/25)



Number of Trips

**2,148,926**

Total Trips Distance

**2,774,093 mi**

Average Trip Distance

**1.29 mi**

Average Trip Duration

**10 mins 41 secs**

Average

Trips/Vehicle/Day

**1.5**

CO<sub>2</sub> Savings

**114,859 - 152,575 kg-  
CO<sub>2</sub>eq**

Who gets to ride the  
scooters and ebikes?

Are they for  
everyone in the city?

# How do dockless vehicles help fill in transportation gaps?

The 12 Equity Zones (yellow) are mandatory deployment sites for at least 4 vehicles per operator every morning between the hours of 5 AM and 9 AM.

Zones are located in underserved areas during the pilot program, then mapped against equity-related demographic measures, including households in poverty, access to private vehicles, proximity to transit lines, population density, and racial demographics.

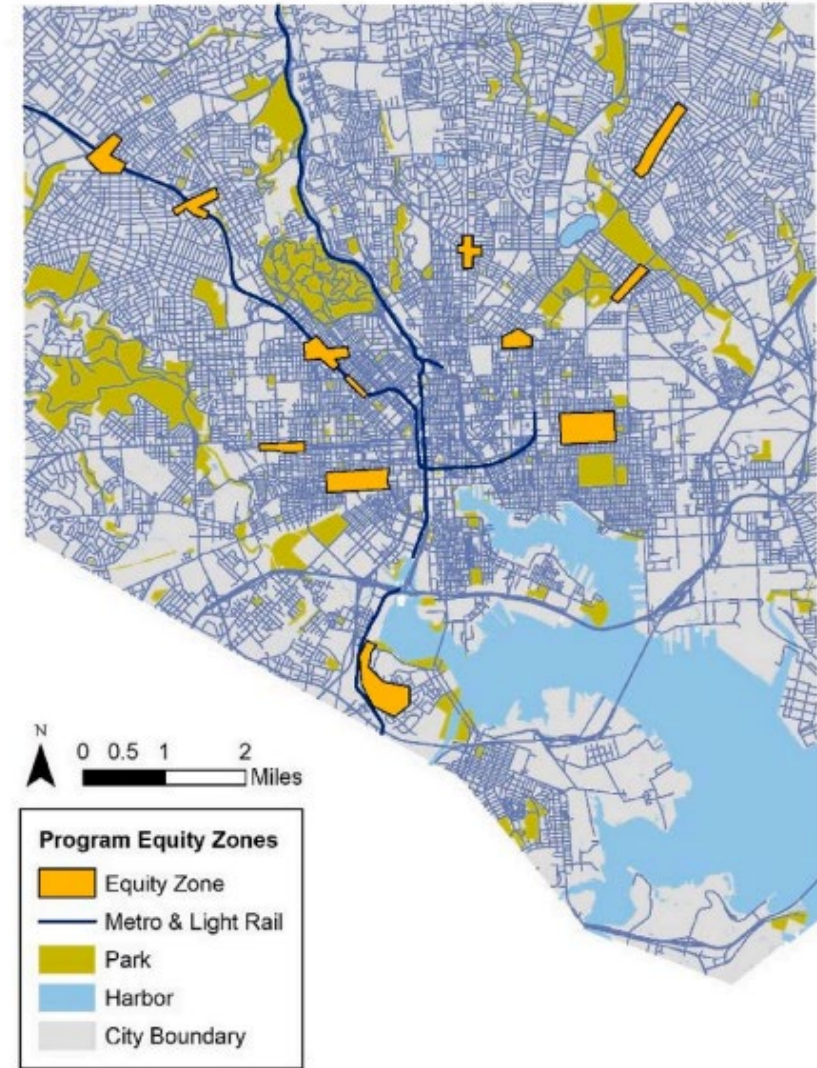


Fig. 1. Map of twelve equity zones in Baltimore City (Baltimore City Department of Transportation, 2023).



# Access Program Standardization

In June 2025, BCDOT met with both operators and negotiated a standard access program offer: 80% of all ride costs, limited to 4 rides per day.

That rate is now codified in the program rules and Operators must seek permission to change their offering in the future.

Both operators promote their access programs at events around the city, as well as with pop up notifications on their apps when a rider begins a trip from an Equity Zone.



# Equity Program's Effectiveness Garnered Media Coverage

<https://www.baltimorebrew.com/2025/02/24/rented-scooter-and-bike-use-spreading-beyond-baltimores-white-l/#comments>



 DAN RODRICKS' BALTIMORE

TRANSPORTATION BY DAN RODRICKS 9:33 AM FEB 24, 2025  11

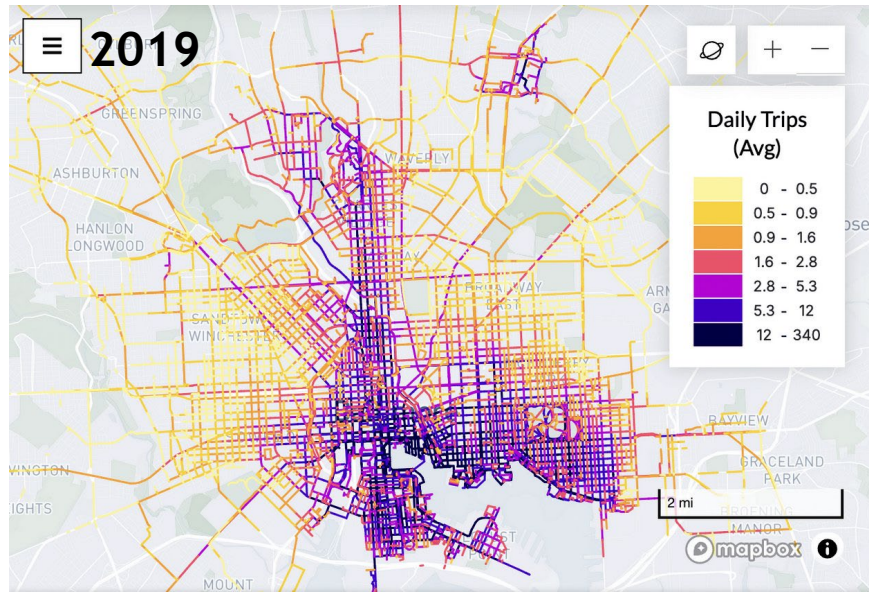
## Rented scooter and bike use spreading beyond Baltimore's "White L"

*Advocates say the trend shows the success of the city's efforts to promote dockless devices not just as recreational rides, but as a practical means of commuting to work or running errands*

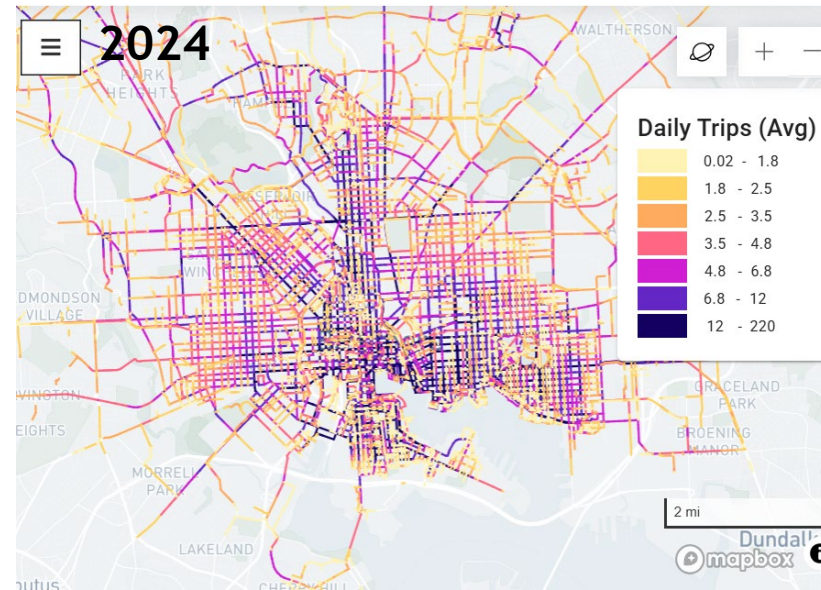




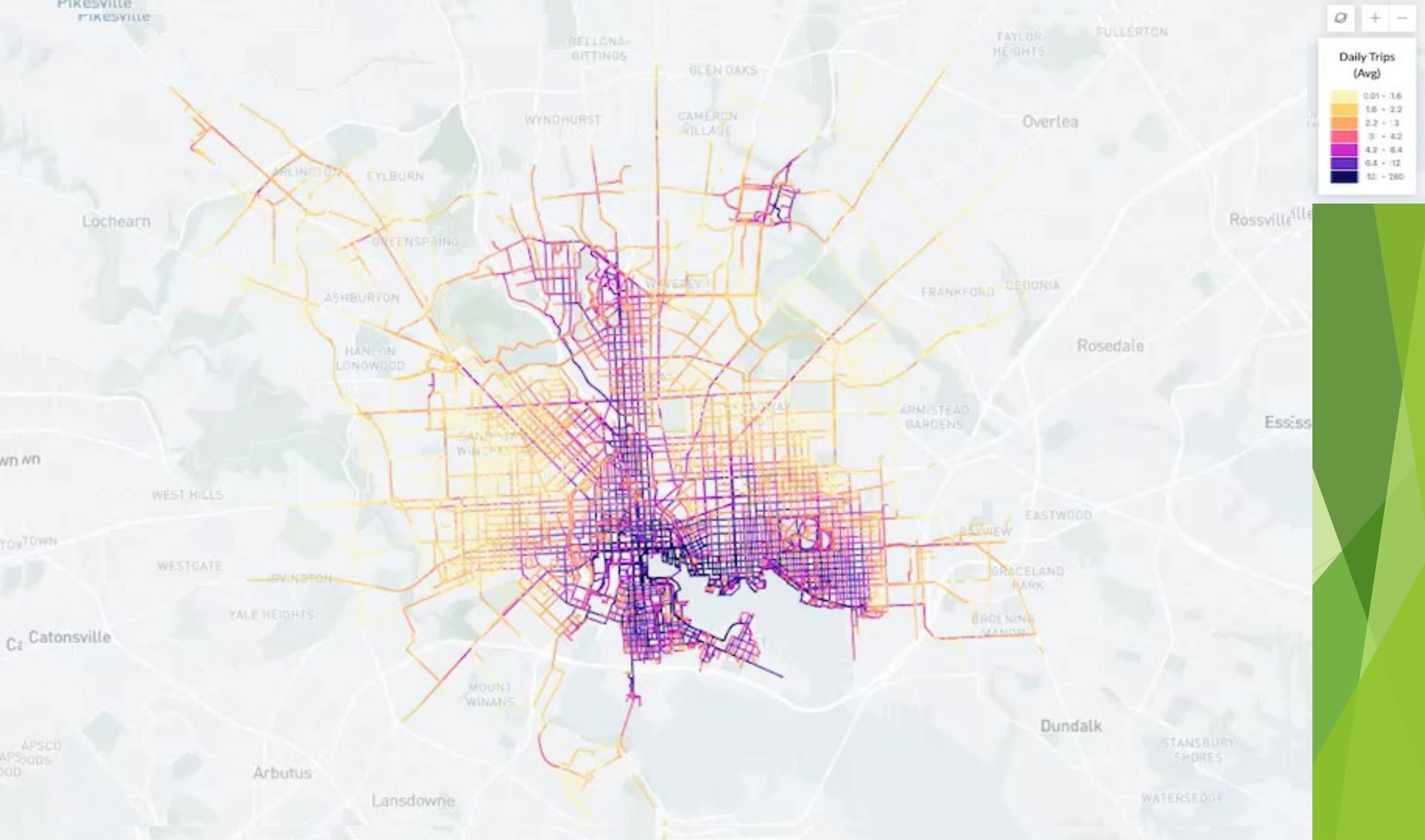
# 5 years of progress in getting wider usage of dockless vehicles



“There’s a number of ways we’ve tried to target expansion into those neighborhoods,” said Jed Weeks, interim executive director of Bikemore, which pushed for the incentives. “All of that is working, and it’s resulted in broader adoption of the scooters outside of downtown.”



“Those corridors beyond downtown are seeing more daily trips,” said John Lankford, Spin’s senior director for policy and partnerships. “I think that’s really exciting because it reflects the trend of commuter behavior and not just recreational trips.”






# Rules and Regulations

- ▶ Changes for 25-26

1. Remove the lock-to mechanism requirement that exists for e-bikes only.
2. Simplify and clarify the equity zone requirement to say 4 vehicles required per zone each morning.
3. Codify existing policy that Operators are off the hook in terms of equity and district deployments as well as 5-day parking infractions on days when Baltimore City Public Schools are closed, open late, or close early due to winter weather for staff safety purposes.



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4. Give BCDOT more flexibility in terms of asking for a remote shutdown of some or all dockless vehicles.
  5. Standardize the Access program offering across Operators as an 80% flat discount with no unlock fees limited to 4 rides per day.
  6. Add reduced speed zones as well as no operation zones to existing language allowing BCDOT to hold Operators accountable for failures to implement no parking zones.



The End!