



City of Dallas

Shared Dockless Vehicle Program Rule Changes

**Public Hearing
April 29, 2025**

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Presentation Overview



- ▷ **PURPOSE**
- ▷ **2024-2025 PERMIT SUMMARY**
 - Defining “Shared Dockless Vehicles”
 - City Code Regulations vs Program Rules
 - FY 2024-2025 Permit Summary: May 2024-March 2025
- ▷ **OVERVIEW OF PROPOSED PROGRAM RULE CHANGES**
- ▷ **NEXT STEPS & PUBLIC COMMENT**

Purpose



Present an overview of the proposed Shared Dockless Vehicle Program Rules changes and receive public comment.

Proposed changes were vetted by the Micromobility Working Group 4/15/25.



2024-2025 PERMIT SUMMARY

Defining “Shared Dockless Vehicles”



- ▶ Motor-assisted scooters or electric bicycles available in the public right-of-way for members of the public to rent.
- ▶ “Dockless” signifies that vehicles do not require fixed “stations” for riders to start or end rides.
- ▶ Used for short point-to-point trips to commute, connect to public transit, visit local businesses, and more.

City Code Regulations vs Program Rules



- ▶ **City Code Sec. 9.1 and Sec. 28.41.1.1**
 - Establishes traffic and parking regulations riders of bicycles, electric bicycles, motor-assisted scooters and similar devices, whether privately owned and rented.
- ▶ **City Code Chapter 43, Article X**
 - Establishes the Shared Dockless Vehicle Permit and makes it illegal to operate a shared dockless vehicle service without a permit.
 - Gives the director of the department overseeing program authority to develop rules, and it establishes rules adoption and appeals process. Allows the director to limit the number of devices and operators.
- ▶ **Shared Dockless Vehicle Program Rules (Changes Proposed)**
 - Establishes specific rules for the Permit Program and specific rules that operators must adhere to.

2024-2025 Permit Summary



- ▶ Official launch of dockless vehicles for 2024-2025 operating permit occurred on 5/24/24.
- ▶ Permitted companies were Lime, Bird, and Spin.
- ▶ Each operator was permitted to deploy 500 vehicles at launch.
- ▶ Lime has earned two deployment increases through Section 4 Part C of the Program Rules and is permitted to deploy a maximum of 1,000 vehicles.
- ▶ Spin has earned one deployment increase through Section 4 Part C of the Program Rules and is permitted to deploy a maximum of 750 vehicles.
- ▶ Applications for 2024-2025 operating permits opened 4/2/25 and closed 4/21/25.
- ▶ 2025-2026 operating permits will take effect on 5/24/25.



2024-2025 Permit Cycle Review



2024-2025 Permit Summary - Ridership



Total Rides

(6/1-3/31):

- 240,833 Trips
- 353,335 mi
- 3,152,335 mins

Trip Statistics:

(6/1-3/31):

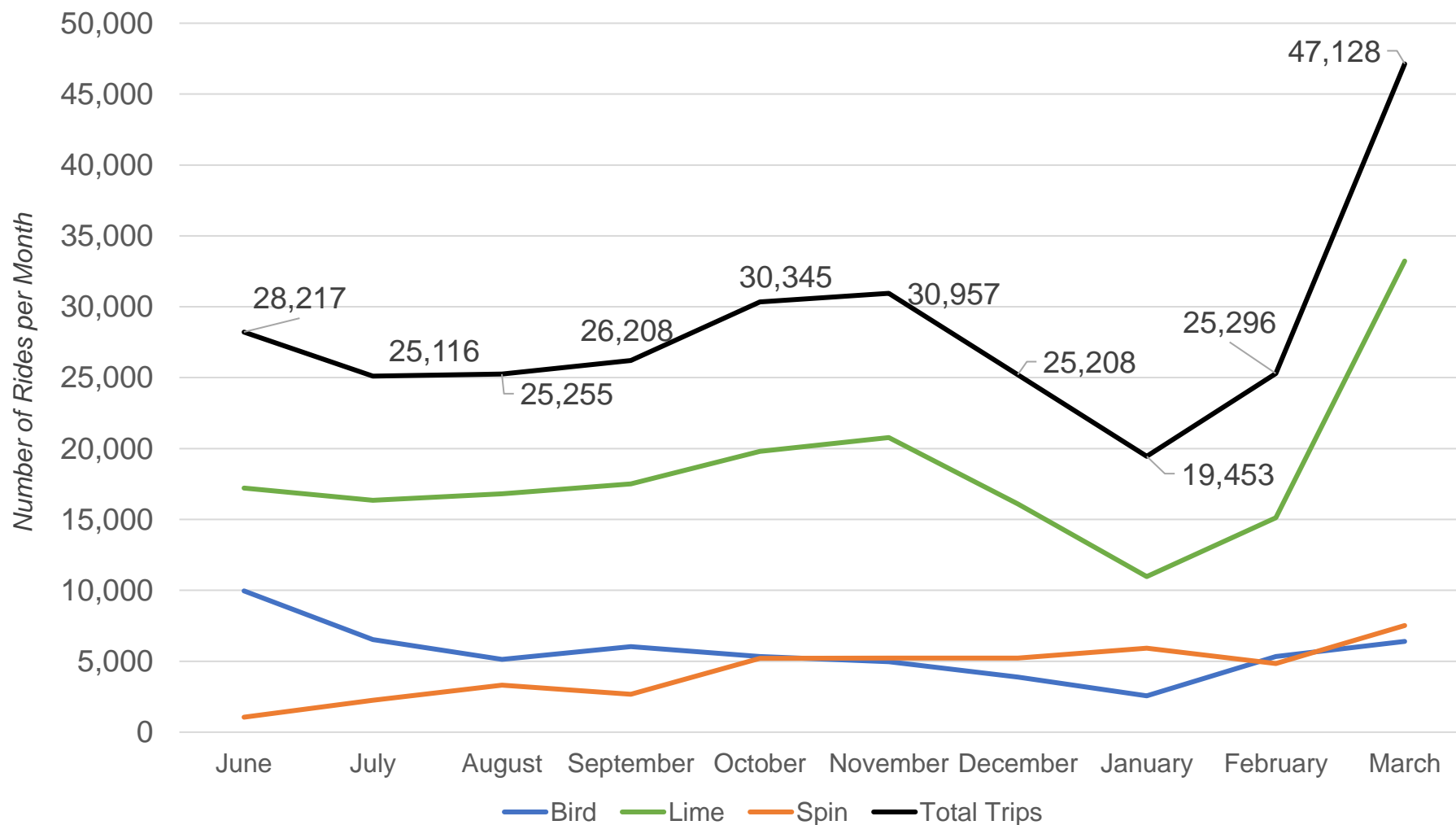
Trip Length:

- Average: 1.47 mi
- Median: 0.75 mi

Trip Time

- Average: 13.5 mins

Rides By Month (6/1/24-3/31/25)*



*The Central Dallas Deployment Zone (CDDZ) Pilot ran from 2/14 to 3/31.

2024-2025 Permit Summary - Ridership



**Central Dallas
Deployment Zone
(CDDZ) Pilot: 2/14/25-
3/31/25**

**Deployment Increase
Requirement: 3-month
r/v/d average is at
least 1.5 in CDDZ**

**Deployment Increases
Earned:**

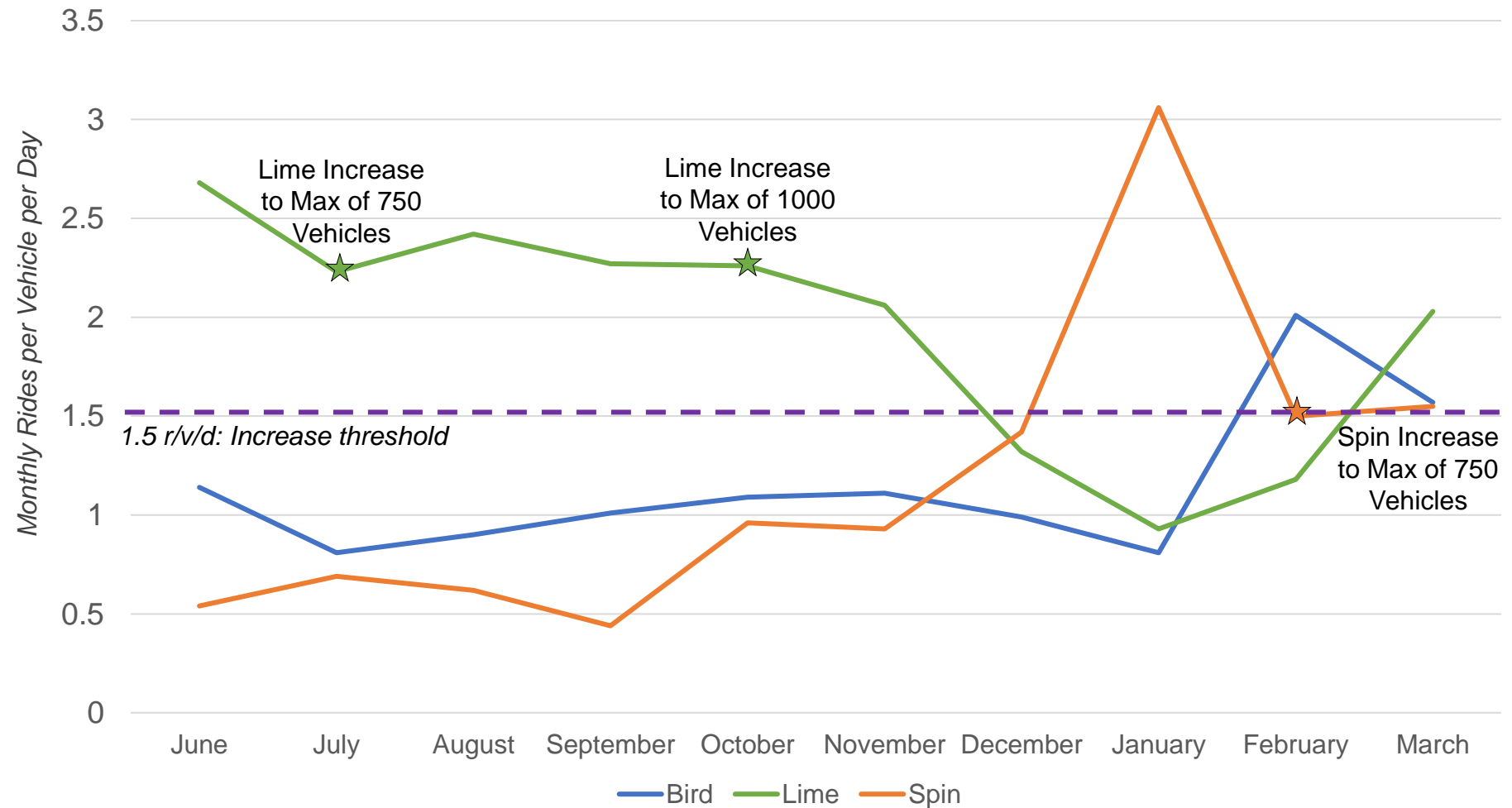
Lime:

- May 24 to July 24
- August 24 to
October 24

Spin:

- December 24 to
February 24

Utilization (rides per vehicle per day) in CDDZ By Month (6/24-3/25)



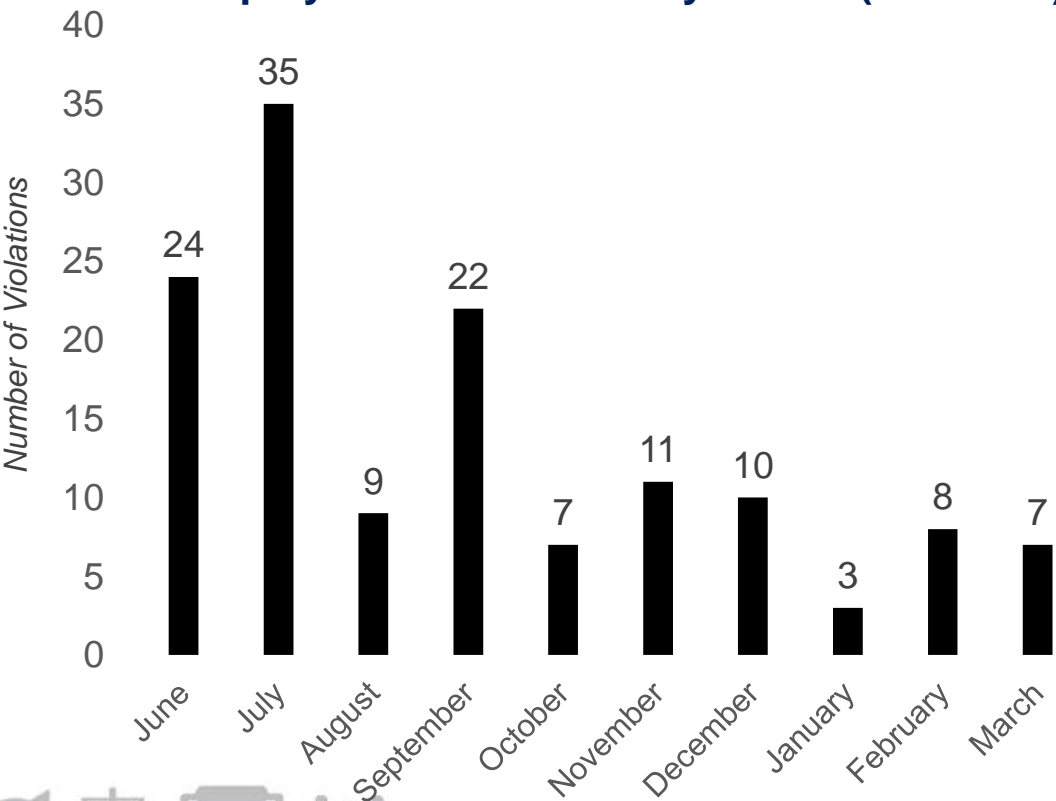
2024-2025 Permit Summary - Compliance



- Compliance issues arose with curfew violations during the permit period.
- Compliance concerns delayed the start of the CDDZ pilot until February.

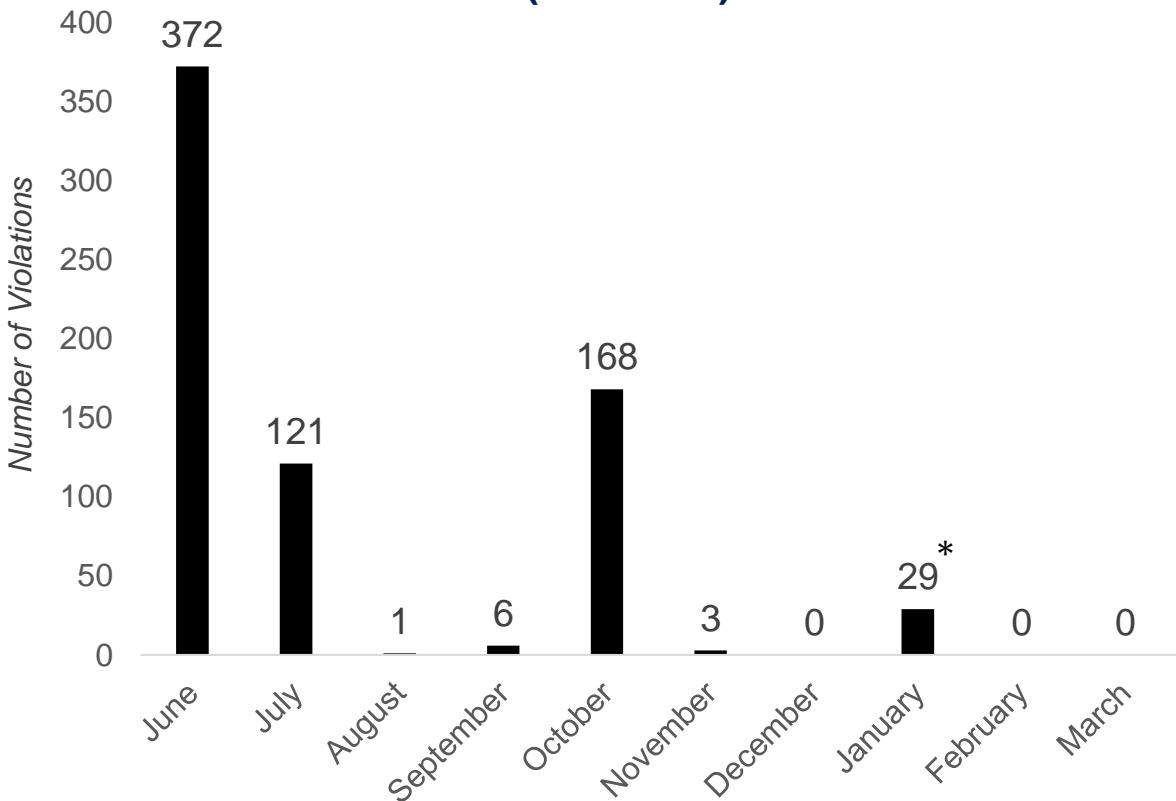
All Operators:

Curfew, Vehicle Cap, CDZ Rebalance, and Equity Zone Deployment Violations by Month (6/24-3/25)



All Operators:

Curfew Violations by Month (6/24-3/25)



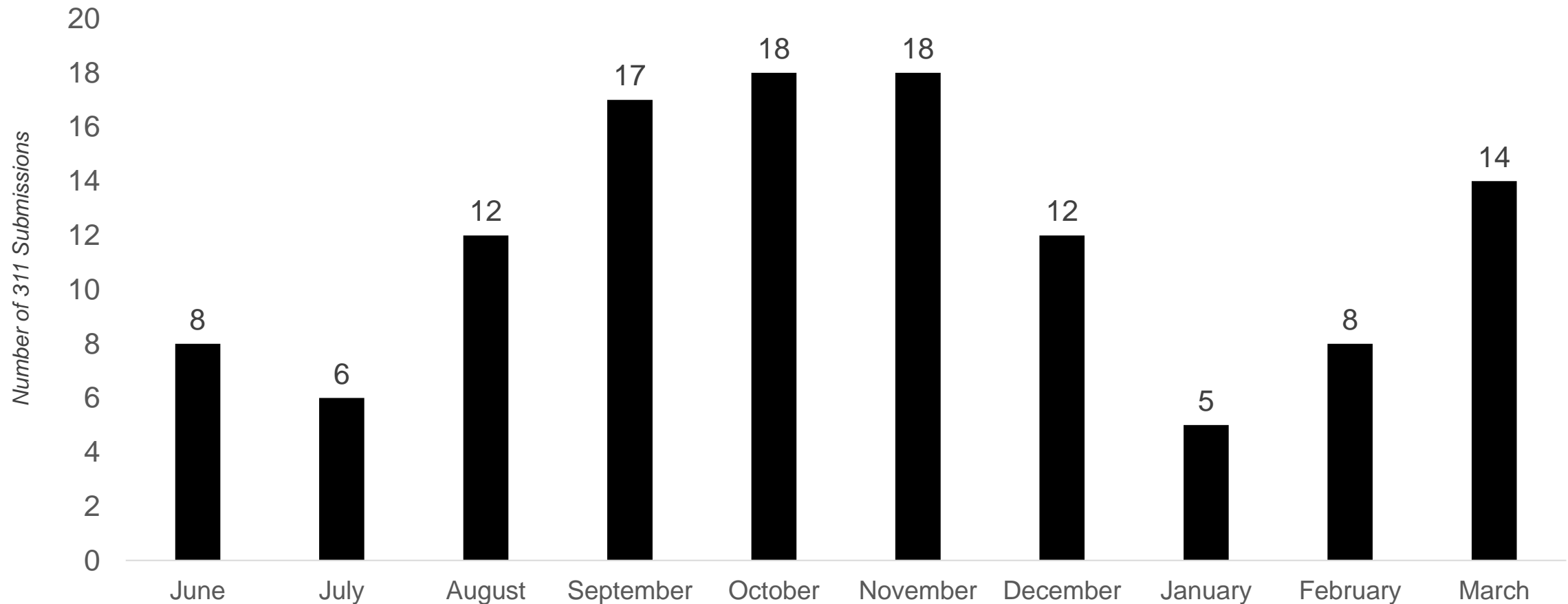
*Curfew issue was traced to temporary staff using improper mode while rebalancing and not riders. 11

2024-2025 Permit Summary – 311 Submissions



- 311 complaints remained at less than one per day across all operators.

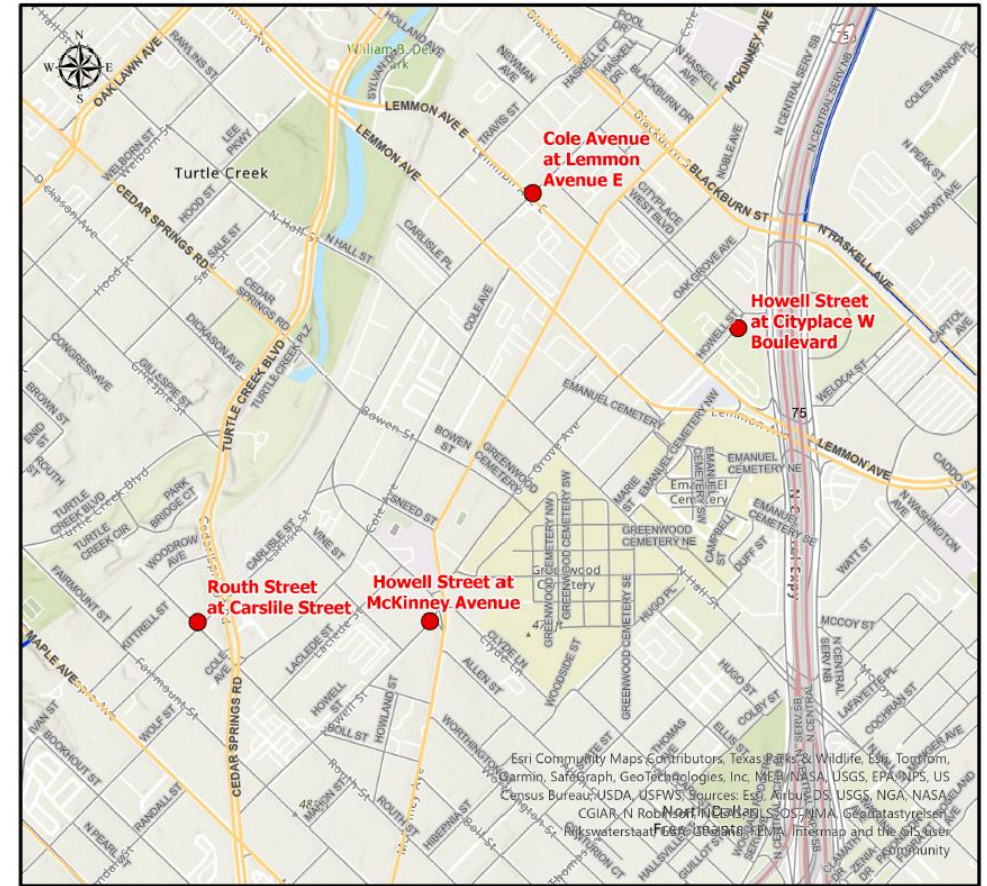
311 Submissions by Month: All Operators (6/24-3/25)



2024-2025 Fees



- ▶ Per-ride fees have generated \$58,056.60 between permit launch and 3/31/24 (\$0.20/ride).
 - ▶ Funds used for parking corral installation, data vendor, and staff costs.
- ▶ Four parking corrals with upgraded bollards and Uptown-branded Bike Racks were installed through a Beautification and Maintenance agreement with Uptown Inc.
 - ▶ Uptown Inc funded the procurement and installed the upgraded items, city provided and installed standard items and striping.





OVERVIEW OF PROPOSED PROGRAM RULE CHANGES

Section 4 – Fleet Size and Distribution



Part A. Start of the authority permit operation period

Problem:

1. The rules as written is not compatible with operators being asked to re-apply, instead of automatic renewals.

Edit Rule:

Part A. At the start of the authority permit operation period, the maximum number of units that may be deployed under each operating authority permit is 500, **unless the operator is continuing to operate from the previous permit cycle and has been granted a deployment increase under Section 4(C) under the previous permit, then the maximum number of units that may be deployed is the maximum under the previous permit.**

Goal of Proposed Edits:

1. Clarify language to allow operators who have earned deployment increases under Section 4 Part C to maintain their fleet under the new permit cycle.



Section 4 – Fleet Size and Distribution



Part C. Increasing Maximum Number of Units

Problem:

1. Operators claim that the 3-month measuring unit for vehicle increases is not optimal and can force miss peak demand season windows, earning vehicles after demand has ceased.
2. Transportation and Public Works staff wish to maintain a repetitive window: X Months, X Fridays, etc., to ensure understanding across all parties.

Edit Rule:

1. The maximum number of units that an operator may deploy can increase by up to 250 additional units every ~~three~~ **two** months within the authority permit operation period, provided the operator is in good standing and the deployed units meet the following criteria:

Goal of Proposed Edits:

1. Optimize the measuring period to grant vehicle increases to meet ridership demands.



Section 4 – Fleet Size and Distribution



Part D. Maximum Number of Units (second edit)

Problem:

1. Operators have earned multiple deployment increases and are going to reach the current maximum cap of 1,250 while remaining in good operational standing.
2. Peer cities have much larger vehicle fleets and users can rely on Dockless Vehicles as a short trip and last-mile solution.

Edit Options for Review:

D. Notwithstanding Section 4(C), **1,250 2,500** units is the maximum number of units that an operator can deploy at any time, including if the operator and City ~~allow for the permit to automatically~~ **renew for the next permit cycle.**

Goal of Proposed Edit:

1. Increase total number of vehicles in the City to increase viability and availability of Shared Dockless Vehicles to be used as a short trip and last-mile solution.



Section 4 – Fleet Size and Distribution



Part F. Maximum number of units an operator may deploy

Pilot Program:

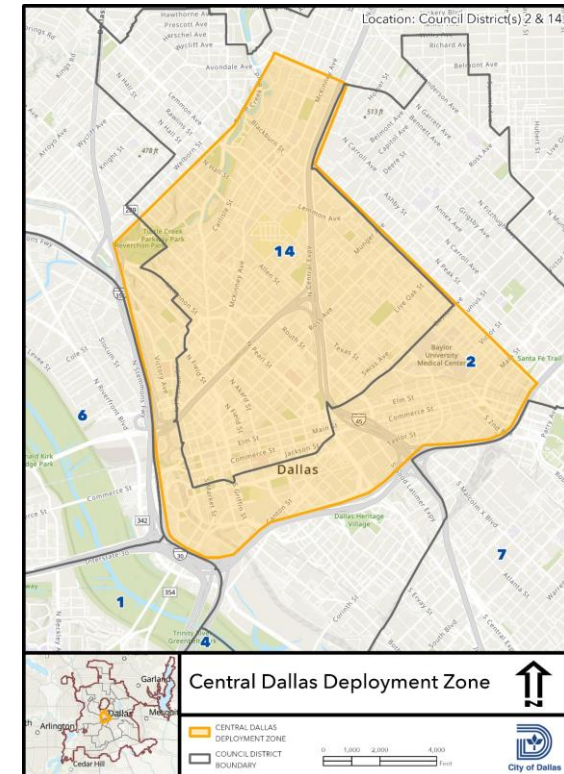
1. Staff implemented a 45-day pilot per Sec 4.F.2.i from February 14 to March 31 to temporarily increase deployment allowances in the Central Dallas Deployment Zone (CDDZ) from 25% of each operator's maximum fleet to 35%.
2. Operators met the requirements for a successful pilot through ridership metrics, compliance, and low 311 complaints.

Edit Rule:

2. A maximum of ~~25%~~ **35%** of an operator's total number of permitted shared dockless vehicle units shall be deployed in the CDDZ (Exhibit B) at any given time.
 - i. Program staff may implement a one-time pilot per permit cycle to increase the maximum percentage of an operator's total number of permitted vehicles allowed in the CDDZ ~~from 25% to up to 35%~~ **by up to 10%** with the director's approval for 45 days.
 - ii. A successful pilot includes: if the average number of trips per vehicle per day is greater or equal to 1.5, and the operator remains in good standing. A successful pilot may result in staff recommending a program rules amendment.

Goal of Proposed Edit:

1. Increase the availability of vehicles in the CDDZ where demand is the highest, while maintaining high levels of operator compliance and public satisfaction.



Section 4 – Fleet Size and Distribution



Special Events Provision

Problem:

1. Staff and operators do not have flexibility to increase deployment to meet transportation demand during large events such as the upcoming FIFA World Cup.

Add to Program Rules in Section 4:

- K. Special Events Provision.** The director has the authority to temporarily increase the allowed fleet size and/or amend the CDDZ deployment cap prior to and during special events by up to two times the currently permitted units.
1. Operators must request such a temporary fleet increase at least 45 days before the start of said event. Operators may request the temporary fleet increase for up to for up to 60 days with one 30-day renewal option. Operators shall provide City staff with event-specific operations plans, which should detail timing of fleet scale up and ramp down and any additional staffing. The Director may accept the proposal as submitted or accept an amended proposal.
 2. Use of the temporary special events provision shall be posted on the Dockless Vehicles website and communicated to the Micromobility Working Group upon application approval.
 3. All compliance and ridership metrics still apply during the temporary fleet increase.

Goal of Proposed Edits:

1. Allow for more dockless vehicles to be available for use in traveling to and from large events, allowing for more people to use Dockless Vehicles as a transportation option.





NEXT STEPS & PUBLIC COMMENT

Next Steps



- ▶ The Shared Dockless Vehicle Program Rules will be posted on the City Secretary's Bulletin Board at City Hall for 10 days. After 10 days, on May 10, 2025, the rules will go into effect. No council approval is necessary for Program Rule changes.
- ▶ The rules will also be posted on the City's Shared Dockless Vehicle webpage: <https://bit.ly/DocklessVehicles>.
- ▶ Members of the public can submit comments on the rules to: DDOTPlanning@dallas.gov until May 10, 2025.

Public Comment



- ▶ Comments
- ▶ Feedback





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