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Shared Dockless Vehicle Program Rules: Spring 2026 Proposed Amendments

Public Hearing

April 16, 2026

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Hybrid Meeting Reminders/Public Hearing Procedure

- This meeting will be recorded for minutes purposes only.
- Please mute your microphone.
- No questions will be taken during the meeting. Registered speakers will make comments at the end of the presentation.
- The City will accept written comments via DDOTPlanning@dallas.gov through April 27.



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Public Hearing Objective

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

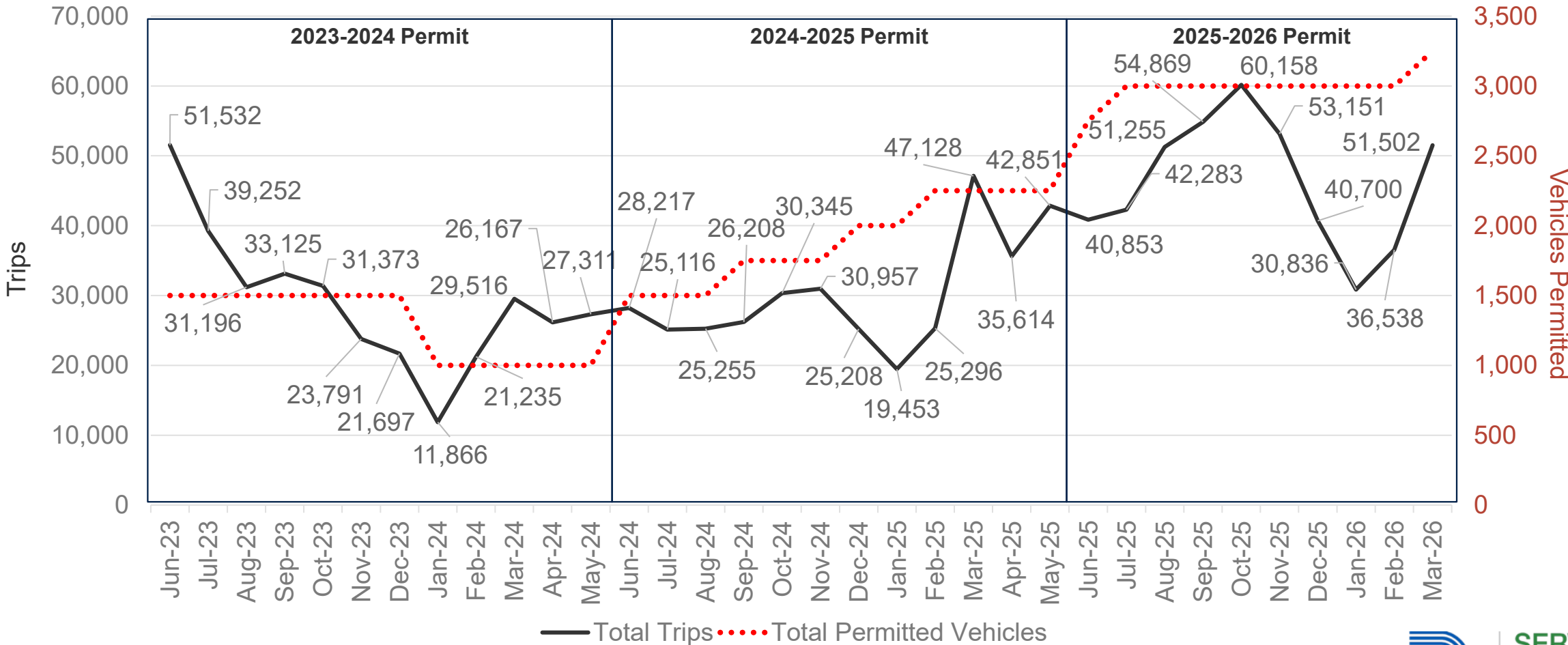


2025-2026 Program Overview

2025-2026 Program Overview

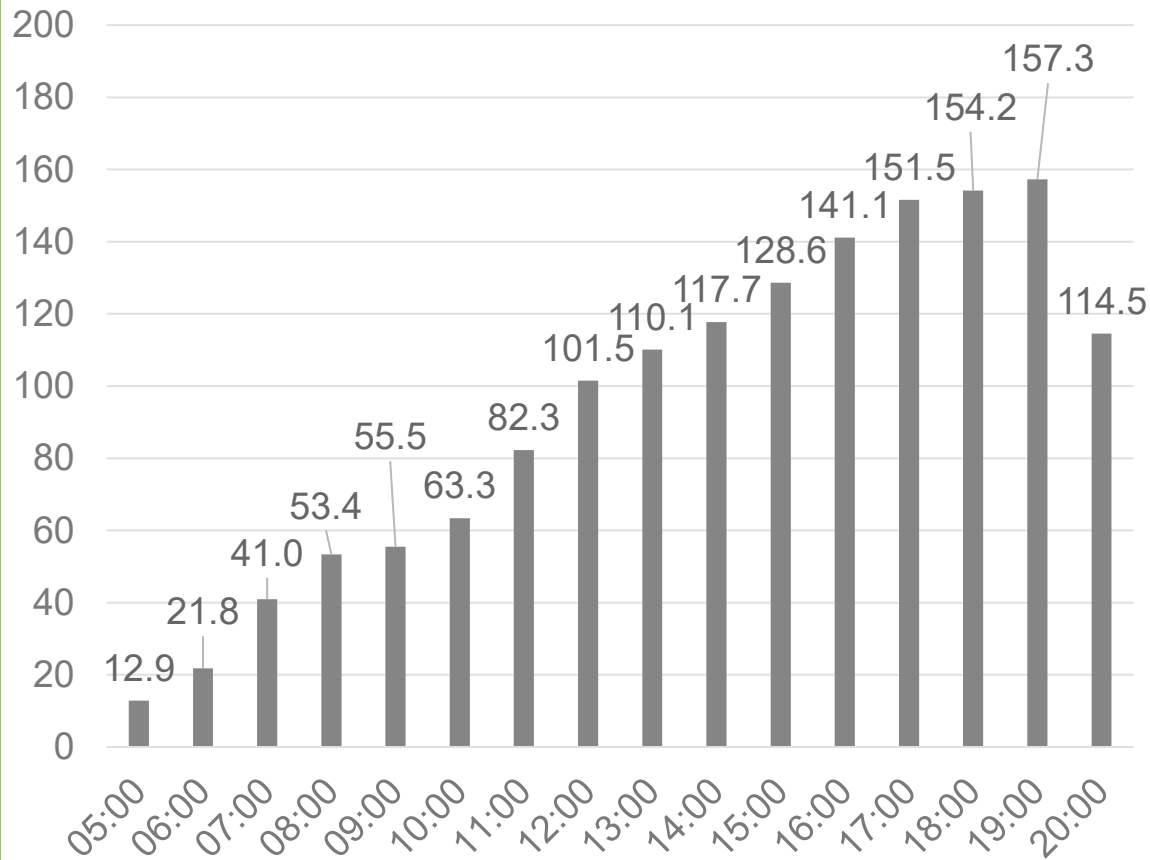
- Annual permits were renewed for Bird, Lime, and Spin on May 24, 2025
- Current Permitted Maximums:
 - Bird: 750 (granted a 250-vehicle increase 6/2025)
 - Lime: 1,750 (granted three 250-vehicle increases: 6/2025, 7/2025, & 3/2026)
 - Spin: 750
- E-Bikes, “Gliders” and Seated Scooters introduced to market by Lime added vehicle diversity to Dallas fleet
- Record ridership months occurred from September - November 2025
- Spin temporarily exited the market as of March 2026 but remains permitted

Ridership vs Deployment Since Relaunch, June 2023 – March 2026

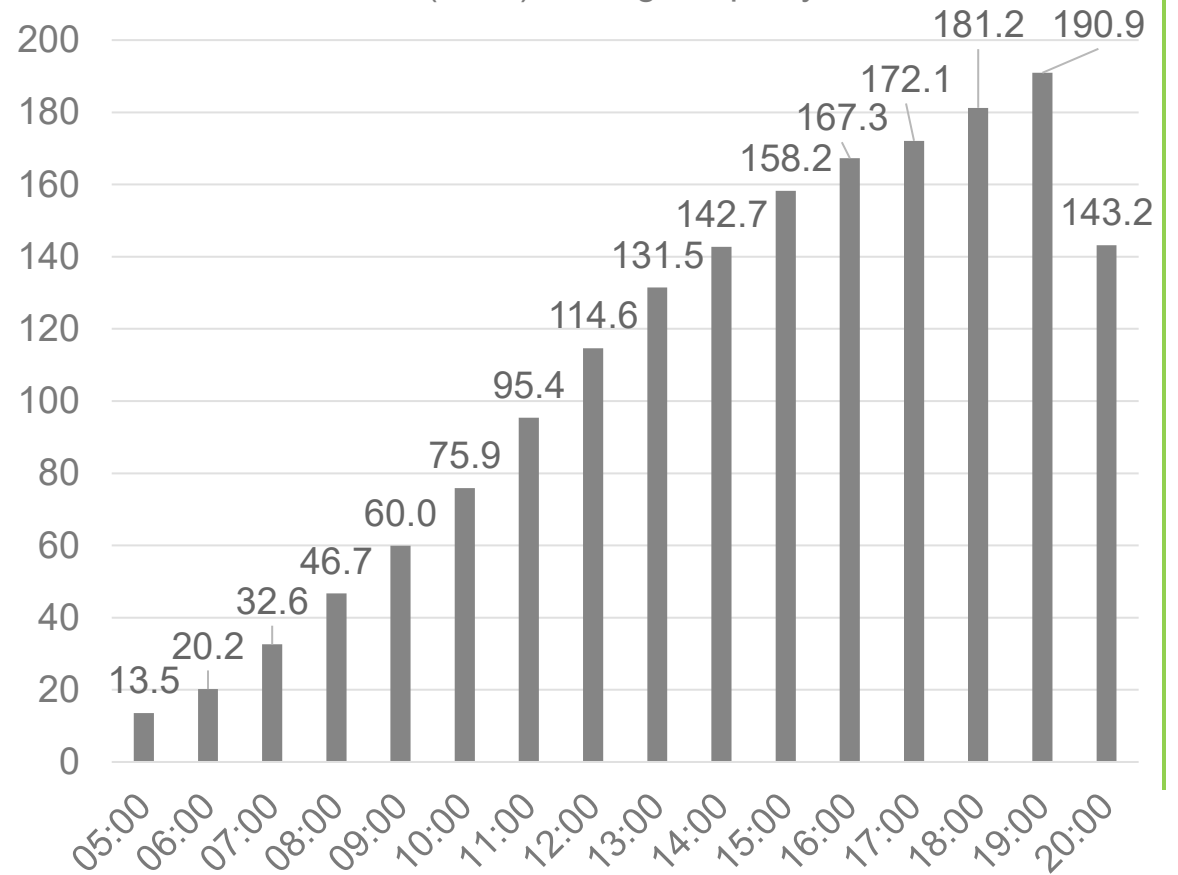


2025-2026 Average Trips by Hour, June 2025 – Mar 2026

Weekday (M-Th) Average Trips by Hour

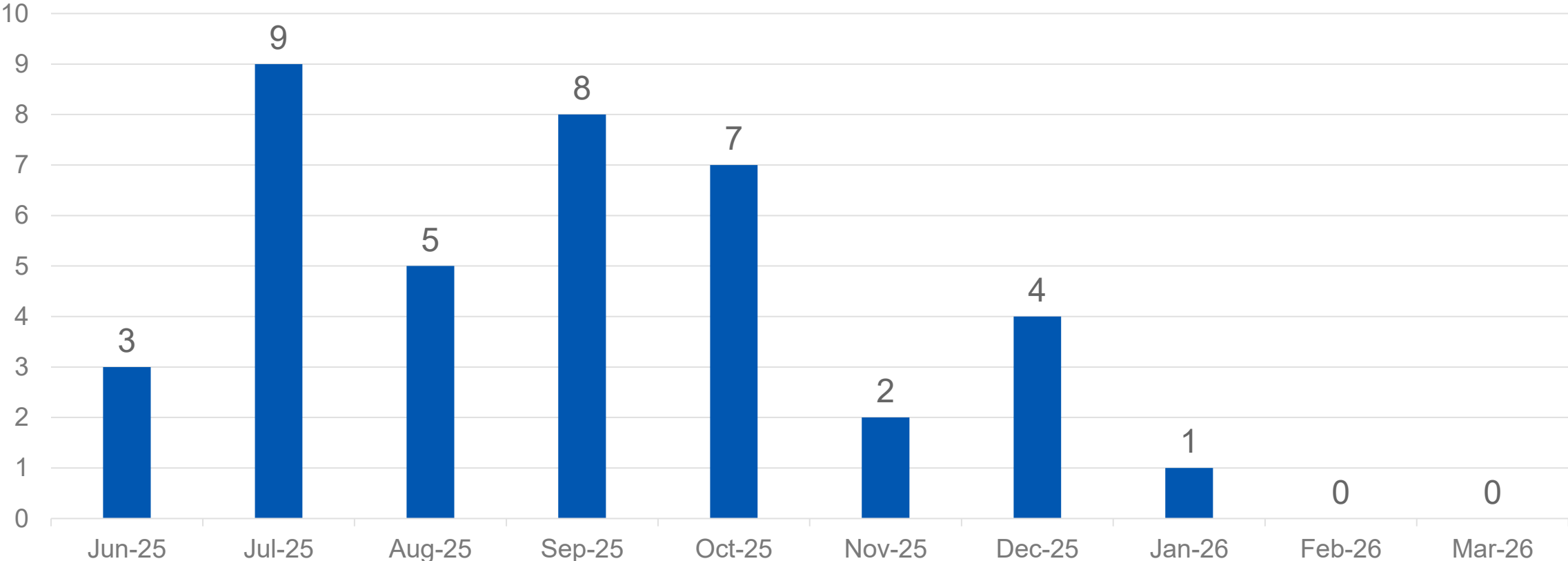


Weekend (F-Su) Average Trips by Hour



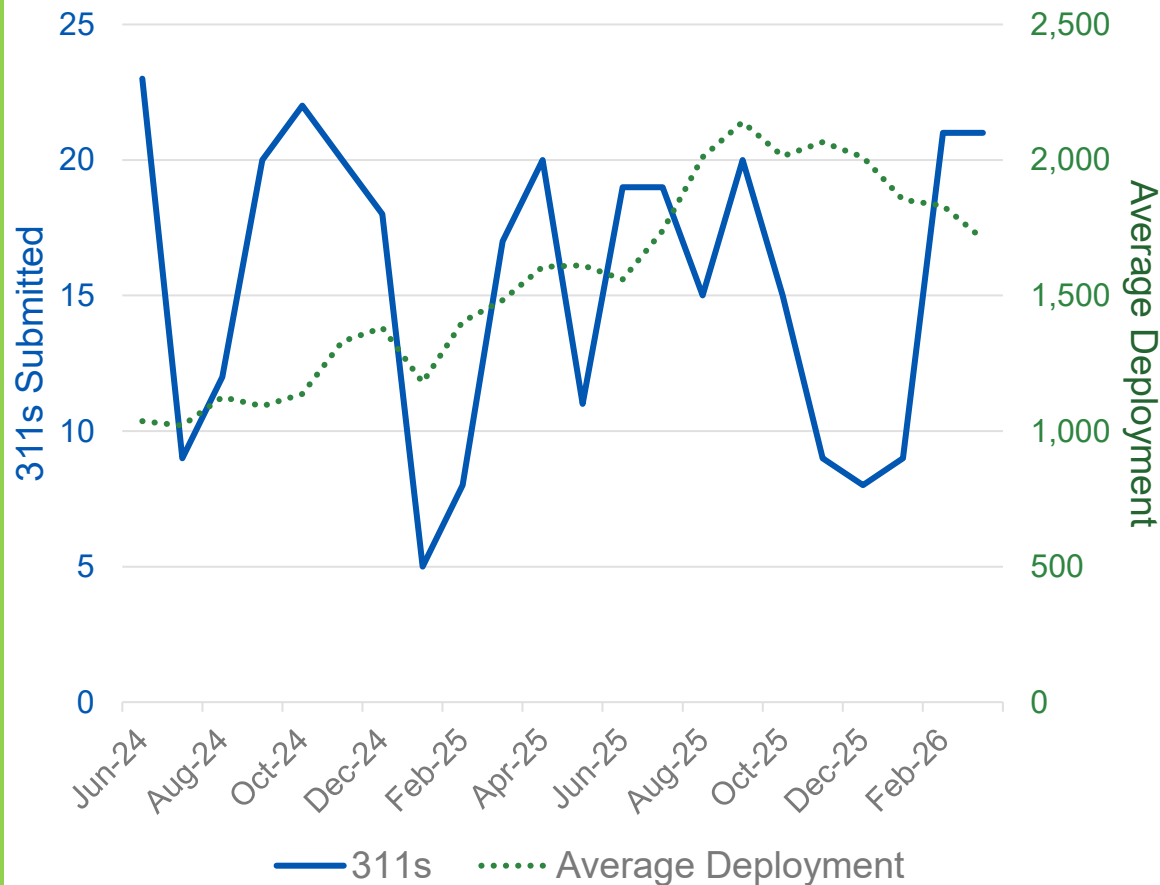
Compliance Violations: All Operators, June 2025 – March 2026

Total Deployment, CDDZ Deployment, Equity Zones (through 12/10), Curfew Violations

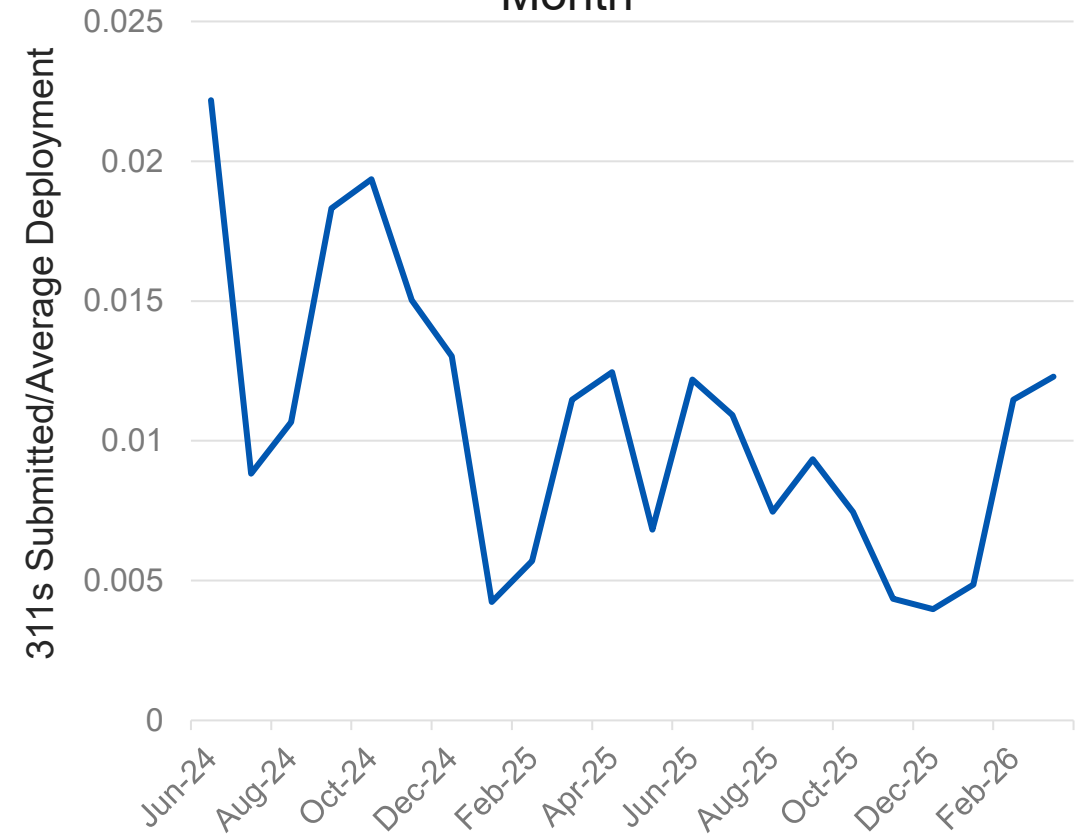


311 Submissions & Number of Vehicles: June 2024 - March 2026

311s by Month & Average Deployment by Month



311s Submitted per Average Deployment by Month





Spring 2026 Proposed Rule Amendments

Rule Amendments - Introduction

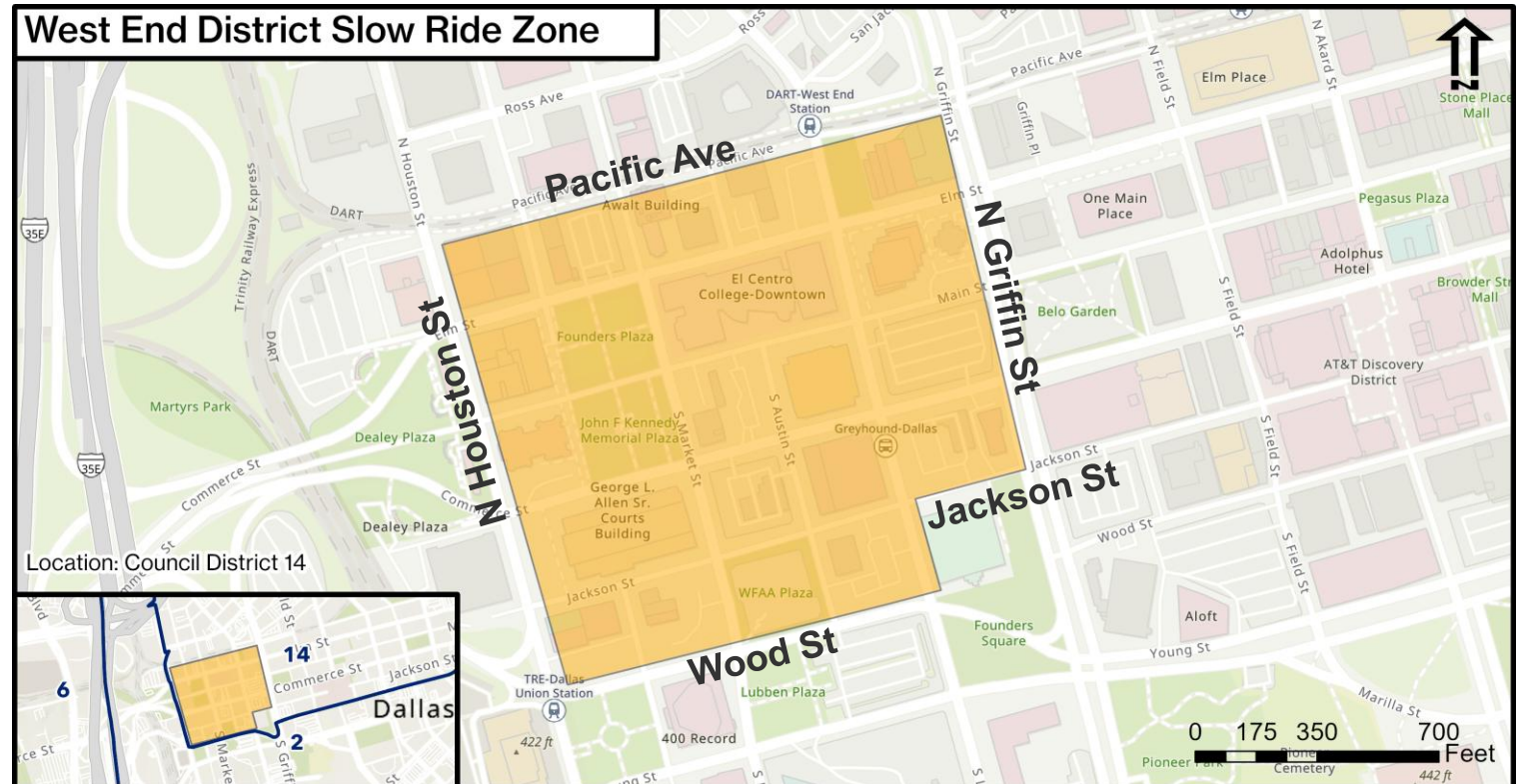
- Staff reviewed and discussed with Micromobility Working Group (MMWG), Downtown Dallas Inc., Deep Ellum Foundation, and permitted operators throughout 2026 to develop and refine proposed rule amendments.
 - Gained consensus to bring final proposed amendments to a Public Hearing
- Rule Amendment Legend:
 - ~~Previous program rule text to be deleted~~
 - New program rule text to be added
 - Program rules text (no changes)



Proposed Amendment 1: West End Slow Zone

West End Slow Ride Zone - Background

- Proposed removal of zone as it is not meeting its intended purpose
- Slow speed limits for scooters on busy downtown roads is encouraging sidewalk riding.
- Operator recommendation



West End Slow Ride Zone – Rule Redlining

Section 2 – Exhibits.

The following exhibits are incorporated into the Shared Dockless Vehicle Program Rules.

~~Exhibit H: West End Slow Zone.~~

F. Slow-Ride Zone(s).

1. Slow ride zones are designated areas where shared dockless vehicles may not exceed 10 miles per hour. The following areas are designated as slow ride zones:

~~vi. West End (Exhibit H).~~

2. Designated Slow-Ride zones will be implemented during the following days and times:

~~vi. West End: Friday – Sunday, 5:00 a.m. – 9:00 p.m.~~



Proposed Amendment 2: Curfew Amendment Pilot

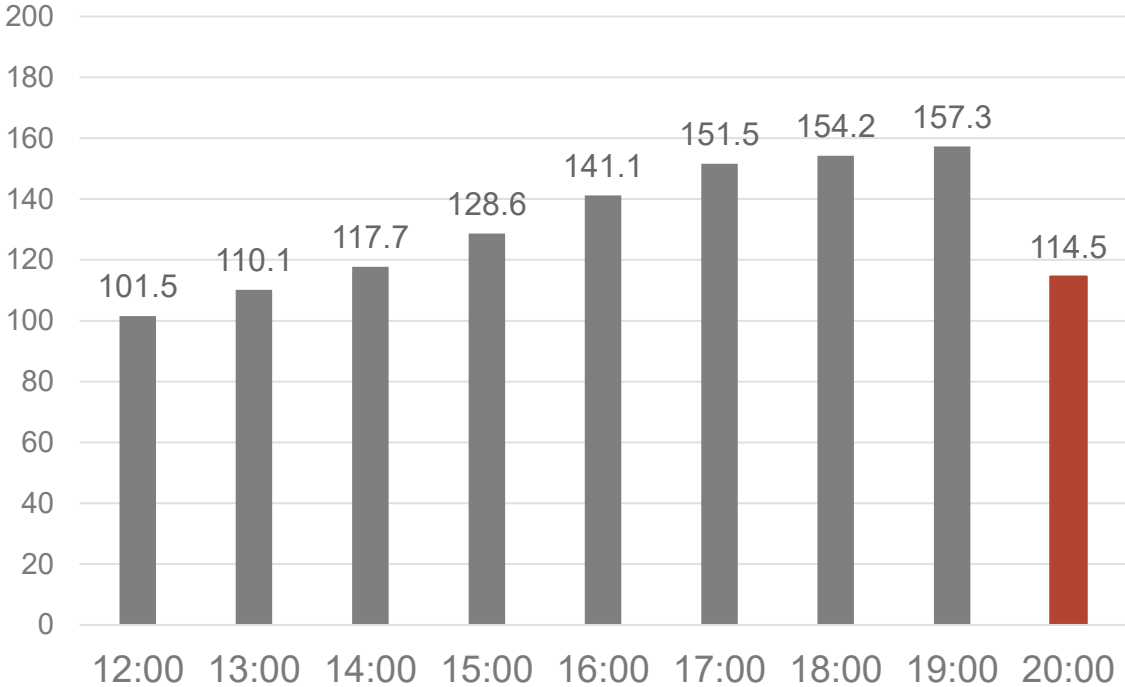
Curfew Amendment Pilot – Background & Proposal

- Hours of operation in Dallas are very limited compared to other peer cities.
- Latent demand for ridership is proven by app opens and strong evening hourly ridership.
- FIFA World Cup is bringing more visitors to the city that may rely on Dockless Vehicles to get around Dallas during their stay.
- Staff proposes a one-hour curfew extension pilot with a finite end date for staff to review data and other extensive guardrails to end pilot at any time if major safety risks arise.
- Curfew would revert to normal operations after pilot. Staff and stakeholders would review curfew pilot data and report to MMWG with a rule recommendation.

Curfew Amendment Pilot – PM Hour Trips, June 2025 – Mar 2026

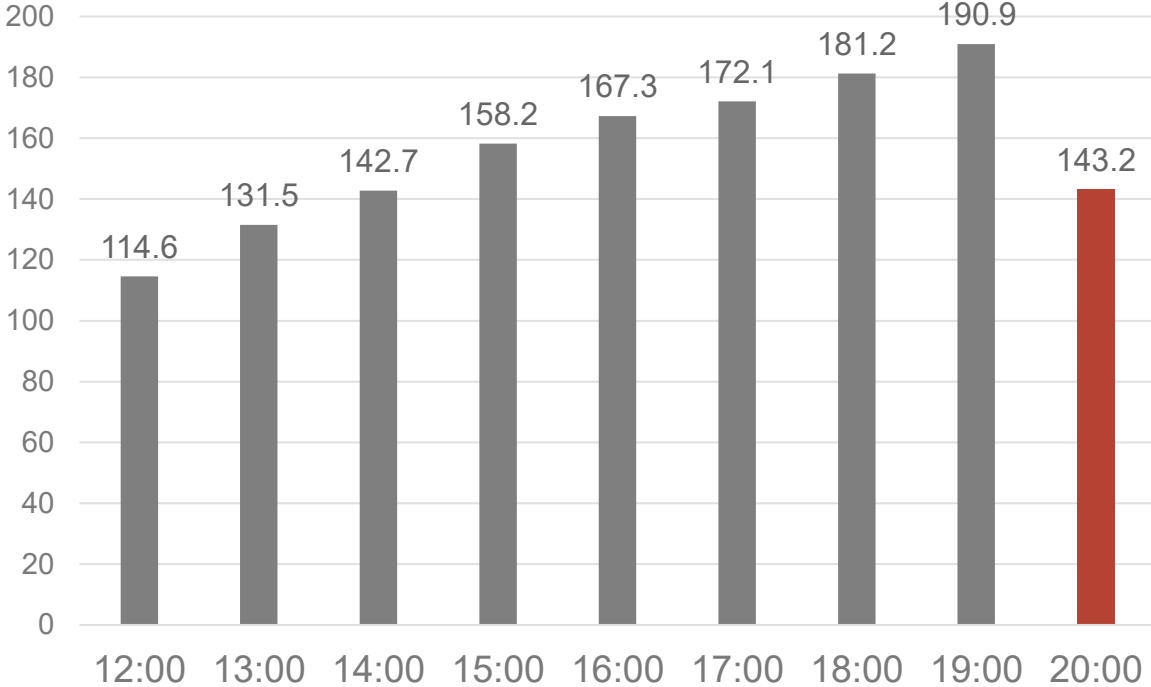
Normal Operations Cut-off Time to Start a New Ride: 8:45 pm

Weekday (M-Th) Average Trips by Hour: PM Trips



8:00 hour: ~73% of trips vs 7:00 hour.

Weekend (F-Su) Average Trips by Hour



8:00 hour: ~75% of trips vs 7:00 hour.

Curfew Amendment Pilot – Rule Redlining

Section 6 – Operations.

G. Hours of Operation. Units may only be available to users to start a ride from 5:00 am to 8:45 pm daily. All rides must end by 9:00 pm.

- Hours of Operation Pilot: Program staff may implement a one-time pilot per permit cycle to extend the hours of operation by up to one hour with the director’s approval for 30 days.
 - During the pilot period, units must stop allowing users to start a ride 15 minutes before the pilot curfew.
 - Permitted operators who violate the pilot curfew will have their pilot cancelled.
 - This pilot may be geographically limited to or exclude certain areas of the city as directed by the Director.

Curfew Amendment Pilot – Rule Redlining (cont.)

- The pilot may be cancelled at any time at the Director’s discretion if they are informed of any major public safety incidents during the pilot hour by the Dallas Police Chief or other local stakeholders. Permitted operators must come into compliance with the amended hours of operation within 12 hours of notice.
- At the end of the pilot period, standard hours of operation will resume.
- A successful pilot includes: A lack of major public safety incidents during the pilot hour, the average number of trips during the pilot hour meeting or exceeding 75% of the average number of trips during the previous curfew hour, and the operator remains in good standing. A successful pilot may result in staff recommending a Program Rules amendment.



Proposed Amendment 3: No Ride Zone Temporary Amendments

No Ride Zone Temporary Amendments - Background

- Special event routing and construction on existing bicycle facilities have required detours to be created for cyclists/micromobility users. In certain cases, the only viable route includes trails that are not permitted for dockless vehicle use under normal operating conditions.
- Increased flexibility in collaboration with appropriate stakeholders will maintain or increase access to alternative transportation for residents and visitors alike.

No Ride Zone Temporary Amendments – Rule Redlining

1. Motor-assisted scooters may not operate in public parks, public plazas, and the state fair grounds.
2. Motor-assisted Scooters may not operate on any public trail, except for the Ronald Kirk Pedestrian Bridge.
3. The director may amend No-Ride Zones to include regularly prohibited areas during special events or for necessary bike lane detours, as coordinated with the event organizers and/or relevant external stakeholders. Temporary amendments to the No-Ride Zones will be posted to the Dockless Vehicle Program webpage.
 - a. Temporary amendments may be implemented for up to one year. The director may renew this temporary amendment two months before its expiration.
 - b. The director may add special stipulations to the amended zones, including active hours, slow zones, and/or mandatory parking zones.
 - c. Operators who are deemed to be in violation of No-Ride Zones or any other special stipulations, or who are involved with reports of serious public safety incidents in the amended zones will result in the immediate termination of amended zones.



Proposed Amendment 4: Mandatory Deployment Zones

Mandatory Deployment Zones - Background

- Shared Program Rules mandate 15% of fleet must be deployed in specified zones (formerly the Equity Opportunity Zones) using census block groups.
- Zones have been recalculated with compliant poverty and mobility statistics to create Mobility Opportunity Zones (MOZ).
- More than double the number of scooters are currently permitted to be deployed vs when original mandatory zones were created.

Mandatory Deployment Zones – New Methodology

Proposed Mobility Opportunity Zones (2026)

- Families Below or At Level of Poverty
- Travel to Work
- Zero-Car Households
- Bike Plan: Trip Demand Index (% Trips taken that are 3 mi or less)
- Population Density
- DART Rail Stations

Mandatory Deployment Zones – New Methodology

Goals of New Methodology:

- Identify greater geography with latent potential for ridership.
- Expand transportation access evaluation by adding zero-car households, non-driving to work populations, Bike Plan Trip Demand Index.
- Include Census Block Groups where $\geq 40\%$ of households living in poverty that didn't meet other transportation thresholds to encourage operators to expand service to those areas and advertise their access programs.
- Support deployment and use by ensuring Census Block Groups have a population density $\geq 1,000$ people/mi².

Mandatory Deployment Zones – Rule Redlining

Section 2 – Exhibits.

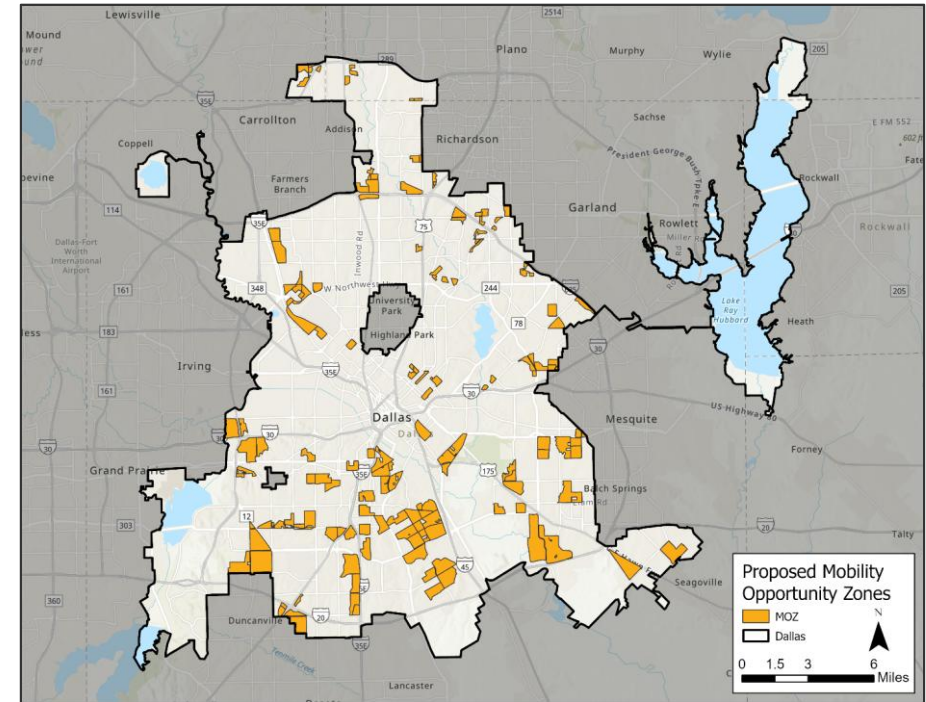
The following exhibits are incorporated into the Shared Dockless Vehicle Program Rules.

Exhibit A: ~~Equity Opportunity Zone~~. [Mobility Opportunity Zone](#).

Section 4 – Fleet Size and Distribution.

F. Operators shall rebalance their deployed shared dockless vehicle units to meet the following distribution requirements:

1. A minimum of 15% of an operator's total number of deployed shared dockless vehicle units shall be deployed in ~~Equity Opportunity Zones~~ [Mobility Opportunity Zones](#) (Exhibit A); and



Next Steps

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 April 28, 2026, 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 April 27, 2026.

Registered Speakers



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