

Memorandum



CITY OF DALLAS

DATE April 10, 2026

TO Honorable Mayor and Members of the City Council

SUBJECT **Shared Dockless Vehicle Program Updates: Proposed Program Rule Amendments and 2026-2027 Permits**

The purpose of this memorandum is to provide an update on the status of the Shared Dockless Vehicle Program and proposed changes to the Shared Dockless Vehicle Program Rules, and the status of the 2026-2027 Call for Applications for permits for this program.

Status of the Program

The 2025-2026 Shared Dockless Vehicles Program Permits launched on May 24, 2025, with three operators: Bird, Lime, and Spin. As per the Program Rules, operators were given the opportunity to earn deployment increases in increments of 250 vehicles through ridership and compliance metrics. Lime earned three 250-vehicle increases and is currently permitted to deploy 1,750 vehicles. Bird earned one 250-vehicle increase and is currently permitted to deploy 750 vehicles. Spin is currently permitted to deploy 750 vehicles but is on an operational hiatus from the City of Dallas.

Between June 1, 2025, and March 31, 2026, the City's data records show that 463,245 trips were taken with the program, nearly doubling the 240,833 trips were taken in the same period in the previous permit year. The program achieved record high monthly ridership between August 2025 and December 2025, exceeding 50,000 trips per month. The average trip length is 1.15 miles and lasts for approximately 11.8 minutes. Operators have remained in good standing for compliance during the 2025-2026 permit cycle, and 311 service request submissions remained below one complaint per day.

Proposed Changes to the Shared Dockless Vehicle Program Rules

The Micromobility Working Group, including representatives from Downtown Dallas, Inc and the Deep Ellum Foundation, has worked with staff to review program progress and supported the proposed changes to the Shared Dockless Vehicle Program Rules for the upcoming 2026-2027 Permit Cycle. Proposed changes include replacing previous mandatory equity deployment zones that were rescinded due to federal regulations, and authorizing staff to run a one-time pilot to extend the curfew by one hour for 30 days. A complete list of the proposed changes to be made to the Program Rules, with information on why each change is recommended, is attached to this memorandum. These rule changes do not impact the City's authority to take action for non-compliance with the Program Rules.

A public hearing will be held on April 16, 2026, for these proposed changes. The rules will be posted on the City Secretary's Office board and the [Shared Dockless Vehicle Program](#)

DATE April 10, 2026
SUBJECT **Shared Dockless Vehicle Program Updates: Proposed Program Rule Amendments
and 2026-2027 Permits**
PAGE **2 of 2**

[webpage](#) for 10 days following the hearing, and are anticipated to become effective April 26, 2026.


Update on 2026-2027 Operator Permit Applications

The Department of Transportation and Public Works (TPW) accepted applications for Shared Dockless Vehicle Permits from March 18, 2026 through April 6, 2026. TPW received applications from three operators: Bird, Lime, and Spin/Bird. A scoring committee, consisting of a multidisciplinary team of staff members from TPW and the Dallas Police Department, has been formed to review the applications using scoring criteria previously developed by the Micromobility Working Group in collaboration with staff. Operators are required to participate in a closed in-person demonstration with the scoring committee at City Hall Plaza to show how well their devices and technology could comply with certain requirements in the Program Rules and the City Code.

In accordance with the Program Rules, the City may issue up to three active operating authority permits, valid for one year. TPW will issue another memorandum announcing the operators who will be awarded permits for the 2026-2027 permit period once the scoring is complete.

As more information becomes available, it will be posted to the Shared Dockless Vehicle Program website which can be accessed by clicking [here](#). If you have any questions, please contact Ghassan “Gus” Khankarli, PhD, PE, PMP, CLTD, Director of the Department of Transportation and Public Works, at ghassan.khankarli@dallas.gov.

Service First, Now!



Dev Rastogi

Assistant City Manager

[Attachment]

c: Kimberly Bizzor Tolbert, City Manager
Tammy Palomino, City Attorney
Mamatha Sparks, City Auditor (I)
Billierae Johnson, City Secretary
Preston Robinson, Administrative Judge
Baron Eliason, Inspector General (I)
Dominique Artis, Chief of Public Safety

M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Alina Ciocan, Assistant City Manager
Donzell Gipson, Assistant City Manager
Robin Bentley, Assistant City Manager
Jack Ireland, Chief Financial Officer
Ahmad Goree, Chief of Staff to the City Manager
Directors and Assistant Directors

Spring 2026 Shared Dockless Vehicle Program Rules Changes - Summary

Updated: 4/7/2026

This document summarizes the proposed changes to the Shared Dockless Vehicle Program Rules that will be brought to a Public Hearing on April 16, 2026.

Document Legend:

- ~~Previous program rule text to be deleted~~
- New program rule text to be added
- Program rules text (no changes)
- *Explanation for the proposed changes*

Section 2 – Exhibits.

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

1. Exhibit A: ~~Equity Opportunity Zone.~~ Mobility Opportunity Zone.
~~8. — Exhibit H: West End Slow Ride Zone.~~

Exhibit A: *The designation of Equity Opportunity Zones in these Program Rules were retracted in November 2025 to comply with federal and city regulations. These zones have been recalculated with compliant poverty and mobility statistics to create new Mobility Opportunity Zones.*

Exhibit H: *Rule amendment to remove the West End slow zone as it is not serving its intended purpose. Compliant users riding in traffic are finding themselves riding with vehicular traffic that is traveling too fast for users to ride in the street with the slow zone in effect, forcing riders on to the sidewalk.*

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~~ permitted shared dockless vehicle units shall be deployed in ~~Equity Opportunity Zones~~ Mobility Opportunity Zones (Exhibit A); and

The designation of Equity Opportunity Zones in these Program Rules were retracted in November 2025 to comply with federal and city regulations. These zones have been recalculated with compliant poverty and mobility statistics to create new Mobility Opportunity Zones.

Amended wording to “permitted” to codify consistent deployment to equity areas as daily fleet sizes fluctuate – matching standard operating procedures for permitted operators.

Section 6 – Operations.

- A. **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.
- a. 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.
 - i. During the pilot period, units must stop allowing users to start a ride 15 minutes before the pilot curfew.
 - ii. Permitted operators who violate the pilot curfew will have their pilot cancelled.
 - iii. This pilot may be geographically limited to or exclude certain areas of the city as directed by the Director.
 - iv. 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.
 - v. At the end of the pilot period, standard hours of operation will resume.
 - vi. 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.

Hours of operation pilot to grant an extended hour of operation to test rider compliance and behavior during nighttime ridership with high latent ridership demands. Pilot will have extensive guardrails to include and/or exclude certain areas of the city, and a set protocol for cancelling the pilot in case of major safety issues. Pilot will be temporary and will end for staff to review relevant data to make a final rules recommendation.

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:

- i. Bishop Arts District (Exhibit C).
- ii. Deep Ellum (Exhibit D).
- iii. Farmer’s Market (Exhibit E).
- iv. Ronald Kirk Pedestrian Bridge (Exhibit F).
- v. Victory Park (Exhibit G).

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

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

- i. Bishop Arts: Tuesday – Sunday, noon – 9:00 p.m.
- ii. Deep Ellum District: Monday – Sunday, 5:00 a.m. – 9:00 p.m.
- iii. Farmer’s Market: Saturday & Sunday, 5:00 a.m. – 9:00 p.m.
- iv. Ronald Kirk Pedestrian Bridge: Monday – Sunday, 5:00 a.m. – 9:00 p.m.
- v. Victory Park: Friday – Sunday, 5:00 a.m. – 9:00 p.m.

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

Rule amendment to remove the West End slow zone as it is not serving its intended purpose. Compliant users riding in traffic are finding themselves riding with vehicular traffic that is traveling too fast for users to ride in the street with the slow zone in effect and is forcing riders on to the sidewalk.

G. No-Ride Zone(s)

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.

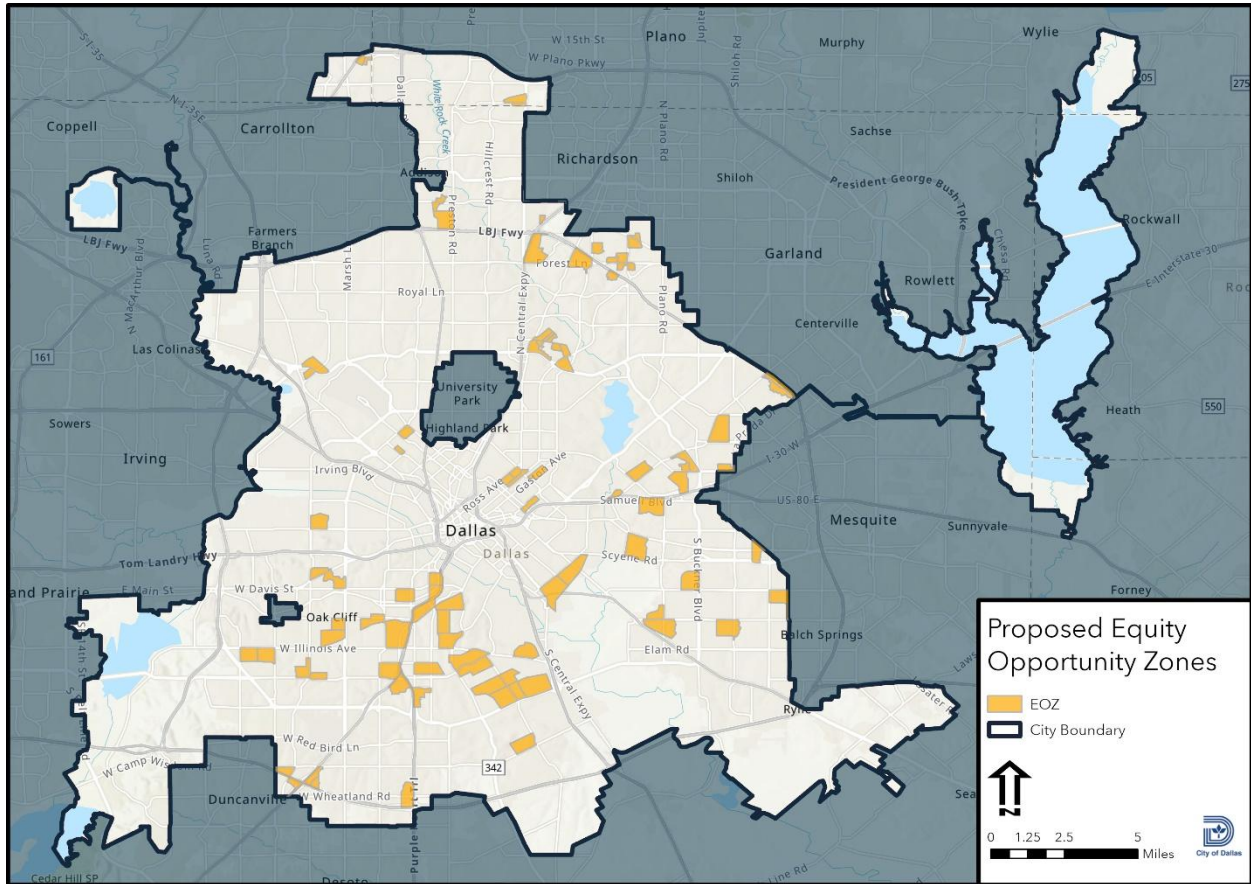
- c. Operators who are deemed to be in violation of No-Ride Zones or any other special stipulations, or who are involved with reports of serious public safety incidents in the amended zones will result in the immediate termination of amended zones.

Rule amendment allows for program staff to make necessary amendments to no-ride zones to accommodate designated routes for special events or official bicycle roadway construction detours.

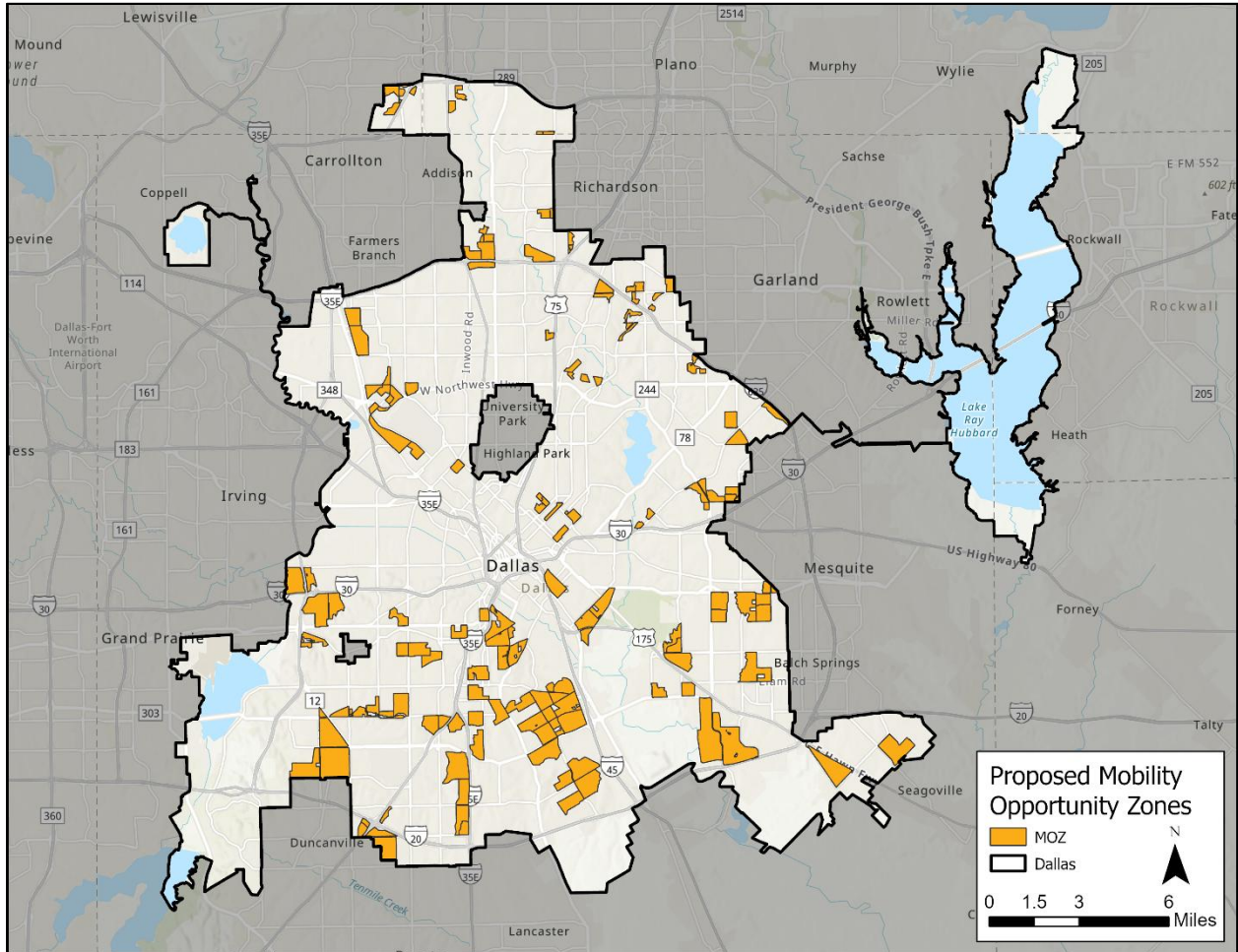
Exhibits.

Exhibit A – Mobility Opportunity Zones – See next page.

To Be Removed:



To Replace:



The designation of Equity Opportunity Zones in these Program Rules were retracted in November 2025 to comply with federal and city regulations. These zones have been recalculated with compliant poverty and mobility statistics to create new Mobility Opportunity Zones.

The new Mobility Opportunity Zones additionally increase the square mileage from the original 17.4 mi² to 43.01 mi² to account for larger fleet sizes than when the Equity Opportunity Zones were launched.