I-Drive Micromobility Program

November 10, 2026

I-Drive Business Improvement District
Jerald Marks, Jr. Project Manager

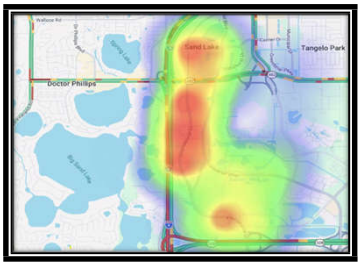
PRESENTATION OUTLINE

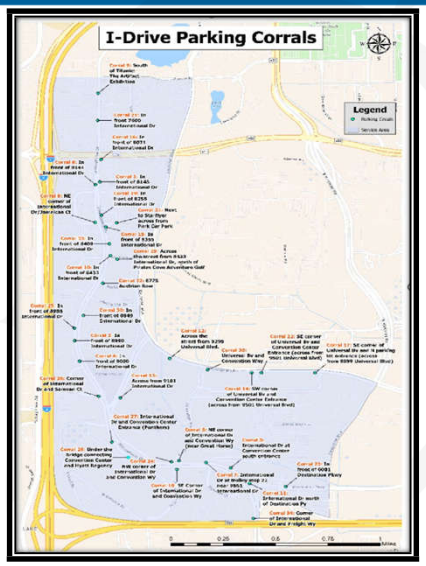
- History of Program
- Stakeholder Concerns and Feedback
- Program Changes Implemented to Date
- Proposed Changes to the Upcoming Third Year of the Program
- Limits of Regulating Authority
- Closing Summary



HISTORY OF PROGRAM

- Various BCC Presentations Provided Regarding Micromobility between October 2020 and March 2022
  - Ordinance passed at Public Hearing on March 8, 2022.
- Inception of Vendor Program in November 2024
- Currently Operating in the I-Drive corridor only – Carrier to Destination
- Goal of program has been to accommodate First and Last Mile Transportation Needs in the Area





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3

STAKEHOLDERS CONCERNS & FEEDBACKS

Since the inception of the pilot program, there have been approximately 18 meetings with stakeholders in the I-Drive pilot area.

Recent Stakeholder Meetings

- I-Drive Stakeholders Meeting – July 20, 2026
- I-Drive Stakeholders Meeting - August 19, 2026
- I-Drive (CRA) Advisory Committee - September 02, 2026
- International Drive Resort Area Chamber of Commerce - September 22, 2026
- Follow up Meeting with I-Drive Business Improvement District schedule for November 10, 2026

I-DRIVE DISTRICT
— INTERNATIONAL DRIVE —
Orlando, Florida

Visitors | I-Ride | Locals | Business

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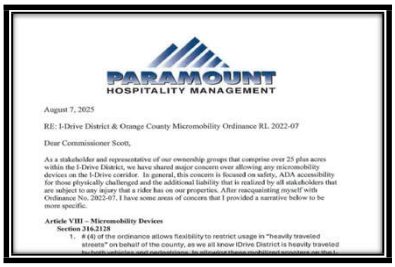
4

STAKEHOLDERS CONCERNS & FEEDBACKS

1. Over saturation of scooters in the authorized area
2. Parking of scooters in walkways
3. The level of vendor oversight.
4. Speed of Devices
5. Rider behavior
6. Education for riders



PARAMOUNT
HOSPITALITY MANAGEMENT

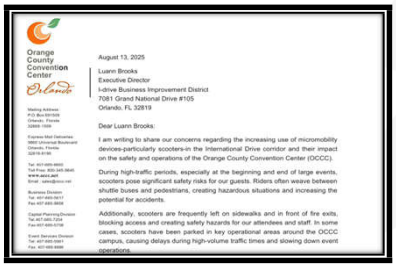
August 7, 2025

RE: I-Drive District & Orange County Micromobility Ordinance RL 2022-07

Dear Commissioner Scott,

As a stakeholder and representative of our ownership groups that comprise over 25 plus acres within the I-Drive District, we have shared major concern over allowing any micromobility devices on the I-Drive corridor. In general, this concern is focused on safety, ADA accessibility for those physically challenged and the additional liability that is realized by all stakeholders that are subject to any injury that a rider has on our properties. After reacquainting myself with Ordinance No. 2022-07, I have some areas of concern that I provided a narrative below to be more specific.

Article VIII – Micromobility Devices
Section 316.2128
1. # (4) of the ordinance allows flexibility to restrict usage in "heavily traveled streets" on behalf of the county, as we all know IDrive District is heavily traveled



Orange County Convention Center
Orlando

August 13, 2025

Luann Brooks
Executive Director
I-drive Business Improvement District
7081 Grand National Drive #105
Orlando, FL 32819

Dear Luann Brooks:

I am writing to share our concerns regarding the increasing use of micromobility devices-particularly scooters-in the International Drive corridor and their impact on the safety and operations of the Orange County Convention Center (OCCC).

During high-traffic periods, especially at the beginning and end of large events, scooters pose significant safety risks for our guests. Riders often weave between shuttle buses and pedestrians, creating hazardous situations and increasing the potential for accidents.

Additionally, scooters are frequently left on sidewalks and in front of fire exits, blocking access and creating safety hazards for our attendees and staff. In some cases, scooters have been parked in key operational areas around the OCCC campus, causing delays during high-volume traffic times and slowing down event operations.



Sheriff John W. Mina
ORANGE COUNTY SHERIFF'S OFFICE

August 11, 2025

Luan Brooks
Executive Director
I-Drive Business Improvement District

Recently, International Drive Corridor (I-Drive District) of Orange County has seen an increase in electric scooters and electric bicycles being utilized on the streets and sidewalks. This significant increase in electric transportation relating to scooters and bicycles has had an impact on our tourists, businesses and local residence along International Drive. As I patrol the I-Drive District, I've seen an abundant number of electric scooters and electric bicycles littering the I-Drive District corridor. I am familiar with the storage boxes (Scooter Pick up Locations) where scooters are placed for renting; however, riders often rent a scooter, then leave them parked wherever their destination takes them. Sometimes the scooters are parked in an upright position, but many times they are left lying on the sidewalks. Unfortunately, if several scooters are left in one location, this blocks the free movement along the sidewalk where pedestrians are walking. This can create a hazard for those pedestrians utilizing wheelchairs and strollers.

I have received complaints about riders operating electric scooters in an unsafe manner along International Drive. The scooters have been reportedly riding in the roadway at a high rate of speed,

PROGRAM CHANGES IMPLEMENTED TO DATE

Changes Made to Date

- 200 per vendor – initial devices allowed
- Increased to 250 per vendor (8/25) users demand
- Decreased to 150 per vendor (12/25)
- Constructed 10 physical corrals and expanded to 34 total corrals
- Increase Rebalancing of Devices by Vendors
- Reduced to 10 mph maximum (12/25)
- Additional Geofencing/No Ride Zones (12/25)
  - No ride zone in the selected bar areas – 2 am to 4 am



VENDOR MONITORING – PARKING & REBALANCING

Before – Scooters Parked down the sidewalk





Rebalanced only twice a day

After - Paved, Decaled Parking w/ Delineators





Rebalance 3 times a day & night

PROPOSED CHANGES FOR THE UPCOMING 3RD YEAR

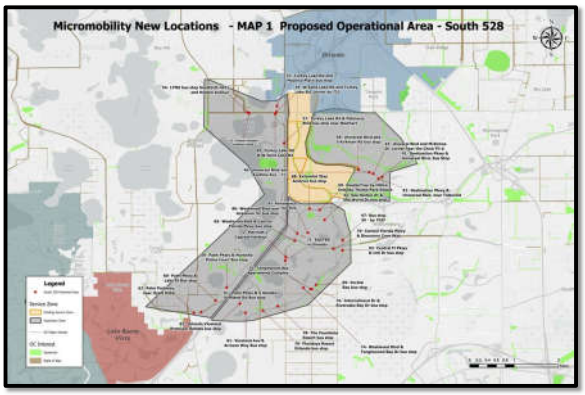
Additional Proposed Changes

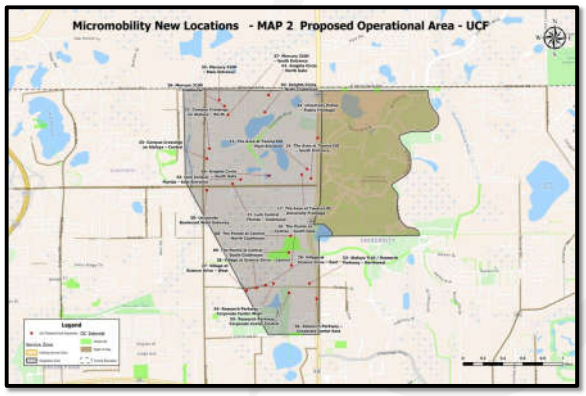
- Reduce the maximum number of devices allowed to 100 per vendor in the existing I-drive corridor.
- Add additional areas surrounding the existing I-drive – South Of 528 & UCF
- Vendors to provide a maximum of 100 devices per vendor in the expanded areas.
- Extra monitoring of online balancing system
- Additional site visits to International Drive area
- Extended coordination with vendors during major events
- Vendor Ambassador Program
- Expanded Geofencing for large events

PROPOSED CHANGES FOR THE UPCOMING 3RD YEAR

Proposed Areas:

South of 528 & UCF





PROPOSED CHANGES FOR THE UPCOMING 3RD YEAR

The extensions for a third year of the program allow additional data collection and analysis including:

- Monitoring of 34 Parking Corrals and Geofencing
- Rebalancing needs and effectiveness of Rebalancing Program
- Onsite Monitoring during Peak Hours
- Usage Data for two New proposed areas
- Origin and Destination Data
- Crash Data for I Drive District Service Area.
- Collection of pedestrian volume data

LIMITS OF REGULATING AUTHORITY

- We cannot prohibit micromobility devices based on state statutes (F.S. 316.2128)
- Our ordinance (2022-07) requires licenses for micromobility device operation, and prohibits any company from operating without a license
- Extension of these existing license agreement allows the regulating of micromobility devices to continue per our ordinance.
- On June 28, 2024, 275 unregulated/unlicensed devices were identified along I-Drive and impounded.

OCTOBER 7TH BCC HIGHLIGHTS

Meeting Discussion and Direction

- Pedestrian Safety/Additional
- Expand Geofencing along the corridor
- Devices reduce the number of cars along the corridor
- With no contract there is no Licensing Agreement/ Enforcement
- Sidewalk Crowd Management/Recommend Pedestrian Foot Traffic Study

Direction

- Extend contract with (Early Termination Clause) to continue Licensing Agreement
- Initiate Pedestrian Study to learn the volumes of Pedestrian Foot traffic
- Return to present findings of the study to the BCC in February 2027

STUDY SCOPE OF SERVICES

- **Task 1:** Existing Conditions Analysis The CONSULTANT shall review and analyze existing data sources
- **Task 2:** Potential Improvements Evaluation The CONSULTANT will identify improvements to address deficiencies identified in Task 1
- **Task 3:** Recommendations and Report The CONSULTANT will summarize the findings and document recommendations in the Study Report.
- **Task 4:** Supplemental Meetings
- **Deliverables**
  - Draft Study Report
    - Introduction
    - Best Practices for Micromobility
    - Existing Conditions
    - Potential Improvements
    - Recommendations
- **Final Study Report**
- **Executive Summary / Board Briefing Materials**

CLOSING SUMMARY

- Extensive stakeholder coordination has occurred.
- Many changes have been made to date to respond to stakeholder concerns.
- Multiple changes are being implemented in the third year of the program to continue to address stakeholder concerns.
- The extensions for a third year of the program allow additional data collection and analysis.
- Extension of the license agreements ensures that regulating of the program per the ordinance can continue.

