

- MDS:** MDS provides both real-time and historic data about shared micromobility vehicles and trips. MDS also allows municipalities to digitally and dynamically set policies related to bike and scooter share—such as where and how shared micromobility vehicles can operate—and easily communicate with shared micromobility service providers. The data is only intended for use by shared micromobility regulators and not the public. As a requirement to use MDS, however, shared micromobility operators must also provide a publicly available GBFS feed. Over 130 public agencies currently use MDS.

A single agency facilitating data collection and sharing can support regionwide data standardization. For example, the Denver Regional Council of Governments (DRCOG) uses [Ride Report to manage an open data shared micromobility portal](#). Five cities participate with DRCOG, the Colorado Department of Transportation and the Regional Transit District. New partners can join with a simple Letter of Interest pledging to provide data and a nominal annual fee of \$1,000 for cities and \$2,000 for counties.

Data Protection

Privacy Principles for Mobility Data

The collection and use of shared micromobility system data should be used in a way that both informs system functionality and protects individual privacy. It is best practice for the managing and operational entities of the shared micromobility system to adhere to the Privacy Principles for Mobility Data.¹⁷ The Privacy Principles were developed by transportation and technology professionals and experts in the public sector, private sector and academia, such as the City of Philadelphia, the Open Mobility Foundation, Future of Privacy Forum, and Columbia University. The goal of the Privacy Principles is to protect individual privacy in the use of mobility data.

The seven principles include:

1. We will uphold the rights of individuals to privacy in their movements.
2. We will ensure community engagement and input, especially from those that have been historically marginalized, as we define our purposes, practices and policies related to mobility data.
3. We will communicate our purposes, practices, and policies around mobility data to the people and communities we serve.
4. We will collect and retain the minimum amount of mobility data that is necessary to fulfill our purposes.
5. We will establish policies and practices that protect mobility data privacy.
6. We will protect privacy when sharing mobility data.
7. We will clearly and specifically define our purposes for working with mobility data.

¹⁷ <https://nabsa.net/2021/11/03/privacyprinciples/>