



GOVERNMENT OF THE DISTRICT OF COLUMBIA

Advisory Neighborhood Commission 2E

Representing the communities of Burleith, Georgetown, and Hillandale

3265 S Street, NW • Washington, DC 20007

(202) 724-7098 • anc2e@dc.gov

October 10, 2019

Mr. Jeff Marootian
Director
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
jeff.marootian@dc.gov

RE: District Department of Transportation's Dockless Bike and Scooter Share 2020 Terms and Conditions (T&C)

Dear Director Marootian,

On October 2, 2019 ANC 2E held its regularly scheduled public meeting, which was properly noticed and attended by eight commissioners, constituting a quorum. At this meeting the Commission adopted the following resolution by a vote of (8-0-0) with regard to the above-referenced matter:

ANC 2E remains interested in improving accessibility of our community through a variety of innovative transportation methods, noting that our community is not accessible via Metrorail. As such, generally speaking, the ANC is highly supportive of efforts to improve access to dockless vehicles. Nonetheless, as the number of dockless vehicles have expanded both citywide and in our community, and we expect this expansion to continue based on the shared Terms and Conditions, we have noted serious issues with regards to public safety. As a side note, we recognize that roadway and sidewalk conditions vary from community to community across the District and our comments herein are based primarily on topics of concern within ANC 2E.

1. ANC 2E notes that, as a framework for these comments, the sidewalks in the ANC are generally narrower than in other parts of the city and, particularly along M Street and Wisconsin Avenue NW, with significant foot counts, leaving barely enough room for pedestrians. Additionally, many, if not most, of our sidewalks are brick – i.e. not a unitary surface – which makes for a particularly treacherous ride on wobbly vehicles. The ANC previously resolved that we do not support the use of motorized scooters, bicycles, or mopeds on our sidewalks and we continue to support this resolution. Relative to these Terms and Conditions, the ANC

COMMISSIONERS:

Kishan Putta, District 1 Joe Gibbons, District 2 Rick Murphy, District 3
Anna Landre, District 4 Lisa Palmer, District 5 Gwendolyn Lohse, District 6
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requests that this limitation be included in the document in question in those areas which detail where scooters are not permitted.

2. Article II lays out the responsibilities of permit holders. It is noted that should the District Department of Transportation (DDOT) deem that a permit holder has engaged in "good performance," DDOT may allow the permit holder to increase its total number of scooters available to consumers to up to 5,000 scooters. ANC 2E would like to see more clarification as to what "good performance" means. Once again, while we support innovation in transportation solutions, we remain concerned about where the scooters are used and stored. Currently, scooters are stored in appropriate parking spaces as well as discarded in the C&O Canal, inside National Park Service property, blocking entrances to residential and commercial buildings and private driveways on our narrow sidewalks, and across sidewalks, making passage for pedestrians difficult and for wheelchair users, others with disabilities, and those pushing a stroller almost impossible.
3. We have serious concerns about doubling the number of scooters parked in our neighborhood should "good performance" not be specifically qualified, with metrics related to, but not limited to, parking of such vehicles. Furthermore, ANC 2E requests that rebalancing occur not only amongst all eight wards but also within individual wards themselves.
4. Article II, A9 mandates that permit holders shall inform users of applicable District laws and regulations. ANC 2E requests that these Terms and Conditions more specifically explain how such information is shared with consumers to ensure that consumers fully understand how scooters can and cannot be used. To date, we frequently see scooters being used contrary to DC laws and would like to better understand if usage of scooters in illegal manners is the responsibility of the permit holders or the consumers.
5. Also in Article II, A9, ANC 2E recommends that the first sentence be amended to include "permitted service area."
6. ANC 2E requests that reporting by permit holders be shared with ANCs citywide, including, but not limited to, details about crimes committed and crashes and fatalities involving permit holders' dockless vehicles, and that such information be segmented by ANC.
7. ANC 2E recommends adding to Article II, B1 "responsiveness to geofencing requirements".
8. Generally speaking, ANC 2E would like to see a full description of repercussions for not abiding by the parking requirements set forth in Article II, Section C. The ANC has general concerns about enforcement and believes that making clear how repercussions are structured is important moving forward. Furthermore,

significant repercussions related to the distribution of dockless vehicles are specified in Article II, Section D but no such specificity is provided in Article II, Section C.

9. Regarding Section G, ANC 2E requests that noted reports, surveys, etc. be made available to the ANC at the ANCs request.
10. Finally, ANC 2E notes that standards for enforcement are not included in these Terms and Conditions. We do appreciate that this document may not in fact be the appropriate place to include enforcement mechanisms but the ANC remains concerned that there is no clear method for enforcement – i.e. who has the ability to ticket consumers who use or store scooters contrary to the rules specified in the terms and conditions, are codes established already for such ticketing processes, etc.

ANC 2E notes that it has already issued two other resolutions related to dockless vehicles and we attach them to this resolution for reference. Finally, the ANC was frustrated by the short notice afforded to ANCs to respond to these Terms and Conditions, noting that ANCs city-wide received the draft Terms and Conditions on Monday, September 30 and ANC 2E's public meeting was scheduled for Wednesday, October 2, effectively allowing ANC 2E with only three days to respond. This is not ample time to properly review, consider, and solicit public feedback on these Terms and Conditions. We look forward to a response on both this resolution and those previously issued by ANC 2E dated September of 2019 and June of 2019 and will appreciate the opportunity to provide continued feedback on this exciting opportunity.

Commissioners Lisa Palmer (2E05@anc.dc.gov) and Rick Murphy (2E03@anc.dc.gov) are the Commission's representatives in this matter.

Respectfully submitted,



Rick Murphy
Chair, ANC 2E

Attachment A

**ANC 2E Resolution Adopted on June 4,
2018 Regarding the Proposal to Ban the
Riding of Bikes and Scooters on Ward 2
Sidewalks Outside of the Central
Business District**



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June 14, 2018

Councilmember Jack Evans
Councilmember, Ward 2
Council of the District of Columbia
1350 Pennsylvania Avenue NW, Suite 106
Washington, DC 20004
jevans@dccouncil.us

RE: Proposal to Ban the Riding of Bikes and Scooters on Ward 2 Sidewalks Outside of the Central Business District

Dear Councilmember Evans,

On June 4, 2018 ANC 2E held its regularly scheduled public meeting, which was properly noticed and attended by six commissioners, constituting a quorum. At this meeting the Commission adopted the following resolution by a vote of (6-0-0) with regard to the above-referenced matter:

ANC 2E supports the banning of the riding of motorized vehicles, including electric scooters, electric bikes, and electric-assist bikes, on public walkways in ANC 2E.

Commissioner Joe Gibbons (2E02@anc.dc.gov) is the Commission's representative in this matter.

Respectfully submitted,

Joe Gibbons
Chair, ANC 2E

COMMISSIONERS:

Ed Solomon, District 1 Joe Gibbons, District 2 Rick Murphy, District 3
Mara Goldman, District 4 Lisa Palmer, District 5 Jim Wilcox, District 6
Monica Roaché, District 7 Zac Schroepfer, District 8

Attachment B

**ANC 2E Resolution Adopted on June 3,
2019 Regarding a Request for the
District Department of Transportation's
Director to Attend an Upcoming ANC
Meeting to Discuss Specific Issues**



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June 28, 2019

Mr. Jeff Marootian
Director
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
jeff.marootian@dc.gov

RE: Requesting that the District Department of Transportation's Director Attends an Upcoming ANC Meeting to Discuss Specific Issues

Dear Director Marootian,

On June 3, 2019 ANC 2E held its regularly scheduled public meeting, which was properly noticed and attended by six commissioners, constituting a quorum. At this meeting the Commission adopted the following resolution by a vote of (6-0-0) with regard to the above-referenced matter:

ANC 2E frequently collaborates with the District Department of Transportation (DDOT) to support the city's goal to grow sustainable, efficient, and safe urban transportation options. A key component of tying these goals together is the Mayor's Vision Zero initiative. In relation to these goals, the ANC has pursued actions such as shepherding in the addition of bike lanes and Capital Bikeshare stations in Georgetown and asking for solutions to high-crash intersections.

It has been over two years since DDOT began its pilot demonstration for dockless vehicles. One high level interim report on the program status was issued in December of 2018. In May of 2019 permits for over a 1,000 new dockless vehicles were announced, bringing the total in DC to nearly 6,000. Dockless bikes and scooters can be seen on every street in Georgetown.

Given this growth of dockless vehicles, ANC 2E Commissioners are receiving a large volume of constituent inquiries regarding the dockless pilot demonstration. Currently the ANC does not have access to information to respond to many of these inquiries or to prioritize constituent input. The ANC requests that DDOT Director Jeff Marootian and his appropriate colleagues attend an upcoming ANC 2E public meeting to speak to DDOT's strategic vision for micromobility with respect to how the Georgetown

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Elizabeth Miller, District 7 Matias Burdman, District 8

community can manage the influx of dockless vehicles. If possible, the ANC asks Director Marootian to address the following constituent inquiries regarding the status of the ongoing pilot demonstration and long-term strategic plans: (Please separate by motorized scooters, electric-assist bikes, and manual bikes)

- Revenue generated to date from the entire pilot demonstration program
 - Total revenue collected by DC-permitted operators from riders and the portion of that revenue shared with DC
 - Total monetary penalties collected by DC due to operator and rider fines
- Key enforcement issues
 - Issues DC has had with operators abiding by DDOT's pilot demonstration guidelines
 - Issues operators and DDOT have had with riders
 - 311 reports
- Number and type of vehicles left within ANC 2E boundaries for more than three hours during the hours from 8:00 am to 8:00 pm
 - Engagement of residents to use 311 to report inappropriately placed dockless vehicles
- Community engagement by city-approved operators
 - Interaction with ANCs
 - Regular issuance of neighborhood-specific data
 - Community service work or other contributions
- Aligning with the Mayor's Vision Zero initiative with regards to safety, including:
 - Use of helmets on motorized scooter riders
 - Americans with Disabilities Act (ADA) compliance on narrow historic sidewalks that are already, in many cases, not ADA compliant. The ANC understands, per the December of 2018 interim report, that DDOT conducted visual inspections that showed only three percent of dockless vehicles are blocking pedestrian access, however the ANC would like to know the specifics for Georgetown. ANC 2E notes that the ANC issued a resolution in 2018 stating that the ANC did not believe that the use of motorized dockless vehicles on the neighborhood's sidewalks was safe and increased issues with ADA compliance.
 - Number and location of accidents in Georgetown (The ANC has seen the high-level accident data issued by DDOT but would like data specific to ANC 2E)
- Where does DDOT believe that motorized vehicles will be most safely used? Bike lanes, car lanes, sidewalks — and recommendations that operators make to users regarding these options?
- How to align the impact to Georgetown residents of DDOT's dockless vehicle pilot demonstration with DDOT's on-street car sharing program.

Commissioners Rick Murphy (2E03@anc.dc.gov) and Gwendolyn Lohse (2E06@anc.dc.gov) are the Commission's representatives in this matter.

Respectfully submitted,

A handwritten signature in blue ink that reads "Richard G. Murphy, Jr." in a cursive script.

Rick Murphy
Chair, ANC 2E

Attachment C

**ANC 2E Resolution Adopted on
September 3, 2019 Regarding the Use of
Mopeds on Neighborhood Sidewalks**



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September 11, 2019

Mr. Jeff Marootian
Director
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003
jeff.marootian@dc.gov

RE: Use of Mopeds on Neighborhood Sidewalks

Dear Director Marootian,

On September 3, 2019 ANC 2E held its regularly scheduled public meeting, which was properly noticed and attended by six commissioners, constituting a quorum. At this meeting the Commission adopted the following resolution by a vote of (6-0-0) with regard to the above-referenced matter:

ANC 2E frequently collaborates with the District Department of Transportation (DDOT) to support the city's goal to grow sustainable, efficient, and safe urban transportation options. A key component of tying these goals together is the Mayor's Vision Zero initiative. In relation to these goals, the ANC has pursued actions such as shepherding in the addition of bike lanes and Capital Bikeshare stations in Georgetown and asking for solutions to high-crash intersections.

It has been over two years since DDOT began its pilot demonstration for dockless vehicles. One high level interim report on the program status was issued in December of 2018. In May of 2019, permits for over 1,000 new dockless vehicles were announced, bringing the total in DC to nearly 6,000. In August of 2019, 2,400 motorized mopeds were added to the dockless fleet, bringing the total to 8,400. Dockless bikes, mopeds, and scooters can be seen on every street in Georgetown.

Given this growth of dockless vehicles, ANC 2E commissioners are receiving a large volume of constituent inquiries regarding the dockless pilot demonstration. Currently the ANC does not have access to information to respond to many of these inquiries or to prioritize constituent input. In June of 2019, the ANC requested that DDOT Director Jeff Marootian and his appropriate colleagues attend an upcoming ANC public meeting to speak to DDOT's strategic vision for micromobility with respect to how the Georgetown

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community can manage the influx of dockless vehicles. As of September 3rd, the ANC has not yet heard back from DDOT and thus the ANC is resubmitting its request, which has been slightly amended to note the addition of 2,400 mopeds.

If possible, ANC 2E asks Director Marootian to address the following constituent inquiries regarding the status of the ongoing pilot demonstration and long-term strategic plans: (Please separate by motorized scooters, electric-assist bikes, mopeds, and manual bikes)

- Revenue generated to date from the entire pilot demonstration program
 - Total revenue collected by DC-permitted operators from riders and the portion of that revenue shared with DC
 - Total monetary penalties collected by DC due to operator and rider fines
- Key enforcement issues
 - Issues DC has had with operators abiding by DDOT's pilot demonstration guidelines
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 - Use of helmets on motorized scooter riders
 - Americans with Disabilities Act (ADA) compliance on narrow historic sidewalks that are already, in many cases, not ADA compliant. The ANC understands, per the December of 2018 interim report, that DDOT conducted visual inspections that showed only three percent of dockless vehicles are blocking pedestrian access, however the ANC would like to know the specifics for Georgetown. ANC 2E notes that the ANC issued a resolution in 2018 stating that the ANC did not believe that the use of motorized dockless vehicles on the neighborhood's sidewalks was safe and increased issues with ADA compliance.
 - Number and location of accidents in Georgetown (The ANC has seen the high-level accident data issued by DDOT but would like data specific to ANC 2E)

- Where does DDOT believe that motorized vehicles will be most safely used? Bike lanes, car lanes, sidewalks — and recommendations that operators make to users regarding these options?
- How to align the impact to Georgetown residents of DDOT's dockless vehicle pilot demonstration with DDOT's on-street car sharing program.

ANC 2E supports alternative transportation options. The ANC asks DDOT that the ANC and its constituents be included in the testing and evolution of their use within the ANC's neighborhood.

Commissioners Gwendolyn Lohse (2E06@anc.dc.gov) and Rick Murphy (2E03@anc.dc.gov) are the Commission's representatives in this matter.

Respectfully submitted,

A handwritten signature in blue ink that reads "Richard G. Murphy, Jr." The signature is written in a cursive, flowing style.

Rick Murphy
Chair, ANC 2E