



**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**Dupont Circle Advisory Neighborhood Commission 2B**

December 5, 2018

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

RE: The District Department of Transportation's Proposed Rulemaking on Dockless Vehicle Regulations

Dear Director Marootian:

At its special meeting on December 4, 2018, the Dupont Circle Advisory Neighborhood Commission ("ANC 2B" or "Commission") considered the above-referenced matter. With 6 of 8 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (6-0-0):

WHEREAS, the District Department of Transportation (DDOT) issued a proposed rulemaking for dockless vehicle sharing in October of 2018 to adjust Chapter 33 of Title 24 of the DC Municipal Regulations, as well as a new permit application for dockless vehicles in November of 2018,

WHEREAS, ANC 2B submitted a resolution on April 3, 2018 providing advice to DDOT regarding DC's dockless bikeshare pilot program, including recommendations on fleet size, corral parking areas, and availability of dockless vehicles, among other points,

WHEREAS, the proposed rulemaking focuses on the conditions under which DDOT may issue a public right-of-way occupancy permit to operators and the permit application outlines terms and conditions for operators to go into effect January 1, 2019,

WHEREAS, the application specifies that operators may not have more than 600 vehicles per permit (with potential to increase by 25% per quarter with a favorable evaluation from DDOT), which ANC 2B believes could contribute to an imbalance in supply and demand, and

WHEREAS, the application further specifies a cap of 10 miles per hour for dockless scooters, which could serve to discourage riders from using the roadway and, thus, increase the riding of scooters on the sidewalk.

THEREFORE, BE IT RESOLVED that ANC 2B supports the proposed rulemaking with the following suggestions to clarify and enhance it:

Subsection 3314.5 be amended as follows: Item (c) – The dockless vehicle operating company shall balance its fleet of dockless sharing vehicles by having at least 5% of registered vehicles (and no fewer than 6 vehicles) in each ward by 6:00 a.m. each day, and

Insertion of a new Item: The dockless vehicle company shall equip each dockless bike and scooter with a white headlight and red tail light for visibility, and a bell or other audible alert for pedestrians or other roadway users.

BE IT FURTHER RESOLVED that ANC 2B:

- supports the provisions in the permit application allowing for increases in the cap on fleet size, however the ANC recommends that it be variable per operator based upon utilization, bunching balancing, and performance of contractual obligations,
- recommends allowing for more rapid increases in the cap beyond 25% per quarter, with more clearly enumerated set of criteria for such expansions or reductions,
- recommends that DDOT establish “corral” locations for pick-up and drop-off of dockless scooters, pursuant to consultation with the respective ANC. Such “corrals” shall have a minimum sidewalk clearance of ten (10) feet, in accordance with DDOT standards, and
- recommends the speed governor for dockless scooters be set to 15 miles per hour, which provides a reasonable balance between pedestrian safety when sidewalk running is necessary, and safely running in a bike lane or street.

Commissioners Randy Downs ([2B05@anc.dc.gov](mailto:2B05@anc.dc.gov)) and Daniel Warwick ([2B02@anc.dc.gov](mailto:2B02@anc.dc.gov)) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Warwick". The signature is written in a cursive, flowing style.

Daniel Warwick  
Chair

# **Attachment A**

**ANC 2B's Resolution Regarding DDOT's  
Dockless Bikeshare Pilot Program Dated  
April 3, 2018**



**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**Dupont Circle Advisory Neighborhood Commission 2B**

April 3, 2018

Mr. Sam Zimbabwe  
Chief Project Delivery Officer  
District Department of Transportation  
55 M Street SE, Suite 400  
Washington, DC 20003  
[sam.zimbabwe@dc.gov](mailto:sam.zimbabwe@dc.gov)

RE: DDOT's Dockless Bikeshare Pilot Program

Dear Mr. Zimbabwe:

At its regular meeting on March 14, 2018, the Dupont Circle Advisory Neighborhood Commission ("ANC 2B" or "Commission") considered the above-referenced matter. With 6 of 9 Commissioners in attendance, a quorum at a duly-noticed public meeting, the Commission approved the following resolution by a vote of (6-0-0):

WHEREAS, the District of Columbia is currently allowing dockless bikeshare (and dockless scooter-share) companies to operate during a pilot period from September 2017 through April 2018,

WHEREAS, currently six companies are operating, including traditional bikes from Mobike, Spin, LimeBike, and ofo; electric bikes from JUMP; and electric scooters from Waybots and LimeBike,

WHEREAS, many residents of ANC 2B have taken advantage of these services,

WHEREAS, bicycling, including dockless bicycling, provides a valuable "last mile" service for residents not near transit or when transit is not operating,

WHEREAS, bicycling has the potential to reduce single-passenger car traffic and vehicular emissions, as has already happened with Capital Bikeshare (see papers by Fishman, Washington, & Haworth, 2014 and Hamilton & Wichman, 2015),

WHEREAS, many residents of ANC 2B are not always able to get a dockless bike when they want or need one because of lower quantities of bikes,

WHEREAS, a number of concerns about dockless bikeshare have been raised by residents of ANC 2B and other DC residents and business owners, including improperly

parked bikes or bikes tipped over, which ANC 2B recognizes as a need for improved awareness,

WHEREAS, ANC 2B further believes that there is need for infrastructure to facilitate properly secured short term bike parking across the District for dockless bikeshare, and

WHEREAS, the District Department of Transportation plans to propose new regulations for the period after the current pilot, and the DC Council will likely consider legislation as well.

THEREFORE, BE IT RESOLVED that ANC 2B encourages DDOT to continue allowing companies to operate dockless bikesharing services in the District of Columbia with the following recommendations:

- Continue a competitive system where the market will choose which services succeed and which fail instead of the District choosing,
- Incrementally increase the numbers of bicycles allowed per operator, as Seattle has done, sufficient to determine the true market level of demand and ensure there is an adequate supply of public space for dockless bicycles,
- After determining the market level of demand for dockless bicycles, including by using ridership data from the spring and summer, consider limitations to the number of bicycles per operator such as a minimum of one to one and a half rides per day per available bike,
- Institute rebalancing requirements along with increased caps to ensure that some of the bikes are located in diverse neighborhoods, including in ANC 2B and the entire District,
- Require operators to publicly share data, including an API of real-time bike locations and anonymized usage volumes per roadway segment,
- Publicly share data from the pilot program,
- Conduct a public information campaign for residents to better understand the rules, proper parking, and use of the bikes,
- Hold operators responsible for the parking behavior of their users,
- Encourage operators to build features into their apps where people rate prior users' parking in order to better enforce good parking behavior,
- Work with Business Improvement Districts and other groups to assess and determine how the dockless bikeshare program is affecting the business community,

- Work with Business Improvement Districts and ANCs across the District to establish in-street corral parking areas in high-density areas which may be marked with pylons and referred to as “Dockless Bikeshare Preferred Locations” such as the “Mobike Preferred Location” pylons prevalent in some Chinese cities,
- Ensure bikes are not parked inside parks, playgrounds, and recreational areas where bikes may contribute to mobility or safety issues and/or be damaged,
- Require locking e-bikes, which are heavier, to physical objects as they are difficult to move, but continue to permit wheel locking for unpowered bicycles,
- Require operators to develop more stable kickstands or other mechanisms to secure their bicycles, as well as additional infrastructure options to ensure that parked bikes are less likely to be blown or knocked over, and
- Adopt a policy of periodic renewals or revocation of permits for dockless operators to continue operating within the District of Columbia based on transparent performance and complaint metrics.

BE IT FURTHER RESOLVED that ANC 2B encourages DDOT to publish the decision-making process, criteria, and timeline related to determining the future of the dockless bikeshare program.

BE IT FURTHER RESOLVED that ANC 2B encourages DDOT to address Americans with Disabilities Act concerns, including how dockless bikeshare impacts handicap mobility.

BE IT FURTHER RESOLVED that ANC 2B encourages DDOT and dockless bikeshare operators to promote availability of adaptive bikes to increase access to bikes for people with disabilities.

BE IT FURTHER RESOLVED that ANC 2B encourages DDOT to install additional bike infrastructure such as protected bikeways, other bike lanes, and bicycle parking in all parts of ANC 2B and the District of Columbia as soon as possible, to ensure safe roads for users of dockless bikes, Capital Bikeshare, and private bikes and provide appropriate parking locations.

Commissioners Randy Downs ([2B05@anc.dc.gov](mailto:2B05@anc.dc.gov)) and Daniel Warwick ([2B02@anc.dc.gov](mailto:2B02@anc.dc.gov)) are the Commission’s representatives in this matter.

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Sincerely,

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Daniel Warwick  
Chair