

To: Muriel Bowser, Mayor, District of Columbia
Jeff Marootian, Director, District Department of Transportation

Dear Mayor Bowser and Director Marootian:

The District of Columbia has set a goal that by 2032, 25% of all commutes take place by walking or biking¹. Getting there will require bold action. One significant opportunity to reach this goal is through growing our shared bicycle and scooter fleets to 20,000, while setting reasonable rules to keep public space open for everyone.

It's important to plan expansively for a vision of how dockless mobility can play into the District's future. The Institute for Development and Transportation Policy (ITDP) recommends² shared bike systems encompass 10 to 30 bikes per 1,000 residents, which would mean at least 20,000 bikes (docked and dockless) in DC. Seattle, a city of similar size, plans to allow 20,000 bikes³ under its new regulations.

We ask that DC also conceive of and plan for a 20,000-bike system. As the District Department of Transportation (DDOT) considers permanent regulations for dockless operators, we ask that you design regulations primarily around the future we want to build, and not only short-term administrative considerations.

Residents do have some reasonable concerns about how dockless bike and scooter sharing works in our city. We hope that DDOT will address them in these forthcoming regulations and continue to work with the participating companies on these topics:

- **Parking** - Riders should park responsibly and companies should work to educate users on proper parking. DC should add bicycle parking areas on the street in busy areas and bicycle parking on every corner throughout the District. With sufficient bike parking in all areas, a requirement to lock dockless bikes to a rack would not be an undue burden.
- **Safety and maintenance of the bikes** - Ensure that dockless bikes and scooters are well-built and receive routine maintenance. In addition, make it easy for people to report safety and maintenance issues.

¹ Sustainable DC 2.0, 2018, available at <https://sustainabledc.civicomment.org/sustainabledc2.0outline>

² The Bikeshare Planning Guide, 2018 edition, available at https://3gozaa3xxbpb499ejp30lxc8-wpengine.netdna-ssl.com/wp-content/uploads/2013/12/BSPG_digital.pdf, page 27

³

<https://www.seattletimes.com/seattle-news/transportation/seattle-bike-shares-could-double-to-20000-bikes-under-new-proposed-rules/>

- **Equity** - Everyone should benefit from dockless bike and scooter share. Regulations should encourage use in underserved communities. Companies should commit to keeping a significant number of bikes and scooters in lower-income neighborhoods.
- **Troubleshooting** - It should be easy for both users and non users to report problems and companies should quickly respond to them.
- **Data sharing** - Data about where and when people are riding shared bikes and scooters is important for transportation planning and decision-making. Companies should provide data on trips (anonymized to protect privacy) to the government and the public.
- **Bike and scooter lanes** - Significant growth in cycling and scooters, as the District's goals call for, will also require major expansion of the network of protected lanes that offer safe and comfortable places to bike and scoot. Such networks also help keep sidewalks open for people walking, riding in wheelchairs, and pushing strollers.

We look forward to a day when more residents and visitors, of all backgrounds and incomes, can easily choose to travel efficiently and affordably on human-powered and electric bikes and scooters, moving more people on the roadways, reducing DC's greenhouse gas emissions, and improving health and safety. We ask that the District take needed steps to help the dockless systems flourish and grow into an integral part of this future.

With appreciation,

Coalition for Smarter Growth
DC Sierra Club
DC Sustainable Transportation
Greater Greater Washington
Washington Area Bicyclist Association