

**Shared Motor-Driven Cycle Pilot Permit Terms and Conditions for the March 1 – September 30, 2020  
Pilot Period**

**Responses to Comments Received During January 14th to 29th, 2020 Public Comment Period**

DDOT received six (6) public comments in response to the Draft 2020 Shared Motor-Driven Cycle Permit Terms and Conditions. Two (2) of the comments were generally in support of the pilot program and its permit holders, and had no specific questions requiring a response. The remaining comments and questions are summarized below, with responses provided by DDOT.

1) Question: Could the pilot require that shared motor-driven cycles be parked on the street, not the sidewalk?

DDOT Response: The existing Terms and Conditions require shared motor-driven cycles to be parked in the parking lane in legal parking spaces, and not on the sidewalk. This requirement will be continued in the revised Terms and Conditions for the upcoming permit period.

2) Question: Can shared motor-driven cycles be removed from bike lanes and can the Terms and Conditions require permit holders to improve compliance with the stated laws?

DDOT Response: Motor-driven cycles are not permitted to use the bike lanes and permit holders are required to educate their users about applicable District laws and regulations, such as this one.

3) Question: [Referring to Article I, Section C and Article 2, Section A, #9] Can a Personal Mobility Device (PMD) that meets the definition of Motor-Driven Cycle listed be qualified to also participate in a regulated Motor Driven Cycle program?

DDOT Response: A vehicle that meets the definition of a PMD cannot also be defined as a motor-driven cycle, as these definitions are mutually exclusive.

4) Question: [Referring to Article II, Section A, #5] Could the responsibility of wearing a helmet belong to the rider and not the permit holder to enforce?

DDOT Response: To ensure compliance with existing regulations as well as the safety of users, DDOT maintains that the permit holder must enforce helmet use as a condition of the permit. In addition, use of a helmet while operating a motor-driven cycle is already required by 18 DCMR § 2215.4, and as such, failure to wear a helmet is considered a moving violation which can be enforced by the Metropolitan Police Department.

5) Question: [Referring to Article II, Section B, #6] Can the half-hour response time requirement for illegally parked shared motor-driven cycles be expanded to two hours?

DDOT Response: As vehicles are not permitted to terminate a trip in any of the restricted areas listed in this Section, DDOT believes that the half-hour response time should not pose a significant burden on providers. Additionally, as these restricted areas are safety-sensitive and can have significant impact on traffic congestion and transit operations during peak periods, keeping them clear of obstructions remains a priority for the agency.

6) Question: [Referring to Article II, Section C, #2] Can the Terms and Conditions build in additional flexibility for fleet deployment minimums, for example requiring 2% of the total fleet instead of a fixed minimum of 8 vehicles per Ward, which is 64% of the allocated minimum fleet size?

DDOT Response: Providing consistent, reliable access to a permit holder's fleet in all eight Wards is a vital part of the shared motor-driven cycle program, and DDOT will maintain these fleet minimums in the Terms and Conditions.

7) Question: Can the Terms and Conditions require permit holders to proactively monitor misuse of their mopeds and impose stronger transparency mandates?

DDOT Response: As found in Article II, Section G, DDOT requires that providers of shared motor-driven cycles participating in the permit program must provide monthly reports and data collected on vehicles, trips, safety and illegal parking activity. Additionally, permit holders will now have to provide a narrative report to describe vehicle use, operational issues, illegal parking, and other items.