

Sayers, Margery

From: LINDA Wengel <lwengel@msn.com>
Sent: Tuesday, March 3, 2020 9:06 PM
To: Joel Broida; Foehrkolb Lynn; Baker Jeryl; kevinafitzgeraldmred@gmail.com; Hillen Robin; Dworkin Dean; Loeber Pat; Colavita Lisa; Eagan Lin; CouncilMail; Jung, Deb
Cc: Broida Joel
Subject: Re: Four screen shots did the trick to capture the article some were unable open from the Washington Post about rental e-scooters in the District of Columbia

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

The Council has decided to limit permits to two companies.

From: Joel Broida <jbroida1@gmail.com>
Sent: Tuesday, March 3, 2020 8:58:07 PM
To: Foehrkolb Lynn <lfoehrkolb@yahoo.com>; Baker Jeryl <villagemanager@columbiatowncenter.org>; kevinafitzgeraldmred@gmail.com <kevinafitzgeraldmred@gmail.com>; Hillen Robin <beausimon6@gmail.com>; Dworkin Dean <dean-917@hotmail.com>; Loeber Pat <tcvillage@columbiatowncenter.org>; Colavita Lisa <lisa@columbiatowncenter.org>; Eagan Lin <Lin.Eagan@ca-board.org>; Councilmail <Councilmail@howardcountymd.gov>; Jung Deb <djung@howardcountymd.gov>
Cc: Broida Joel <jbroida1@gmail.com>
Subject: Four screen shots did the trick to capture the article some were unable open from the Washington Post about rental e-scooters in the District of Columbia

Lynn.... I say, never say ever....it sometimes takes a work around. I understand your annoyance with ads and my major annoyance is robocalls at dinner time or just after. We may solve that by purchasing a new set of four phone that include an "call locker option."

While in Baltimore today to be with Gail for an appointment at Hopkins and by chance we saw two of the 2-wheel e-scooters. One was being ridden by a young man or ably on his way to work going east on Pratt Street. However, the second one was unattended resting in the middle of the sidewalk which is a good example of some of the issues concerning various neighborhoods in the District of Columbia.

Joel Broida

Gridlock

Lime, Bird, three others lose appeals to operate scooters in D.C.

By Lori Anzures
February 27 at 6:54 PM ET

The decision by the District Department of Transportation means only Jump, Lyft, Spin and Sift can operate in the city



A Lyft scooter at Franklin Square. The company is one of four chosen to provide scooters for D.C. users in 2020. (Luz Lazo/The Washington Post)

The scooter companies Lime and Bird will have to leave the District come April 1 after losing their appeals to continue operating in the city.

The District Department of



Done

The District Department of Transportation announced in December that it had selected four of the eight companies that had been operating in the city to



continue providing service under its revised e-scooter program. Jump, Lyft, Skip and Spin **won bids** to deploy a combined total of up to 10,000 scooters in the city. Lime and Bird appealed the decision, as did three other companies — Helbiz, Wheels and Clever Mobility — who had hoped to operate in the District. Neither Bolt or Razor, which had been operating in the city, choose to appeal the decision. Bolt stopped operating at the end of December, when its permit expired, and Razor will cease operations at the end of March.

“Having fewer companies enables us to more effectively manage the program and create an easier user experience for people who are hoping to access these,” DDOT Director Jeff Maroofian said in explaining the decision.

[D.C. residents weigh in on the future of e-scooters in the District]

“We’re obviously disappointed by the ruling and are actively exploring ways to continue serving District residents in 2020,” a Lime spokesman said.

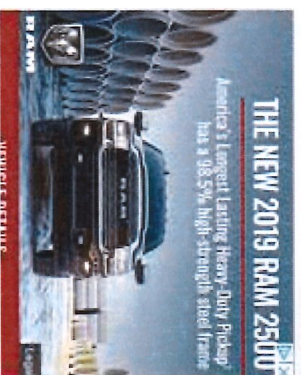
“We’re proud of our partnership we’ve enjoyed with the District, the community organizations we support, and our performance as the longest-serving operator in the city.”

Since their arrival in 2017, scooters have become a popular option for those looking for an easy way to move around the District, which was one of the first U.S. cities to allow the services to operate. And while the two-wheeled vehicles have their share of detractors, there is no sign they are going away.

In October, the city announced plans to reduce the number of scooter operators in the District to four. Four slots were also set aside for e-bike operators. Thirteen scooter companies and five e-bike companies applied, according to DDOT. An interagency committee evaluated the applications on a 198-point scale and selected the top point-earners — Jump, Lyft, Skip and Spin.

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The selection of Skip raised some eyebrows after one of its scooters caught fire last summer. The company suspended operations for six weeks and acknowledged that past safety lapses had contributed to the scooter fire downtown and another at its warehouse involving batteries. The city allowed the company to resume operating in August, saying it had demonstrated that it was taking "clear steps" to ensure it was following best safety practices.



Under the new rules, the four companies can apply to expand their fleets on a semiannual basis. DDOT says it will grant expansions after evaluating a company's performance. For example, a company that starts with 2,500 scooters in April could potentially have 5,000 in service. If all four companies were to be approved for the maximum expansion, there could be 20,000 scooters operating in the city.

As part of their agreement to operate in the District, the companies must allow DDOT to install GPS trackers on a random sample of devices for research purposes and also must report within 24 hours any issue that could affect public safety. That includes criminal activity, traffic crashes and fires involving their devices.

Lump, Lyft, Skip and Spin win bids to provide scooter service in D.C. in 2020.

The scooter companies also will be required to provide scooters in all eight wards of the city and will be limited to a maximum of 1,000 vehicles in the central business district. The 2020 permit increases to 20 the minimum number of vehicles that must be deployed in each ward by 6 a.m. daily and establishes "equity" zones, primarily east of the Anacostia River, where companies will be required to deploy at least 400 vehicles for use during the morning rush hour.

Done

As part of the effort to better manage complaints of scooters cluttering sidewalks, DDOT officials announced last month they are installing 100 off-side-walk parking corrals for e-scooters and bicycles. The corrals will be placed in the area between stop signs and the start of parking zones to ensure that illegally parked cars do not block the visibility of crosswalks and intersections.

The corrals were first piloted in business-improvement districts and commercial areas where there were large numbers of dockless vehicles. The new locations will be placed in residential areas where sidewalks are narrower and more likely to be blocked when dockless scooters or bikes are left on them. (Here



is a map of where the parking corrals will be placed.)

This post has been corrected to reflect that Bolt and Razor, two companies that had previously operated in the District, opted not to appeal the December decision. In addition to Lime and Bird, three other companies, Helbiz, Wheels and Clevr Mobility did appeal DDOT's decision, but subsequently lost.

Lori Aratani writes about transportation issues, including how people get around – or don't. Her beat includes airlines and airports, as well as the agencies that oversee them.

TOP STORIES



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DDC residents weigh in on the future of e-scooters in the District

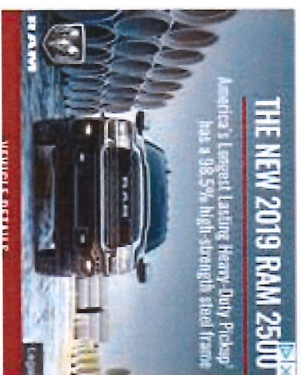
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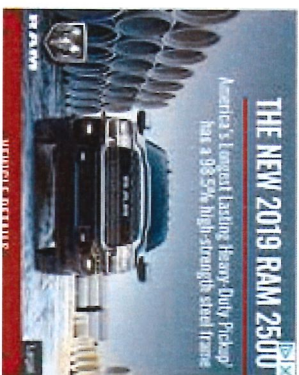
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TOP STORIES



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From: Joel Broida <jbroida1@gmail.com>
Sent: Tuesday, March 3, 2020 12:13 AM
To: Foehrkolb Lynn; kevinafitzgeraldmred@gmail.com; Hillen Robin; Dworkin Dean; Baker Jeryl; Loeber Pat; Colavita Lisa; Eagan Lin; Jung, Deb; Ball, Calvin; CouncilMail; Milton.Matthews@columbiaassociation.org
Cc: Broida Joel
Subject: The Washington Post: Lime, Bird, three others lose appeals to operate scooters in D.C.

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Lynn et al., I was unable to attend the County Council session this evening when the heavily amended CB3-2020 scooter bill was on the agenda.

I sure hope that the Council was aware and considered the recent actions being taken by the District of Columbia by making several significant changes to alter their e-scooter regulations and a remarkable reduction in the number of scooter vendors as well as a reduction in the number of available rental scooters.

Shame on us if we fail to learn from others successes and failures such as the one highlighted in the attached article about e-scooters in DC. There is still time to make sure we have set this program with forethought as you well know. It is essential that this endeavor is set up and carried out the first time. It will cost you in credibility and other realms if you ignore already known facts and truth.

Joel Broida, Howard County and Columbia Resident since 1970.

I thought you might like this story from The Washington Post.

Lime, Bird, three others lose appeals to operate scooters in D.C.

The decision by the District Department of Transportation means that starting April 1, only Jump, Lyft, Skip and Spin will be allowed to operate in the city.

<https://www.washingtonpost.com/transportation/2020/02/27/lime-bird-bolt-razor-lose-appeals-operate-scooters-dc/>

Sent from my iPad

Sayers, Margery

From: joel hurewitz <joelhurewitz@gmail.com>
Sent: Monday, March 2, 2020 1:24 PM
To: CouncilMail
Cc: Eatough, Christopher; Gartner, Bruce; Sager, Jennifer; Kuc, Gary
Subject: Re: CB3-2020 Additional Clarifying Amendments are Needed

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Council,

I generally support the proposed amendments to CB3. However, I still believe that for the sake of clarity and completeness that a specific amendment is needed to include in Section 21.503 the electric scooter hearing under the powers and duties of the Multimodal Transportation Board. None of the current enumerated powers clearly include the electric scooter hearing. This is the section where the public would primarily look to find the powers of the board, not in the subtitle on electric scooters.

Sincerely,

Joel Hurewitz

On Mon, Feb 3, 2020 at 5:43 AM joel hurewitz <joelhurewitz@gmail.com> wrote:

Dear Council,

In addition to the Columbia Village covenant provision, additional clarifying amendments to CB3-2020 in the spirit of Amendment 1 are also appropriate.

In places where electric scooters are to be regulated or prohibited, the provisions and signage requirements in Title 19, Subtitle 5 - Public Recreation on Private Lands and Section 21.403 need clarification. In particular, electric scooter riders are unlikely to understand that scooters are legally considered as bicycles when reading any sign that prohibits bicycles.

Section 21.503 should be amended to add a scooter permit public hearing to the Multimodal Transportation Board's duties and responsibilities.

Title 28 should be amended to add scooters to the duties and reporting requirements of the Downtown Columbia Partnership.

In addition, there does not appear to be a provision in CB3 to require that the Office of Transportation will conspicuously post the permit, supporting documentation, complaint, and contact information on the Office's webpage.

Please let me know if you have any questions.

Sincerely,

Joel Hurewitz

