



District of Columbia Government
Advisory Neighborhood Commission 6A
PO Box 15020
Washington, DC 20003



September 6, 2026

Councilmember Charles Allen
Chair, Committee on Transportation and the Environment
callen@dccouncil.gov

Re: ANC 6A Request for Hearing on Micromobility

Dear Councilmember Allen:

At a regularly scheduled and properly noticed¹ meeting on July 9, 2026, Advisory Neighborhood Commission 6A voted 6-0-0 (with four Commissioners (4) required for a quorum) to urge the Committee on Transportation and the Environment to convene public oversight hearings regarding the management, infrastructure integration, and regulatory framework of micromobility devices in the District. Furthermore, we explicitly request that these hearings occur sufficiently in advance of the District's next Request for Proposals (RFP) cycle and contract renewals for micromobility providers so that findings can directly inform future vendor requirements.

In addition, ANC6A03 Commissioner Shapiro fielded a survey regarding constituent opinions related to mobility and transportation alternatives. A summary of the survey findings are appended to this letter. The raw data are available from Commissioner Shapiro at 6A03@ANC.dc.gov.

The Success of Micromobility Outpaces Current Infrastructure

As a transit-supportive Commission, ANC 6A celebrates the incredible growth of sustainable transportation in Washington, DC. Data presented to our Transportation and Public Space Committee by the District Department of Transportation (DDOT) highlights that the District is a national leader in this space: for-hire micromobility trips have doubled from 9 million in 2022 to 18 million in 2025. This massive modal shift is a testament to the dedication of DDOT and local advocates in providing viable, green alternatives to private vehicle use.

However, the spectacular success of these programs has fundamentally outpaced our current physical, contractual, and regulatory infrastructure. This gap has created friction on our streets and sidewalks, resulting in rising safety concerns for both micromobility users and pedestrians—particularly our most vulnerable neighbors, including children, seniors, and the visually or hearing-impaired. District health data reflects this urgency: according to recent data

¹ ANC 6A meetings are advertised electronically on anc-6a@googlegroups.com, and in newhilleast@groups.io, at www.anc6a.org, and through print advertisements in the *Hill Rag*.

shared by DDOT with our Transportation and Public Space Committee, hospital discharges related to micromobility and cycling injuries rose from 252 in 2022 to 653 in 2025.

Local concerns about these issues were reflected by the **309 narrative comments** added by the 349 respondents to the attached survey. AI assisted analysis of these comments revealed:

- **Concerns about safety while walking, biking, scootering and driving.** In particular, walkers shared concerns about fast and sometimes reckless operation of bikes and scooters on sidewalks.
- A large numbers of comments by bikers and scooterers about **lack of protected infrastructure** which can force them to ride in dangerous situations on streets or to use sidewalks.

This trend requires proactive structural interventions rather than ad-hoc reactions. It should be noted that DC is not alone in confronting these issues. Multiple scientific studies such as “*The Fast and the Fragile: Neurosurgical Trauma in the Age of Micromobility* (Neurosurgery May 2026) and *Electric-bicycles and Speed Related Trauma in Pediatrics...* (Science Direct May, 2026) indicate that safety issues are a nationwide concern.

In response, according to a recent APNews.com article (Philip Marcelo 8/14/2026), many states and municipalities, including in California, Illinois, New Jersey, New York, Florida, Ohio and Massachusetts have recently passed or are weighing additional laws or regulations. These efforts often struggle to balance the very important objective of advancing affordable, environmentally friendly transportation with efforts to enhance safety for bikers, scooterers, walkers and even drivers.

Key Structural Challenges to Address

To optimize micromobility as a safe, permanent fixture of DC's transportation network, we believe the Council must evaluate several systemic pressure points:

1. **The Infrastructure Gap:** A primary driver of sidewalk riding is the lack of a continuous, connected network of protected bike lanes (PBLs). When riders feel unsafe sharing the roadway with heavy vehicular traffic, they default to sidewalks.
2. **Speed and Fleet Regulations:** Current speed caps on some devices may inadvertently make riders feel too slow to safely integrate with the flow of street traffic. Concurrently, a rise in un-geofenced, high-speed throttle devices (some capable of dangerous, non-compliant speeds) requires strict market and enforcement boundaries.
3. **Sidewalk Riding & Geofencing Constraints:** Sidewalk riding restrictions remain largely confined to the Central Business District. We need to evaluate whether technological interventions like precision geofencing, surface identification cameras, automatic speed governors and other technologies are mature enough to enforce sidewalk

restrictions in high-pedestrian commercial corridors like H Street NE. Contracts should require rapid, fleet-wide deployment of best-in-class safety features.

4. **Accountability and Vendor Management:** There is a critical lack of timely enforcement tools to hold corporate micromobility providers accountable for improper device parking (which blocks ADA ramps and sidewalks), systemic underage and other illegal or dangerous usage.. Modernizing contract terms to penalize vendors for non-compliance could create a dedicated revenue stream that should be earmarked fund further PBL construction. These accountability standards should apply to ALL vendors, so that the least safety-oriented vendors do not gain a competitive advantage. Finally, the results of the attached survey noted widespread safety violations by drivers for various delivery services, such as Grub Hub, Uber Eats, etc. It has been suggested that these platforms also be made more accountable for the behavior of their drivers.

5. **Recommended Scope of the Hearing**

To ensure the next generation of micromobility contracts serves the holistic safety of the District, we encourage the Committee to host comprehensive hearings to:

- **Solicit Stakeholder Testimony:** Gather feedback from residents, pedestrian advocacy groups, micromobility users, and industry representatives.
- **Analyze Comprehensive Data:** Review precise usage patterns, vehicle-type safety distinctions (e.g., throttle vs. pedal-assist), and granular injury statistics.
- **Evaluate Peer-City Best Practices:** Examine how other global metropolitan areas handle sidewalk riding, corporate accountability, and parking compliance.
- **Measure Transit Integration:** Assess how micromobility serves as a first-mile/last-mile solution and its direct impact on reducing private automobile reliance and on use of public transit.

By aligning these hearings ahead of the next vendor RFP process, the Council can ensure that future District contracts mandate the necessary technological, safety, and operational standards required to protect everyone who moves around DC.

Lastly, while we recognize that micromobility devices are not the source of fatal traffic violence in DC, managing their integration is essential to ensuring all residents feel secure, no matter how they get around. According to historical crash data maintained by MPD and DDOT, motor vehicles are involved in 100% of the District's traffic fatalities, including every recorded death of a pedestrian or micromobility user. While automobiles remain the true threat to life on our streets, optimizing our infrastructure and regulatory frameworks is critical to eliminating the friction between modes and keeping both pedestrians and riders safe on our streets and sidewalks.

Thank you for your continued leadership and commitment to a safe, multi-modal transportation network and for giving great weight to the views of ANC 6A. Should you wish to discuss this letter with the Commission, please feel free to reach out to me at 6A04@anc.dc.gov, Commissioner Shapiro at 6A03@anc.dc.gov, and TPS Chair Patrick Bloomstine at 6ATPSChair@anc.dc.gov.

On behalf of the Commission,

A handwritten signature in black ink that reads "Amber K. Gove". The signature is written in a cursive, flowing style.

Amber Gove
Chair, Advisory Neighborhood Commission 6A

TRANSPORTATION AND MOBILITY MODALITIES SURVEY

As ANC Commissioner, I, other commissioners, and the office of Council Member Allen have received numerous constituents' comments regarding their concerns about the safety and accessibility of various mobility options, including walking, biking, e-biking, e-scooter and even driving.

To try to better understand these issues, a survey was conducted in late July and early August of 2026. The survey link was distributed via the SMD 6A03 email list (approximately 300 names), the Lincoln Park DC listserv, and the ANC6A Community Forum. Three hundred-forty-nine (349) individuals responded to the survey. In reviewing the results below, it is important to note a few caveats:

1. There may be selection bias in terms of the concerns and opinions individuals who chose to answer versus those ignoring the survey
2. The survey design was constrained by the design limitations inherent in Google Forms.
3. Because of the volume of responses, especially narrative comments, the Gemini AI tool was used to help analyze responses.

Relevant survey results are summarized below, followed by an appendix with associated graphs and pivot tables. Raw data in spreadsheet form will be provided upon request.

SUMMARY

The good news was that at least amongst the **349-person respondent sample**, there has been a **trend away from frequent use of cars** in favor of walking, biking, scooting and public transportation. However, the survey, particularly the **309 narrative comments** added by respondents, revealed:

- **Widespread concerns about safety while walking, biking, scooting and driving.** In particular, walkers shared concerns about fast and sometimes reckless operation of bikes and scooters on sidewalks.
- Additionally, many bikers and scooterers noted how the **lack of protected infrastructure** can force them to ride in dangerous situations on streets or to use sidewalks.
- **Widespread concerns about increasingly dangerous use of cars and of two-wheeled vehicles** (bikes, e-bikes. and e-scooters) and **lack of enforcement**

SPECIFIC RESPONSES

Residence

Three-quarters of respondents live in ANC6A, almost **98% live in the Capitol Hill/H Street area.**

Frequency of Use of Various Transportation Modalities

- **Walking is the predominant mode** of transportation cited by 94.2% respondents (n=343) as “very frequently” (76.4%) or “frequently” (19.8%) utilized.
- **Public transportations was the next** most common form of transportation, used by 49.9% respondents (n=343) “very frequently” (23.6%) or “frequently” (26.5%).
- **Car use ranked third**, used by 46.6% respondents (n=343) “very frequently” (21.6%) or “frequently (25.1%).” Note: This number may include use of riding in a friend’s car, taxi/ride-share or short/long-term rental, as well as in their private vehicles.
- **Just over 31% of respondents (n=343) use traditional bikes** “very frequently” (20.4%) or “frequently” (10.8%).
- The percent of **“frequent” or “very frequent” users of e-bikes falls to 19.5% and 6.4% for e-scooters** among survey respondents (n=343)
- **Many respondents never use e-bikes or e-scooters. Use of traditional bikes is far more prevalent.** Among respondents:
 - 2.6% **never** use a car (Note: Use of a car would include private car, rental, ride-share, carpool etc.)
 - 27.1% **never** use a traditional bike
 - 52.2% **never** use an e-bike
 - 70.9% **never** use e-scooters
 - 4.4% **never** use public transportation
- Of those using e-scooters or e-bikes, the **preponderance are using ride-share equipment versus personally owned bikes or scooters.**

Changing Mobility Modalities

Approximately 47% (n=163) of respondents said that they have changed their use of various transportation modalities in the last 1-2 years, with a **predominant shift away from driving to walking, biking, scooting or using more public transportation.** Reasons for changes included:

- Those **shifting toward biking or scooting (n=20) indicated that it had become easier and more accessible** citing new protected bike lanes (especially downtown and on commuter routes), feeling comfortable with city biking, and increased bikeshare availability, or because they had purchased their own e-bike/scooter. Additional responses (n=7) noted e-bikes and scooters as the most time-efficient way to get around.

- Of those reducing use of cars 11 responses noted the **car-related hassles and costs**.
- Some responses (n=15) cited **safety concerns as the reason for change**, including fear of reckless car drivers, feeling unsafe riding bikes in the city anymore, avoiding public transit due to harassment or loitering, and personal experiences with accidents or muggings. Additionally, some cited fear of walking on dangerous sidewalks due to bikes, scooters and dangerous bricks.
- Another 13 responses **noted problems with public transportation** e.g. unreliable bus service delays, route changes like losing the D6, H Street streetcar, and the cancellation of the Circulator, as leading them to drive, bike, or use ride-shares instead.
- Other reasons for changing transportation modes included moving, new babies, job changes or virtual versus in-home work shifts.

Where Bikers and Scooterers Ride

- **Respondents who bike, e-bike or e-scooter most frequently travel in protected bike lanes, followed by unprotected bike lanes or paths and then in streets.**
- **Only a small number of respondents claimed to bike on sidewalks**, despite the commonly cited concerns in this survey about sidewalk bike/scooter riders. Explanations may reflect that respondents failed to accurately report riding on sidewalks and/or respondents may represent a different demographic (age or area of residence) than individuals who commonly ride on sidewalks.

Concerns Associated with Various Modes of Transportation

Concerns about collisions are ubiquitous across all modes of transportation, but particularly for walkers.

- **Almost 75% of respondent walkers (total n=343) are more concerned (“very frequently” or “frequently”) about being hit by a two wheeled vehicles -- a traditional bike (21.2%) or e-bike and e-scooter (53.4%) --than by a car (40.5%).**
- **Traditional bikers, e-bikers and e-scooter riders are most likely to be concerned about collisions with cars**, however, approximately **25% of traditional bike riders or e-bike/e-scooter riders are concerned (“very frequently” or “frequently”) about colliding with another 2-wheeled vehicle.**

Somewhat surprisingly the **percentage of car drivers (“very frequently” or “frequently”) concerned about colliding with a bike or e-bike/e-scooter (51.9%) slightly exceeds the percentage concerned about colliding with another car (37%).**

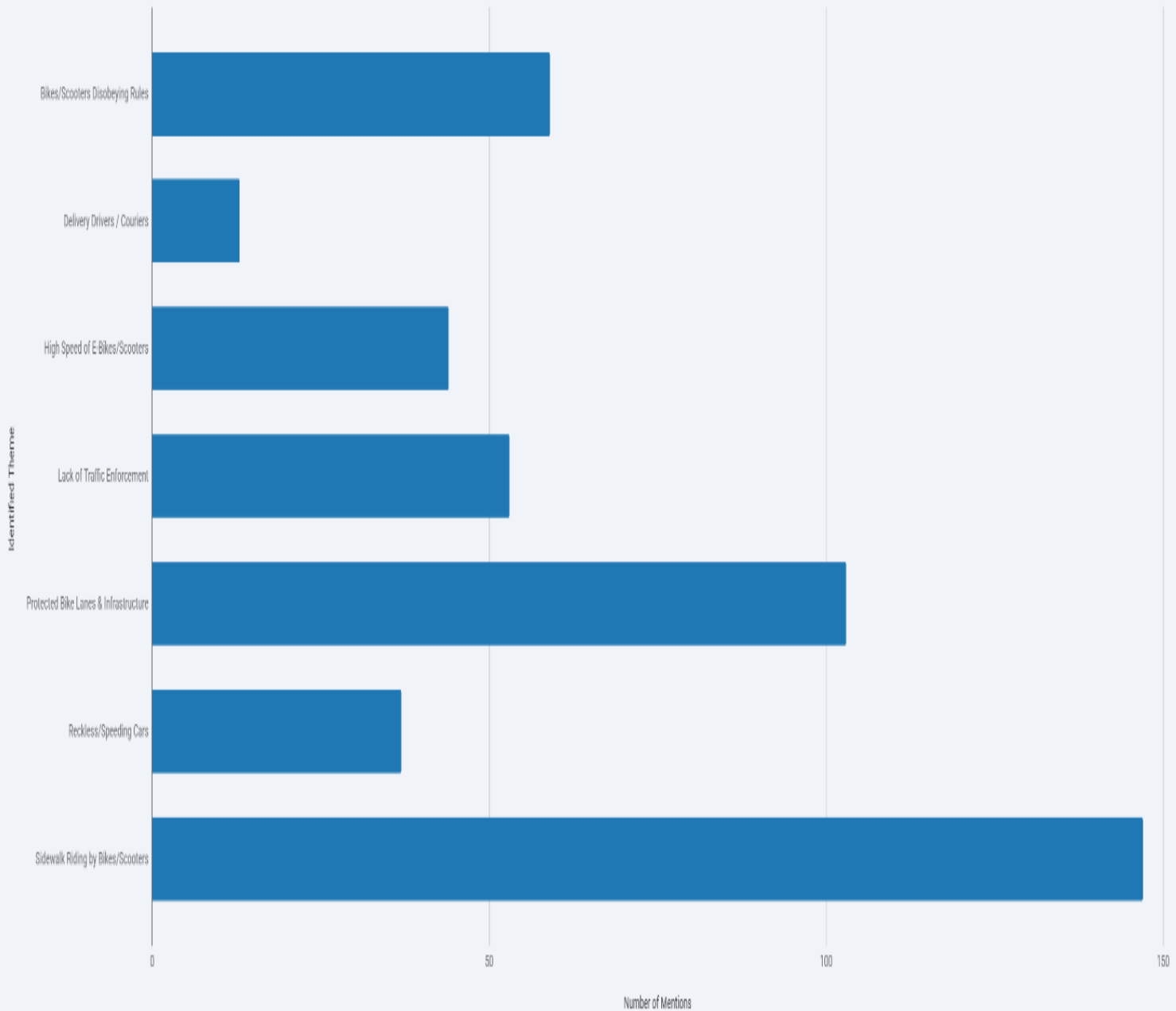
Accidents

There were **117 respondents** who reported that they or a household member was **involved, over the last year, in an accident involving at least one 2-wheeled vehicle**. Fortunately, most reported “no injuries” (50%) or “minor injuries” (33%), however the remainder (17%) reported injuries serious enough to require medical care, including, in some cases, hospital, ED or urgent care.

People Had a Lot to Say about Mobility Safety

Perhaps, most remarkably, respondents took the time to add **309 narrative comments** including suggestions and concerns about this topic. Once again, with the assistance of Gemini, here is a summary of these comments.

Frequency of Safety Concerns and Suggestions in Survey Narratives



Here are some key takeaways from the survey responses:

1. Pedestrian and Micro-mobility Conflicts on Sidewalks

By a wide margin, the most frequently cited concerns center on the **danger and discomfort caused by e-bikes, e-scooters, and traditional bicycles riding on sidewalks rather than on the street**. Respondents frequently noted that high speeds

and reckless behavior from riders make walking feel unsafe, particularly for children, older adults, and individuals with mobility challenges. (Sample Comments are included below; however, complete raw data is available on request.)

- **Sidewalk Riding:** Mentioned **147 times** across the narrative responses,
 - *"Too many e-bikes and e-scooters are on sidewalks. It makes walking with kids dangerous."*
 - *"People need to stop biking (especially e biking and e scootering) on the sidewalk!!"*
 - *"Extremely fast bike and scooters on the sidewalk are a constant concern"*
 - *"Lime bikers and e scooter users are on the sidewalk too much!"*
 - *"Racing Delivery Motor Bikes; children/adults riding bikes on sidewalks"*
- **High Speed of Micro-mobility:** Mentioned **44 times**
 - *"Lessen speed, include[warning] noise, ensure riders know rules (allowed on sidewalks, but must yield to pedestrians)..."*
 - *"Better lights on bike, additional noise, slightly slower, ticketing poor decisions and riding."*
 - *"The biggest concern I have is delivery drivers on mopeds... doing 30+ mph down them [on sidewalks]."*

2. The Crucial Need for Protected Infrastructure

A significant portion of respondents highlighted that the root cause of sidewalk riding is the **lack of safe, connected, and protected bike lanes**. Cyclists and scooter riders express that they feel forced onto the sidewalk because riding on the street alongside impatient or speeding drivers feels like a life-threatening risk.

- **Infrastructure Deficiencies Frequency:** Mentioned **103 times** across the survey. Top examples include:
 - *"Better bike lanes"*
 - *"Bike lanes especially protected bike lanes would reduce the potential for conflicts"*
 - *"More fully dedicated bike lanes!!!! A la Amsterdam"*
 - *"Build protected bike lanes. The bikes are not the problem e or otherwise, the lack of investment from the city in creating anything other than roads..."*
 - *"Need more bike lanes. Can't expect people to not bike on sidewalks when riding in crowded streets with impatient drivers makes biking dangerous."*

3. Widespread Traffic Violations and the Call for Enforcement

Many respondents expressed deep frustration with a **perceived breakdown of traffic safety rules across all modes of transit**. Car drivers are frequently cited for speeding,

running red lights, rolling through stop signs, and double-parking in bike lanes. Concurrently, cyclists and commercial delivery couriers are criticized for ignoring traffic signals, creating a chaotic environment where no group feels safe.

- **Lack of Enforcement Frequency:** Mentioned **53 times** explicitly. Top examples include:
 - *"I wish there were more traffic enforcement on cars and scooters running red lights."*
 - *"Don't allow parking on sidewalks. Ticket for riding on sidewalks."*
 - *"Delivery drivers aren't obeying our traffic laws, period. Would love to hear the DC police department actually gives a cr-p."*
- **Disobeying Traffic Rules by Bikes/Scooters:** Mentioned **59 times**.
- **Reckless Driving & Traffic Violations (Cars):** Mentioned **37 times**. Top examples include:
 - *"Vehicles regularly speed or roll through stop signs in residential areas (even when there are kids or other pedestrians around)."*
 - *"Too many drivers on phones/speeding/not signaling/not checking blind spots and before turns..."*

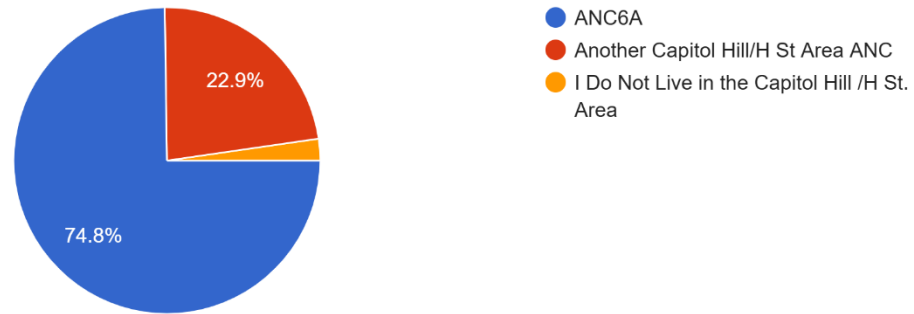
Appendix A

Visual Presentation of Responses to Survey

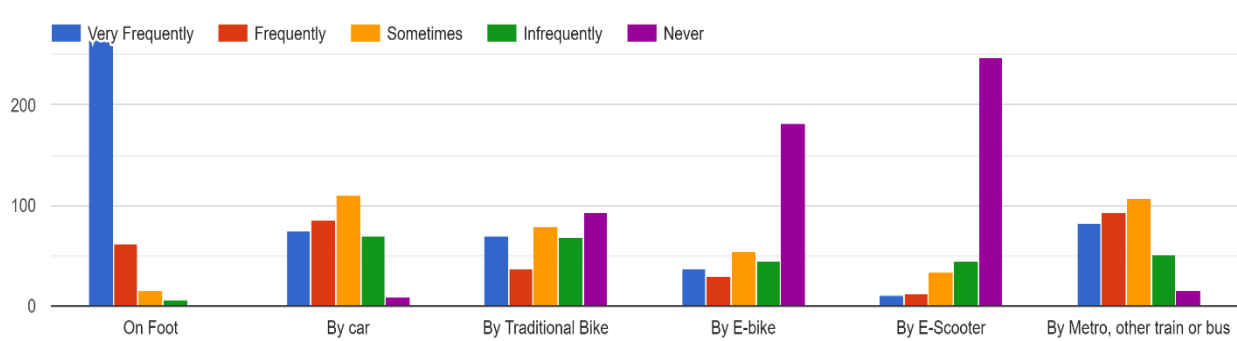
Prepared Directly by Google Forms from Raw Response Data

Which ANC do you live in?

349 responses

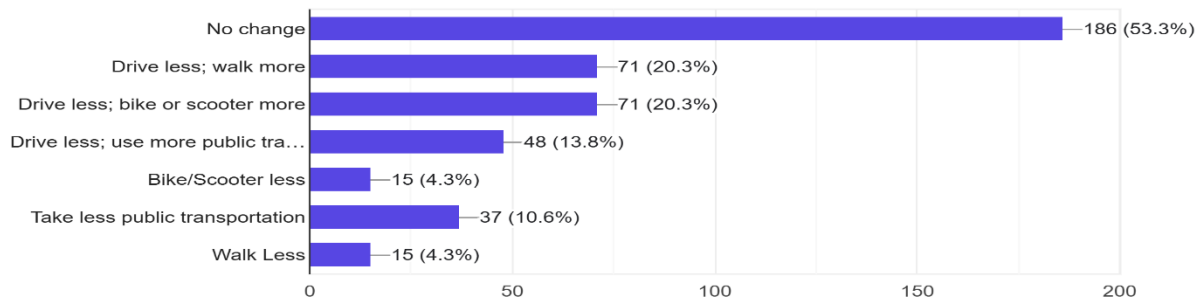


Thinking about how you routinely get around DC, how frequently do you use various forms of transportation?



In the last 1-2 years, have you changed your mix of transportation methods? If so how? Check all that apply.

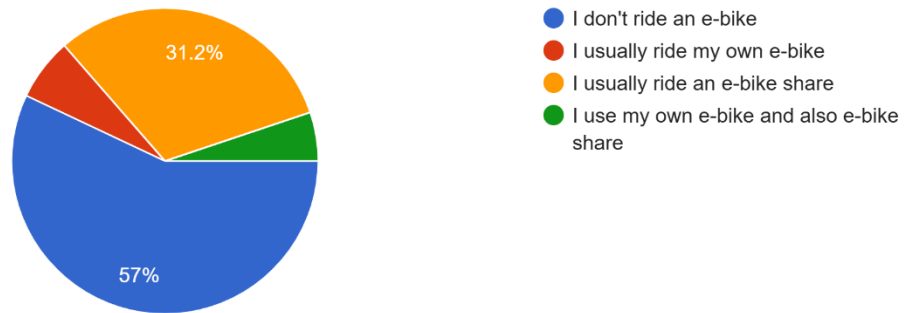
349 responses



*Note: Multiple responses where allowed, thus percentages exceed 100%.

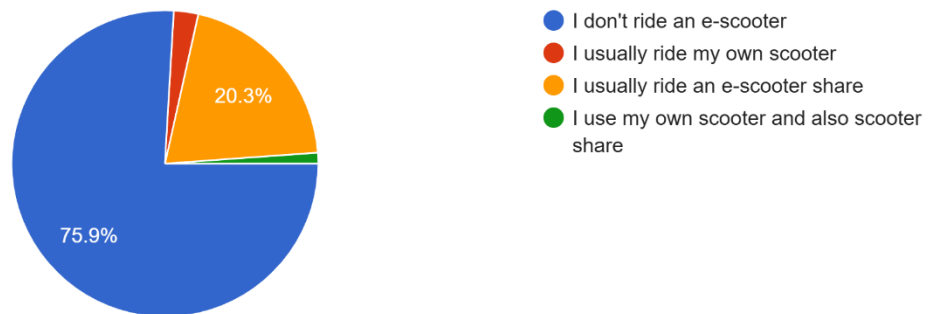
Which e-bike statement applies to you?

349 responses

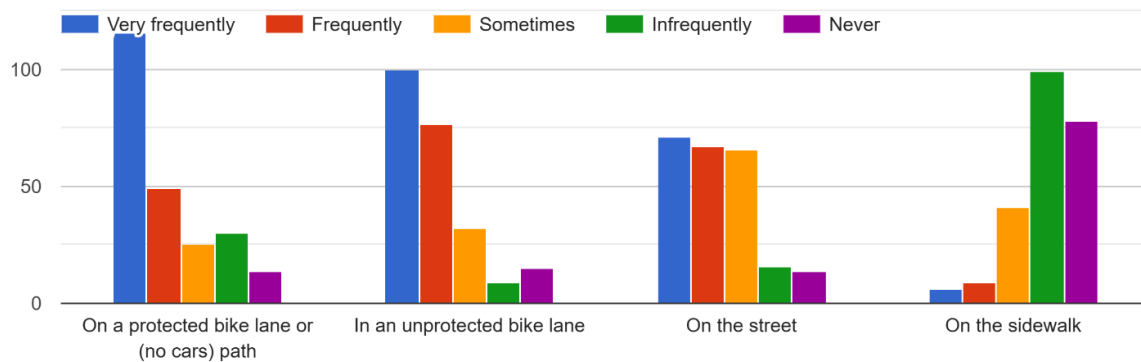


Which e-scooter statement applies to you?

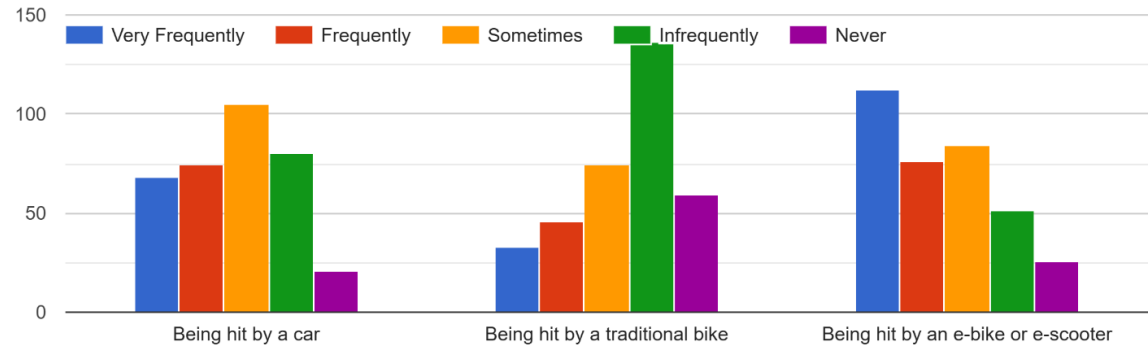
349 responses



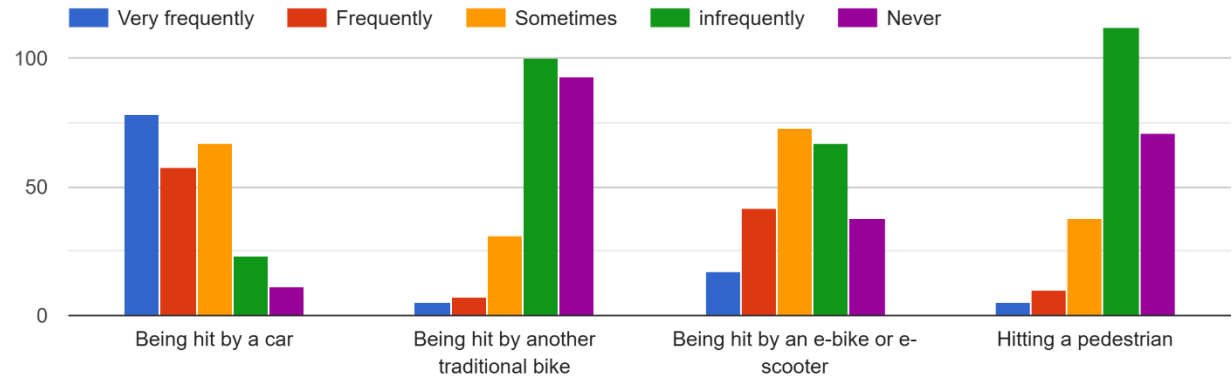
If you ride a bike, e-bike or scooter, how frequently do you ride on the following rights-of-way



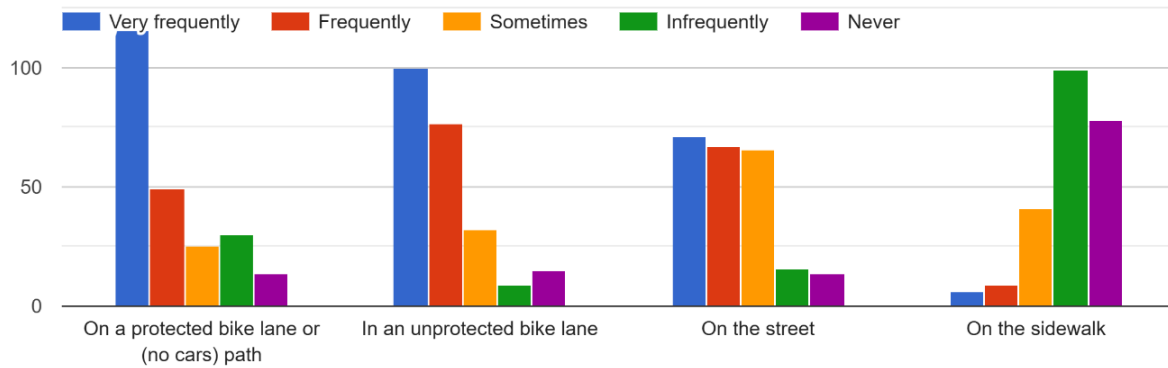
When you are walking on our community's sidewalks/streets how frequently do you have the following safety concerns?



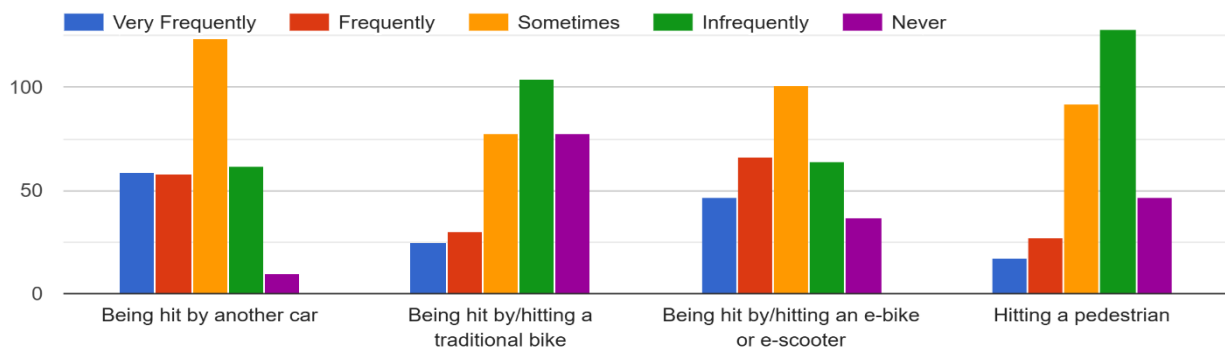
If you ride a traditional bike, how frequently do you have the following safety concerns?



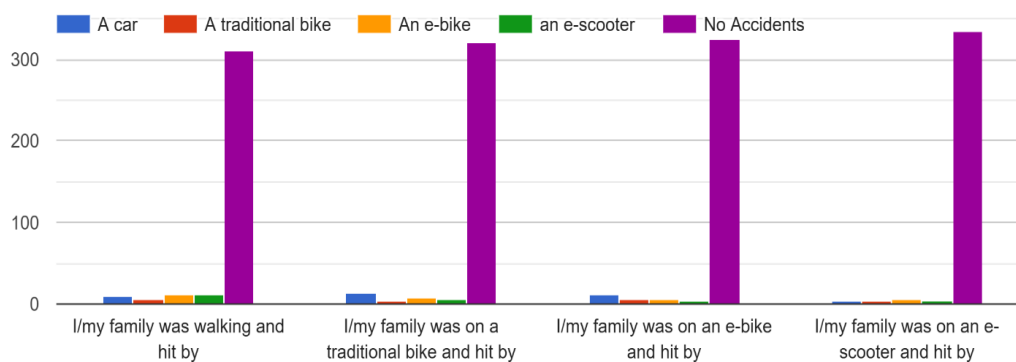
If you ride a bike, e-bike or scooter, how frequently do you ride on the following rights-of-way



If you drive on our community's streets how frequently do you have the following safety concerns?



In the last year, have you or someone in your household been involved in an accident involving at least one bike or scooter.



If you or someone in your family was involved in an accident involving a bike or scooter, how badly were you or your family member injured.

117 responses

