

**Greater Shady Grove  
Transportation Management District  
Advisory Committee  
May 1, 2019**

---

**Voting**

**John Brandt** / Universities at Shady Grove  
**Benjamin Garcia** / Neighborhood Representative  
**Amy Frieder** / Neighborhood Representative  
**Steve Kelley** / NIH – National Cancer Institute

**Non-Voting**

**Joseph Allen** / Gaithersburg

**Ex Officio**

**Sandra Brecher** / Representing MC Dept. of Transportation (MCDOT) Director  
**Catherine Matthews** / Upcounty Regional Services Center  
**Alyssa Roff** / City of Gaithersburg

**Staff**

**Nakengi Byrd** / Montgomery County Commuter Services  
**Jim Carlson** / Montgomery County Commuter Services

**Absent**

**Capt. Thomas Didone** / Montgomery County Police  
**McClellan Quinn** / EYA  
**Paul Yanoshik** / RE/MAX Realty Services

**Guests**

**Zach Deshaies** / Van Eperen  
**Gary Erenrich** / MCDOT  
**Gehmelle Johnson** / NIH-National Cancer Institute

---

**Item 1 & 2 – Introductions/Minutes:** Members and guests introduced themselves. **Jim Carlson** announced that **Ellen Poltilove** is no longer on the Committee; however, she is still providing space for the Committee meetings.

**Item 3 – Dockless e-Bike and e-Scooter Pilot Expansion:** **Gary Erenrich**, MCDOT Director’s Office, briefed the Committee on the dockless e-bike and e-scooter pilot expansion. The Maryland Legislature passed a bill to classify scooters as “bicycles” in the Motor Vehicle Code to better regulate them. As scooters increase personal mobility and are becoming part of the urban transportation system, regulation is needed to minimize pedestrian and vehicle conflict, and help ensure proper integration. Scooters help with first & last mile connections and also address environmental pollution. Other points covered:

- Results of surveys conducted in Baltimore, Arlington and Portland show:
  - Baltimore conducted 25,000 trips with 2,000 scooters in a 6-month period
  - The most common reasons for usage of scooters include commuting to work & school and entertainment

- If scooters were not available for the last trip taken, riders would have driven or ridden as a passenger
- Phase I of pilot started October – November of 2017 for regular dockless bikes
- Phase II extended pilot to the Bethesda area with open houses disseminating information to the public, adding pedal assist e-bikes – now extending to include e-scooters
- Letters of interest were requested from interested companies
- Jurisdictions were given a choice to opt out of program - Garrett Park & Kensington declined
- Riders can pass thru non-participating areas, but may not end or begin a trip there – phone app will send alerts if in a restricted area
- Since batteries cannot be detached from e-scooters, they are picked up each night and charged between 9pm-5am
- Although there have been some crashes with scooters, they are much fewer when compared to auto & bike crashes – one fatality in DC
- Scooter average travel time is 10-20 minutes
- Three of the four fatalities with e-scooters occurred after midnight

**Mr. Erenrich** continued discussion regarding dangerous behaviors with scooters and regulations:

- It is considered hazardous behavior for two people to ride together on one scooter
- Scooters are classified as motorized vehicles and must follow traffic laws – ride in the street only, no sidewalk use
- E-vehicles of either type (bikes, scooters) are currently not allowed on park trails; however, the County is working with the Parks Department to allow
- The pilot does not include the Bethesda, Friendship Heights & Chevy Chase area due to the potential of too much conflict with pedestrians in those areas
- E-vehicles not recommended on high speed roads (>50 mph) as they only travel up to 15 miles an hour, slowing traffic and creating hazardous conditions

**Mr. Erenrich** reported on the current discussions with vendors:

- The vendors will commit to minimum and maximum numbers of vehicles
- Asking that companies meet insurance requirements – reporting data given to third party entity
- Association for the Blind voiced concerns regarding right-of-way and who should be called when vehicles are blocking public access – vehicles having visible logo with contact information
- MC311 is the designated point of contact for problems and concerns with e-vehicles, information then forwarded to companies, and they in turn will determine which vendor is the responsible party using GPS tracking
- Parking policy – if a vendor does not remove a vehicle, then the County will remove it and charge the company a fee
- The County is developing training sessions to test drive scooters
- Working to include provide discounts for MCLiberty members and low-income residents
- County code requirement of 18 and over to ride scooters as some Companies require driver's license to use system
- Scooters and bikes are allowed on Metro; however, a better option is to end rides at one station and continue at another to not drain the battery unnecessarily
- Discussion regarding the new economy in charging scooter batteries - \$10 per charged battery
- Effort to have companies sponsor e-scooter training

**Item 4 – Employer Traffic Mitigation Plans & TMP Annual Reports:** The Committee recommended three new TMPs and eight TMP annual reports for approval.

**Item 5 - Marketing Outreach Update:**

- Bike to Work Day-May 17, 2019
- Bike to College Day was a success
- Farmers Market beginning May 14
- Helping Employers complete the Annual Commuter Surveys

**Item 6 – Updates:**

- Annual Council of Governments Employer Recognition awards, June 21

**Adjourn**