

# DISTRICT DEPARTMENT OF TRANSPORTATION

## *Personal Delivery Devices*

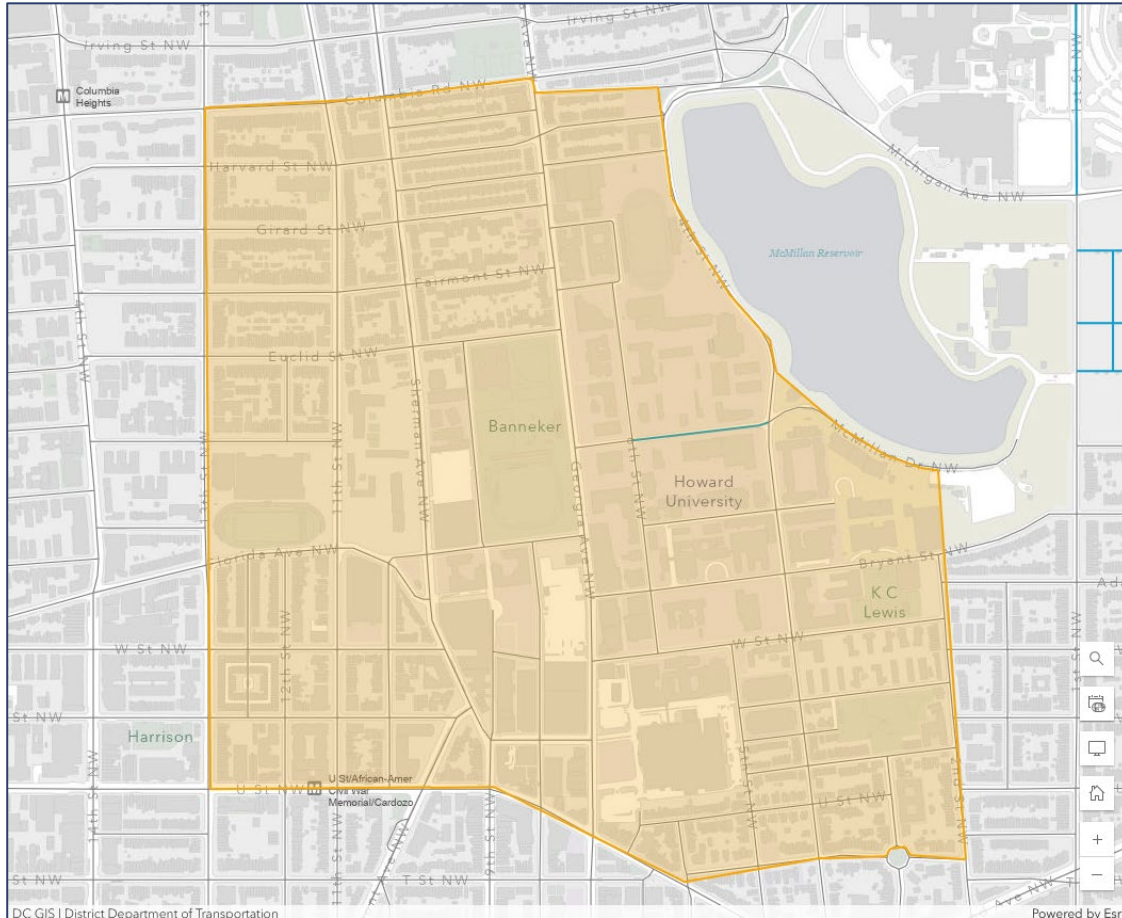
Freight Subcommittee  
September 11, 2025



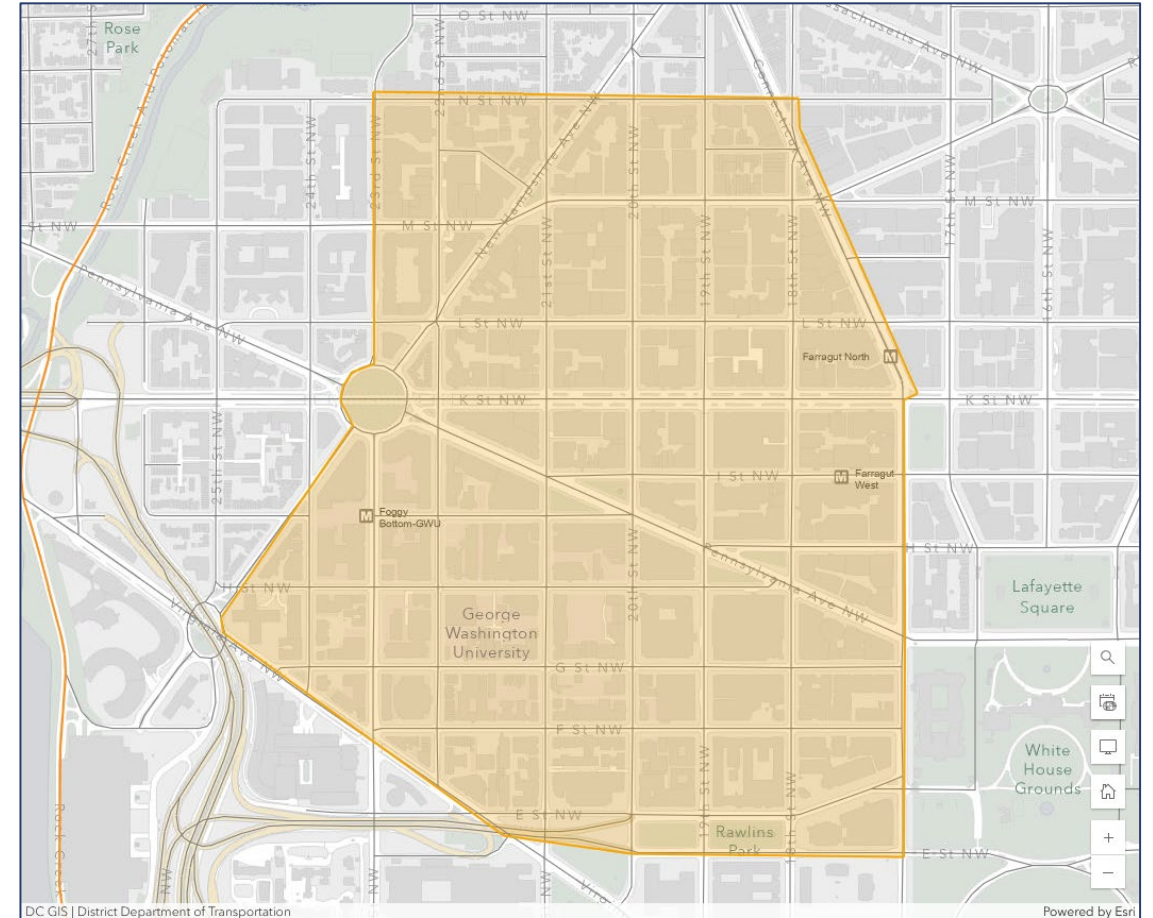


# Permitted Zones

## Ward 1, Howard University



## Ward 2, George Washington University



# Operations Overview

- Kiwi Campus Inc. is currently our sole permit holder.
- Initial mapping phase to ensure suitable conditions before commercial activity.
- Commercial activity is limited to:
  - Students attending the University.
  - Vendors served by Grubhub.

# Current Law

- D.C. Law 22-137. Personal Delivery Device Act of 2018
- Notice of Proposed Rulemaking  
(<https://dcregs.dc.gov/Common/NoticeDetail.aspx?NoticeId=N134918>)
- New legislation by Council raising the weight limit  
(<https://lims.dccouncil.gov/Legislation/B26-0317>)

# Key Regulatory Items

- Devices must clearly display contact information; be clean and in good working condition.
- Cannot exceed 10mph (kiwi operates from 1-4mph).
- Have the same obligations and rights-of-way as a pedestrian under similar circumstances, except that a PDD shall yield the right-of-way.
- If a technology failure or loss of communication occurs during the operation of a PDD, the PDD shall alert the operator and, if the PDD operator is unable to assume direct control of the device, come to an off-roadway stop (and be promptly removed).
- Not be staged or stored in public space.
- DDOT has the authority to issue civil fines and penalties and/or revoke a permit if necessary.

# Sidewalk Assessment

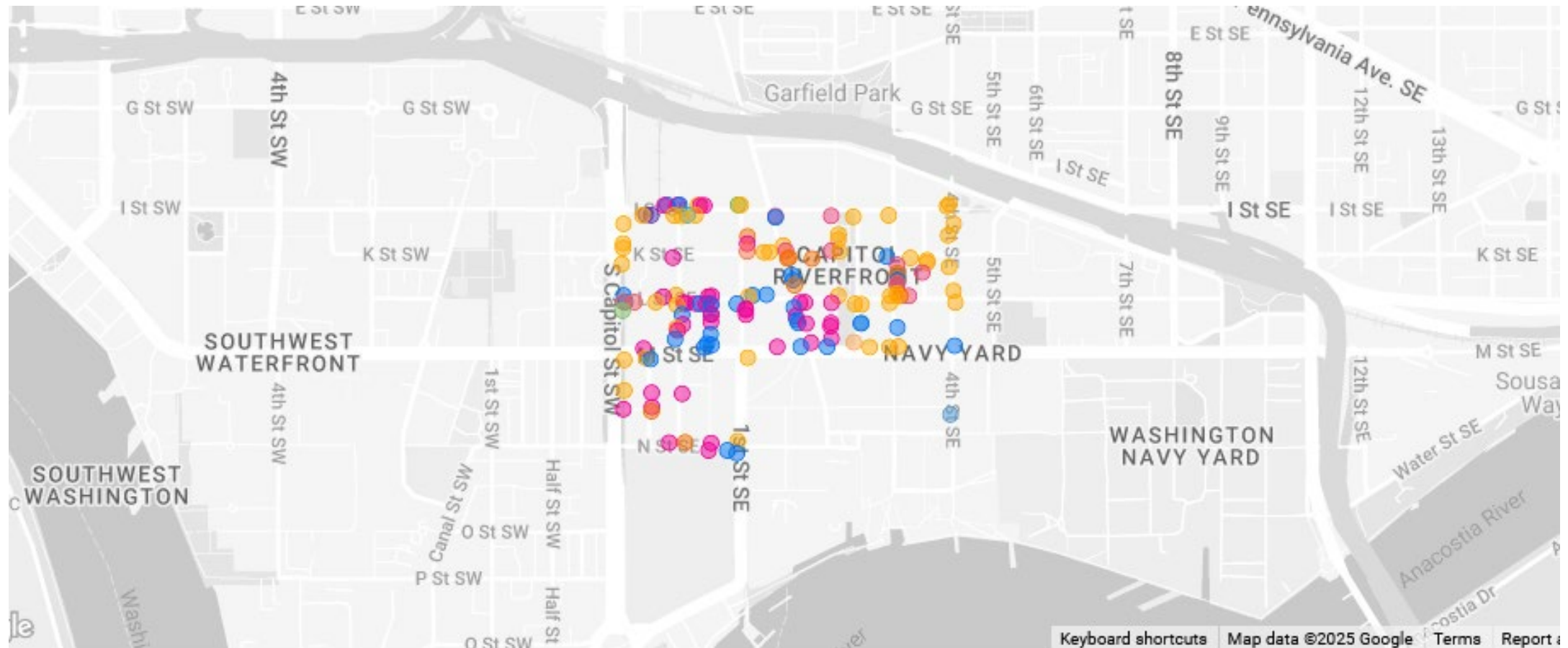
# Original Scope

- Initially covered a two-mile section of Georgia Ave NW.
- The plan was to help DDOT manage its sign inventory.
- The robot is not well suited to capture this type of information due to its proximity to the ground:
  - Bot's vision can't angle upward enough, causing signs to appear far away.
  - Easily obstructed due to tree growth, pedestrians, parked cars etc.
  - Many signs positioned to be read from the road, not the sidewalk.
- ***There is still value in seeing sign and/or sign support condition.***



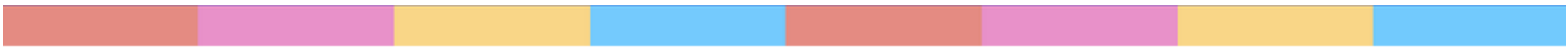


# Sidewalk Condition



**Description**

● Point	● Mid Risk	● Fallen signs	● Low Risk	● Cone	● Abandoned Cone	● Vegetation	● High Risk	● Trash bins	● Trash	● None
● Construction barrier	● construction materials	● Traffic Sign	● Obstacle	● Fallen Signs						



SELECT

Category ▼

Data Points  
924

Trip Hazards  
150

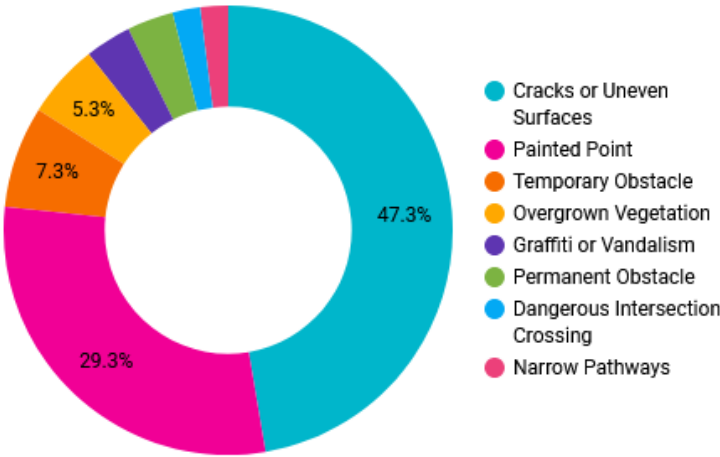
Obstacles  
16

High Risk  
10

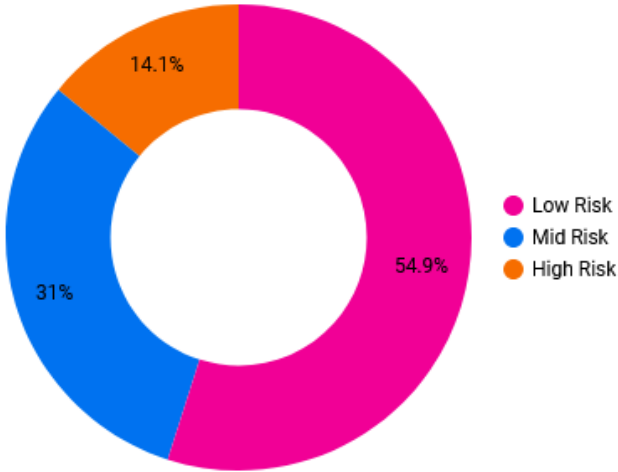
Mid Risk  
22

Low Risk  
39

Trip Hazards



Cracks or Uneven Surfaces





# What worked and didn't work?

- Identifying cracks and obstructions was very helpful.
  - Some uneven surfaces incorrectly identified (brick/cobble, nonhazardous).
- Sometimes paint/graffiti identified was just utility markings.
- Some vegetation overgrowth was very minor.
- Narrow pathway data was helpful.



# What's next?

- Internal discussion of potential uses.
- Setup and MDS feed for their operation and collect data on how their delivery services are going.
  - Heat map
  - Number of devices and deliveries
  - Average speed and delivery times





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## District Department of Transportation

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