



Dockless Bikeshare Workshop

May 31, 2018





Topics Overview

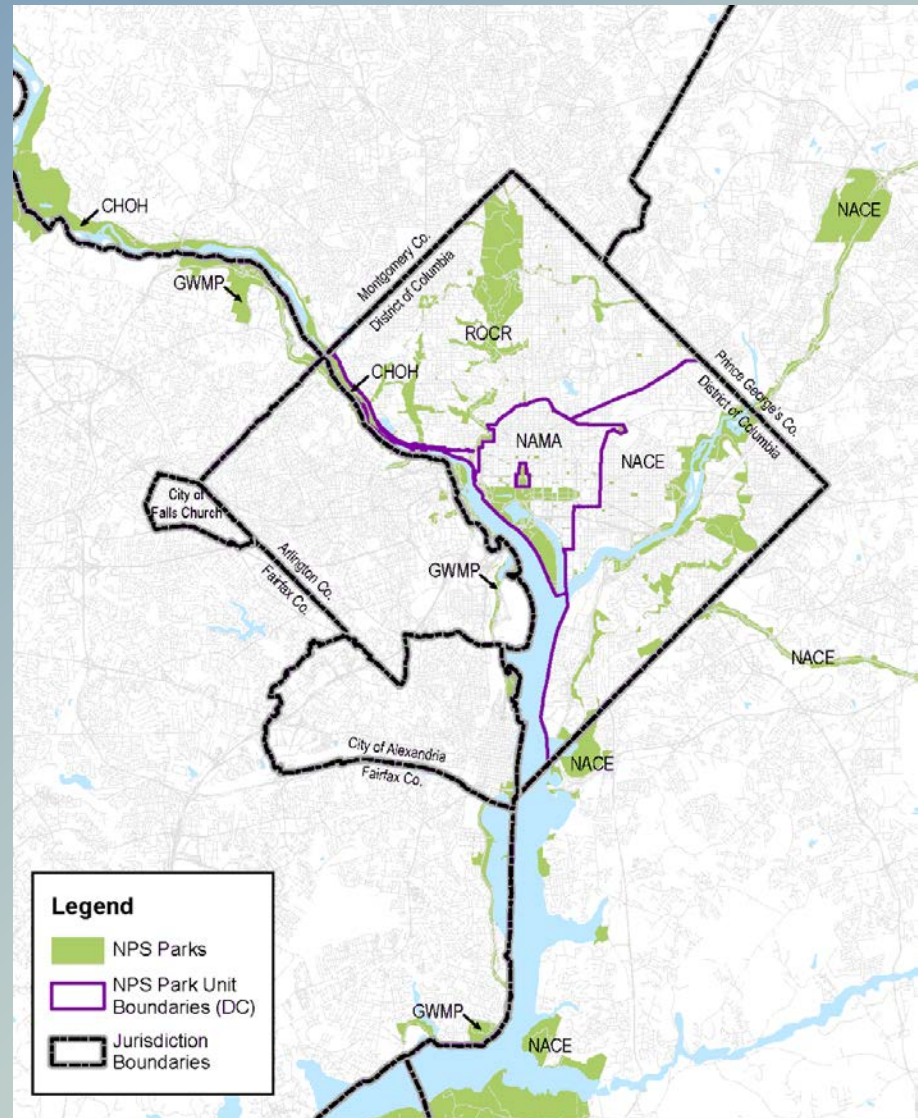
- NPS and Biking
- Impact of Dockless
- Next Steps





National Park Service in DC

- NPS manages more than 90 percent of DC's parkland - covering more than 6,700 acres (20%) of the city land area
- 6 National Park Units in DC
 - National Mall and Memorial Parks
 - George Washington Memorial Parkway
 - Rock Creek Park
 - National Capital Parks – East
 - Chesapeake and Ohio Canal National Historical Park
 - White House and President's Park





NPS Regulations/Policies re: Biking

Executive Order 13693 - Planning for Federal Sustainability in the Next Decade.

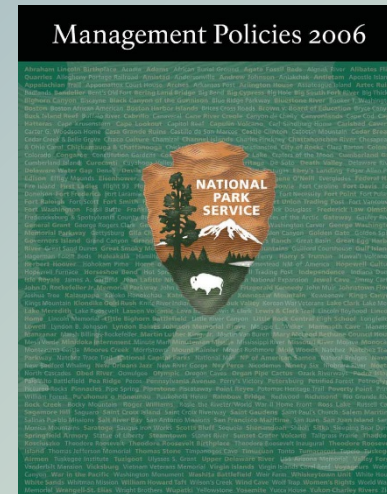
- Calls for each Federal agency to lead by example in pursuing sustainability across the Federal government. Each Federal agency is required to establish an agency strategic sustainability plan and to prioritize reduction of agency-generated greenhouse gases (GHG).

36 CFR 4.30- Bicycles

- Bike Rule sets standards for designating bicycle routes and managing bicycle use within park units.

NPS Management Policies (2006)

- Parks, when appropriate and feasible, should emphasize and encourage alternative transportation systems, including buses, trails, ferries, trams and –preferably- nonmotorized modes of access to and moving within parks (Chapter, 9.2).
- The NPS has a responsibility to protect air quality under both the 1916 Organic Act and the Clean Air Act. Protecting and improving air quality in the parks will help to preserve natural resources and systems, preserve cultural resources, and sustain visitor enjoyment, human health, and scenic vistas (Chapter 4.7.1).

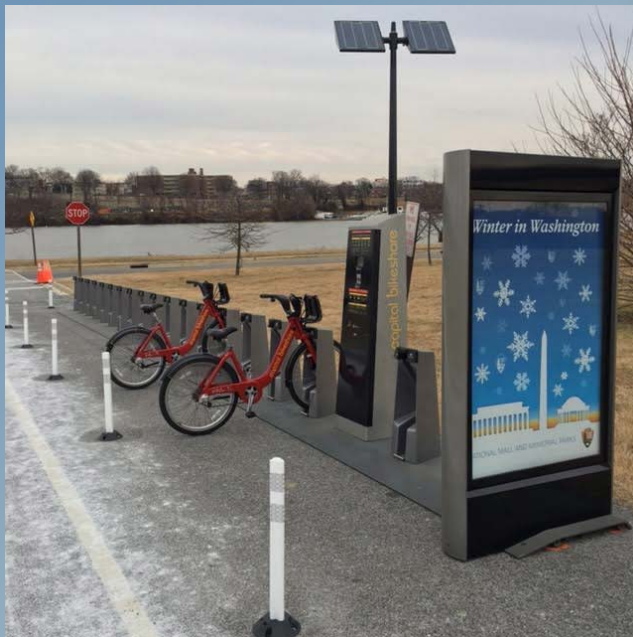
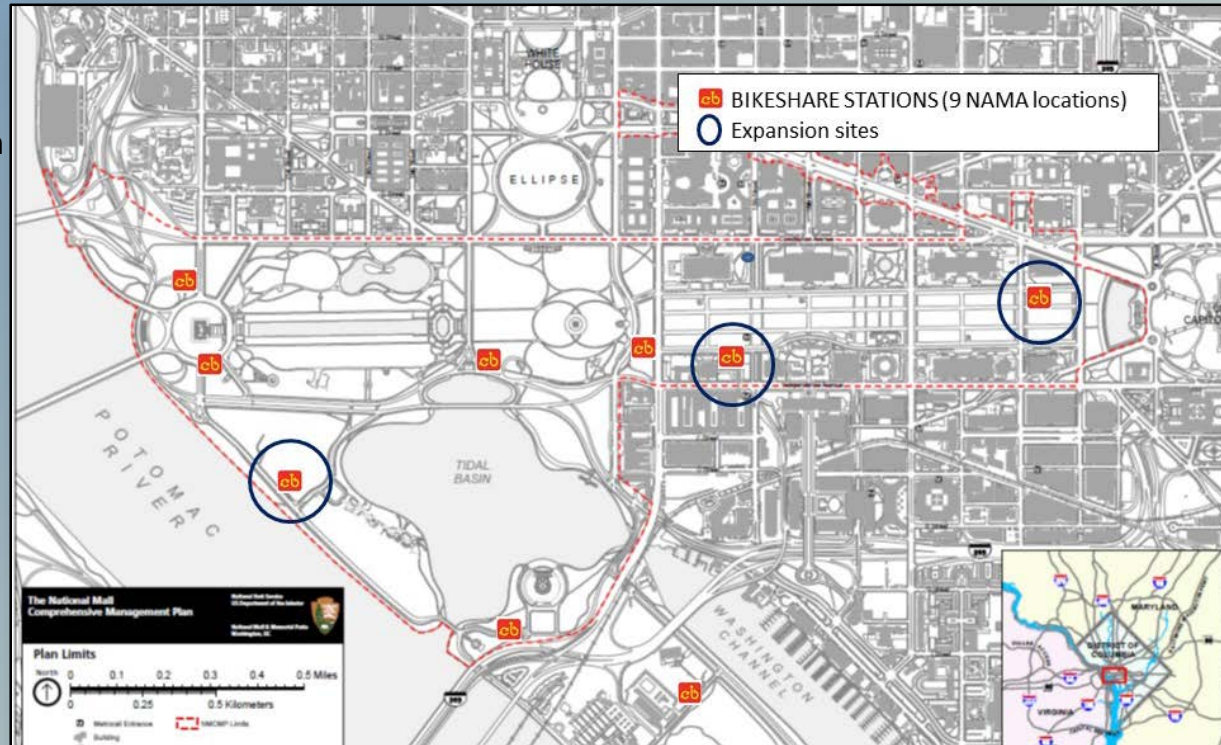




NCR Capital Bikeshare

9 NAMA stations:

- 1.4M total trips 2017 – high demand for biking in park
- 6 of 9 stations in top 10
 - #2 Lincoln Memorial
 - #3 Jefferson Dr & 14th



Feb 2018 NACE added station at Anacostia Park



NPS and Dockless Bikeshare

2 Primary Concerns

- 1) Impact on visitor experience
- 2) Regulatory approval of dockless bikes to operate on parkland





Issues



Tidal Basin



C&O Canal



West Potomac Park





Park Questionnaire Results

Pros

- Increases access
- Environmentally friendly
- Promotes healthy activity
- More options
- Less vehicles
- Good for visitor experience
- Good for transportation infrastructure
- Connects new users to park
- More flexible bikeshare options
- Quieter than motor vehicles

Cons

- Haphazard parking is unsightly
- Hazards for visitors when left on roadways or walking paths
- Fosters opportunity for vandalism
- Security concern
- Visual Impacts
- Bikes block emergency areas
- Drain on law enforcement resources
- High staff cost to manage
- Bikes are left for long periods of time



Coordination

DDOT

- Similar permit requirements
- User education
- Ideally, one joint number to report problems



Other Federal Agencies

- Smithsonian
- Architect of the Capitol

Operators

- Met with operators to learn business models, use of technology and educate them on Park Service policies



Regulatory Direction

Permit Dockless Bikes with Set of Rules

1. Define operating area with no-go zones (monuments and memorials)
2. Define parking areas
3. Define response times for rebalancing and retrieving
4. If operator loses authority to operate in DC then can't operate on NPS land
5. No commercial advertising on bicycles or rebalancing vans except bikeshare company brand
6. Bikes improperly parked or left for more than 48 hours can be impounded





Rules of Operation

For operators to tell all their users:

1. Ride safely and park smartly.
2. No riding or parking in memorials.
3. Park in designated areas.
4. Ride our sidewalks and trails but don't park on them and always yield to pedestrians.
5. E-bikes should be ridden on roads, not on sidewalks and trails.





Next Steps

- Authorization Plan Refinement
- Coordination with DC on approved operators and rules of operation
- Coordination with other federal agencies





Questions?



National Park Service
U.S. Department of the Interior