

A red bicycle and a black bicycle are positioned on the pediment of a classical building with columns. The background is a light-colored map of Washington, D.C., featuring various street names and bicycle-related icons. The red bicycle has 'Capital Bikesharing' written on its frame. The black bicycle is a standard city bike. The map includes labels for streets like R St NW, Logan Circle, and P St NW, along with icons for bicycles and a 'd.' logo.

Dockless in D.C.

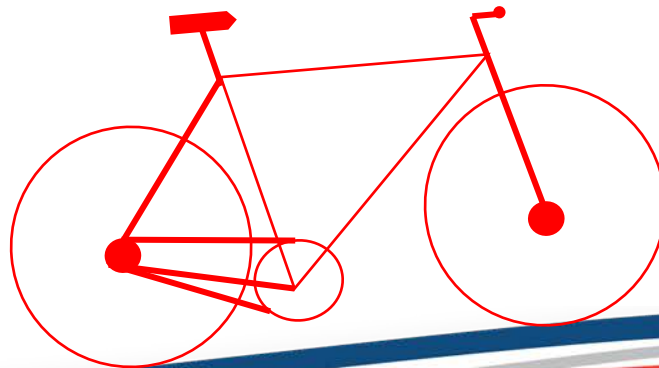
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May 31, 2018

d.
District Department of Transportation

Dockless ~~Bike~~Vehicle Sharing

- What is “dockless vehicle share*?”
- DC’s demonstration program.
- Results to date.
- What are the regional considerations?



*terms &
concepts
constantly
evolving.

Evolution of two-wheeled bike vehicle-share in DC

2008



2010



2017



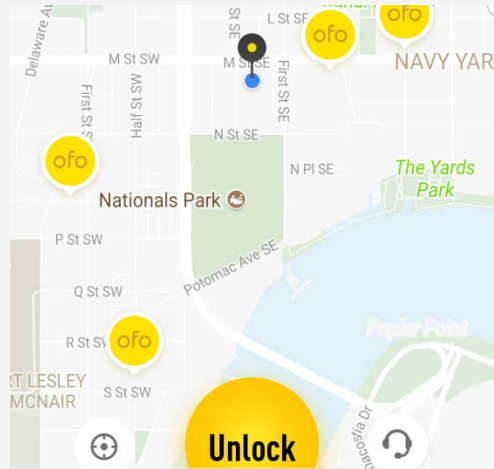
CaBi vs. DoVe

- CaBi:
 - Station-based
 - Bikes & stations ***owned by jurisdictions*** where they operate.
 - Currently operating in six jurisdictions in DC/VA/MD.

- DoVe:
 - Bikes/Scooters owned by private entities .
 - ***Permits (or equivalent) issued by jurisdictions*** where they operate.



How Dockless Works



Unlock

Ride




Park Legally

- Current regulations did not provide guidance:
 - **Title 24 Section 24-111.1** No person shall leave any goods, wares, or merchandise either in or upon any street, avenue, alley, highway, footway, sidewalk, parking, or other public space in the District for a period longer than two (2) hours, except as provided in this chapter or in chapter 2 of this title.
 - **Title 18 Section 1209.1** A person may secure a bicycle to a stanchion for a period of not more than twelve (12) consecutive hours, by means of a lock or similar device, in accordance with the requirements of § 1209.2.
 - **Title 18 Section 1209.2** A person may secure a bicycle to a stanchion by means of a lock or similar device as long as securing the bicycle does not obstruct or unduly impede traffic or pedestrian movement and as long as securing bicycles has not been forbidden by any notice posted by the Director.

Non-Traditional Motor Vehicles and DC Law

Additional Vehicles

If the non-traditional vehicle has two or three wheels, it falls under one of two subcategories of motor vehicle: motorcycle or motorized bicycle.

Vehicle Type	Definition	Inspection Required	License Required	Insurance Required	Registration Required	Helmet Required	Permitted on Sidewalk	Permitted on Bike Lanes	Parking
All-Terrain Vehicles and Dirt Bikes	An all-terrain vehicle ("ATV") is defined as any motor vehicle with not less than three low pressure tires, but not more than six low pressure tires, designed primarily for off-road use and which has a seat or saddle designed to be straddled by the operator. A dirt bike is defined as any motorcycle designed primarily for off-road use. [11A]	N/A. It is a criminal offense to operate an ATV or a dirt bike on any public property in the District. ATVs and dirt bikes are not permitted to be registered in the District. [12]							
									
Low Speed Vehicles	Low speed vehicle means any four wheeled motor vehicle whose top speed is greater than 20 miles per hour, but not greater than 25 miles per hour. [17]	Yes [6]	Yes [10]	Yes [11]	Yes; \$72 [9] Non-DC vehicles must meet their state's registration requirements.	No	No	No	Motor vehicle rules apply.
									
Personal Mobility Devices (PMD)	Personal Mobility Devices ("PMD") means a motorized propulsion device designed to transport one person or a self-balancing, two non-tandem wheeled device, designed to transport only one person with an electric propulsion system. [13]	No. By definition, PMDs are not considered motor vehicles. [14]				No	Yes, except PMDs are generally not permitted on sidewalk space in the Central Business District. [7]	Yes	PMDs may be parked in a bike rack or on a curb so as not to impede pedestrian traffic.
									

Dockless Pilot in DC

- Pilot period to understand:
 - Market demand
 - Approach to regulations
 - Relationship with operators
 - Impact on Capital Bikeshare & bicycling





Current Permit Terms

- 50 – 400 bicycles per company
- Bicycle specifications
- Bicycle distribution in all wards
- **Monthly data reporting**
- Parking requirements
- Dockless companies must remove incorrectly parked bikes



Dockless Bikeshare Data

- Public API
- Anonymized trip data
- Parking incidents
- Safety incidents
- Maintenance and repairs
- Customer Survey

CaBi Trips by Start Station

[Oct 2017 - Jan 2018]

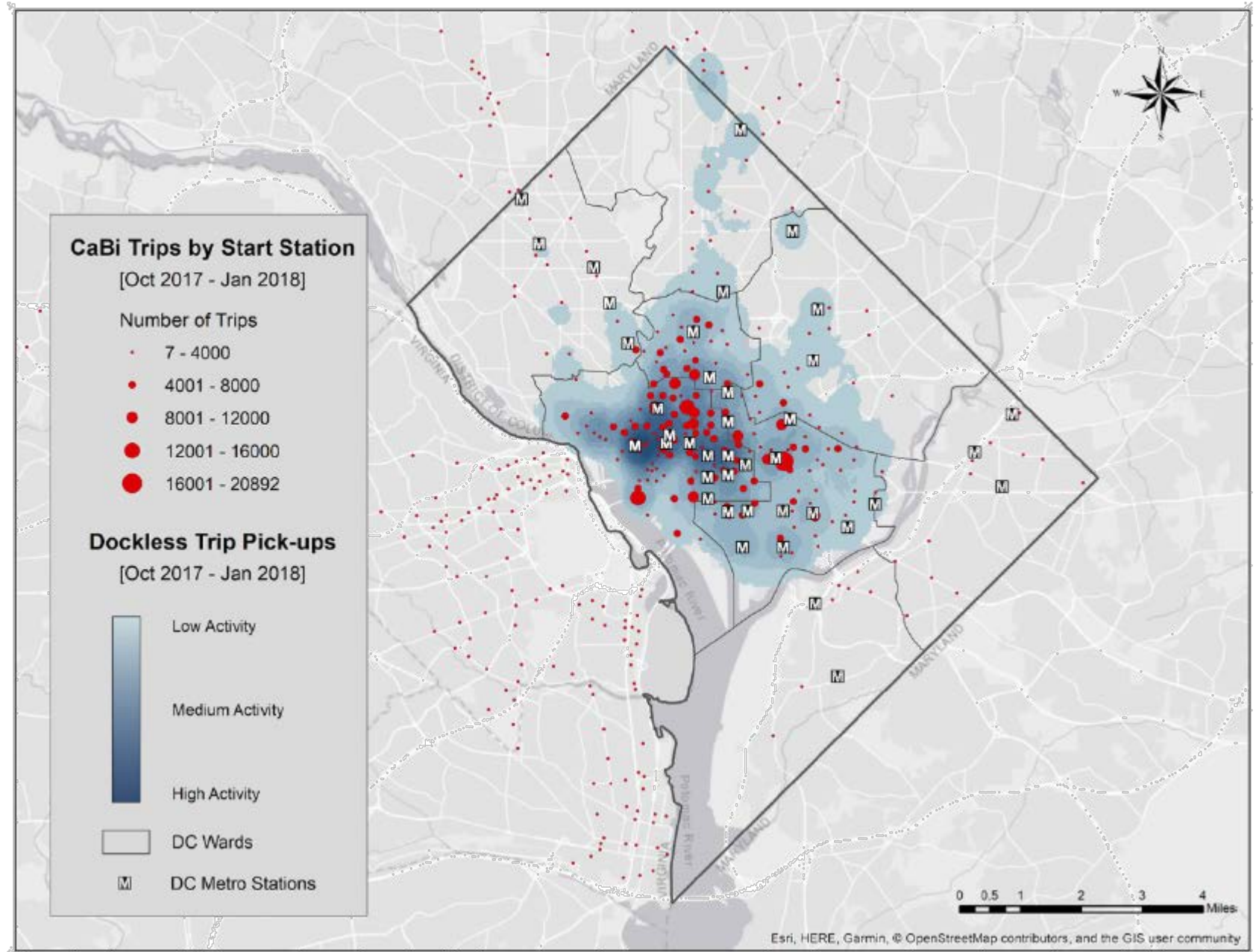
Number of Trips

- 7 - 4000
- 4001 - 8000
- 8001 - 12000
- 12001 - 16000
- 16001 - 20892

Dockless Trip Pick-ups

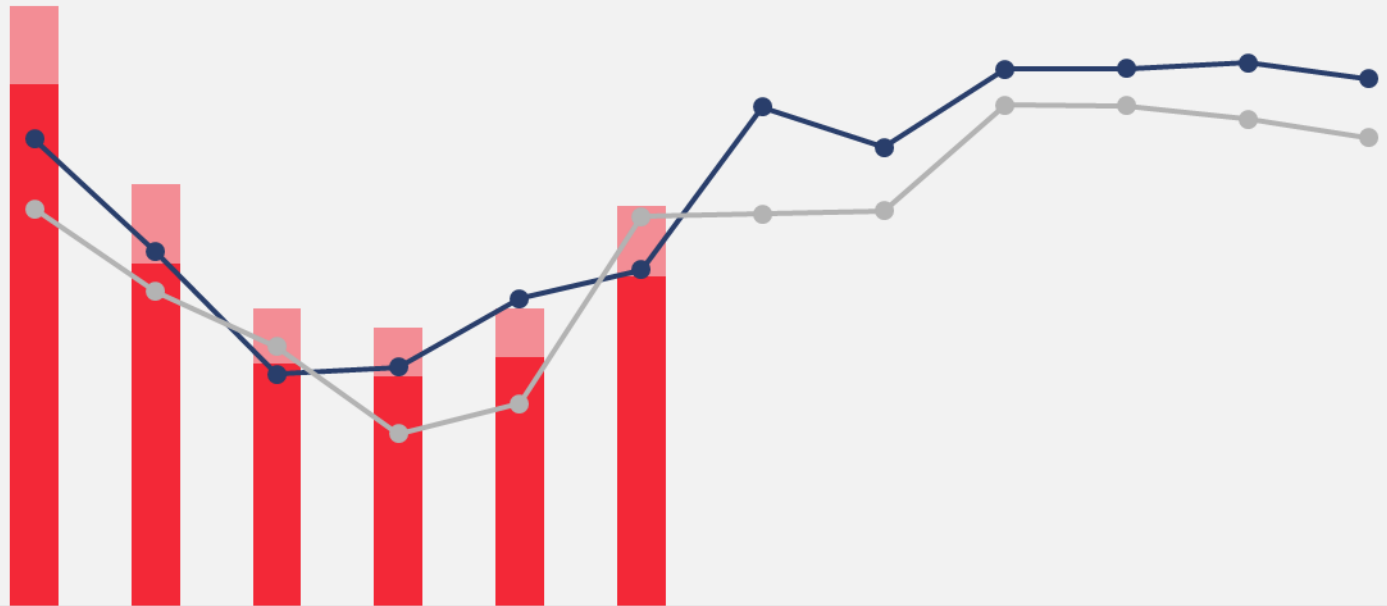
[Oct 2017 - Jan 2018]

- Low Activity
- Medium Activity
- High Activity
- DC Wards
- DC Metro Stations

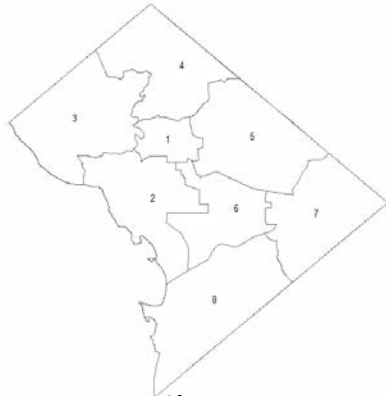


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DC Bikeshare in Summary

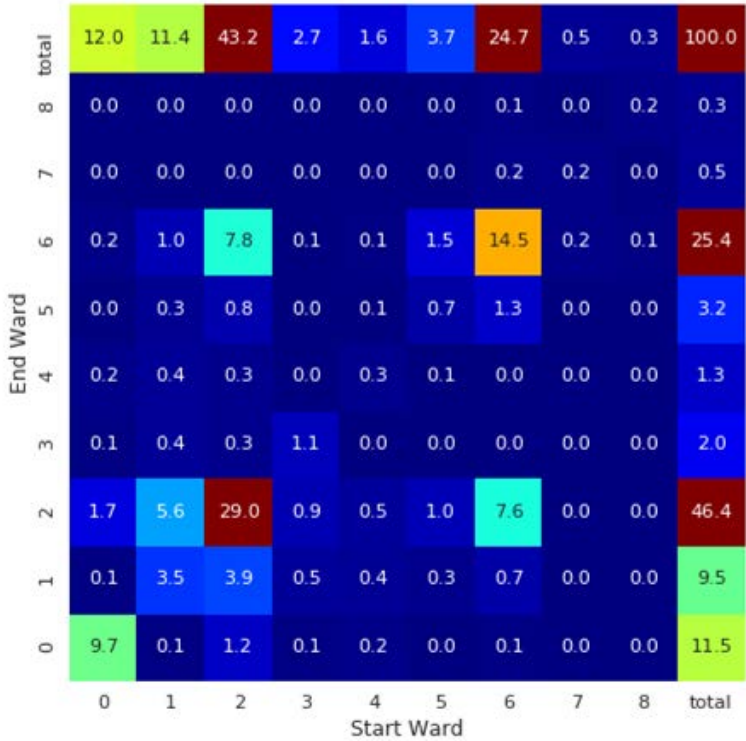


	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.
■ FY 2018 Dockless Bikeshare	50,954	51,337	35,102	31,461	31,491	45,520						
■ FY 2018 CaBi (269 stations)	338,110	222,045	157,553	149,285	161,388	214,057						
● FY 2017 CaBi (264 stations)	302,855	229,820	150,176	155,058	199,501	218,069	323,948	297,707	348,482	348,576	352,497	342,118
● FY 2016 CaBi (233 stations)	257,640	203,965	168,217	111,823	131,294	252,647	254,216	256,278	324,978	324,762	315,877	303,898

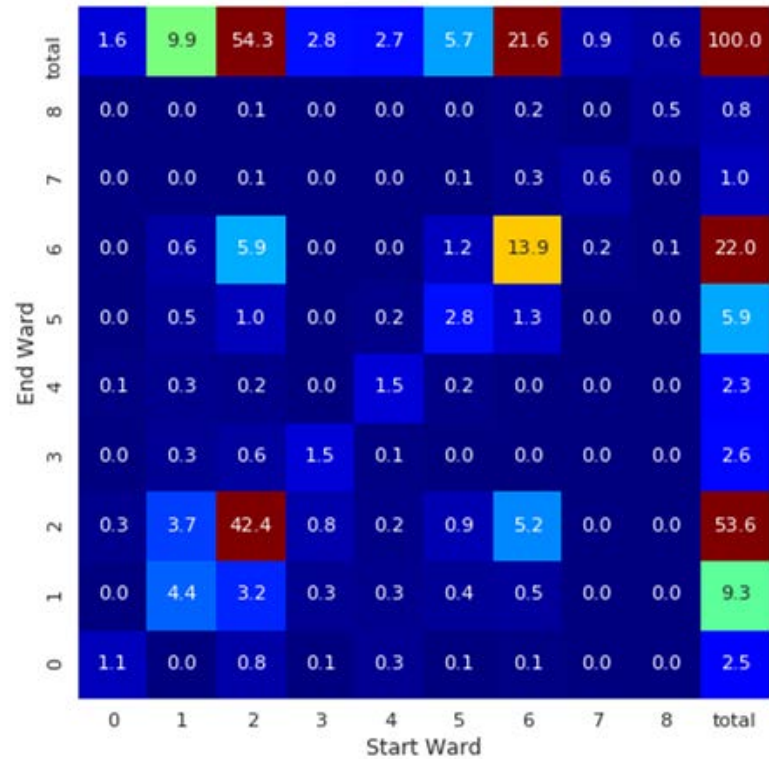


Distribution of Trips

CaBi Trips (815,264 total)



Dockless Trips (120,460 total)



Customer Survey Results (so far)

- Over 1,500 responses
- 40% have used DoVe
- 50% support long term program
- 25% **bike more often**
- 41% have a CaBi membership

■ Key Questions

■ Usage:

- Is there increasing bicycle mode share and new riders?
- How does coverage and usage compare with CaBi?

■ Impacts:

- Can bad behavior be minimized/addressed?
- Will enforcement approaches/tools/resources prove successful?

■ Program:

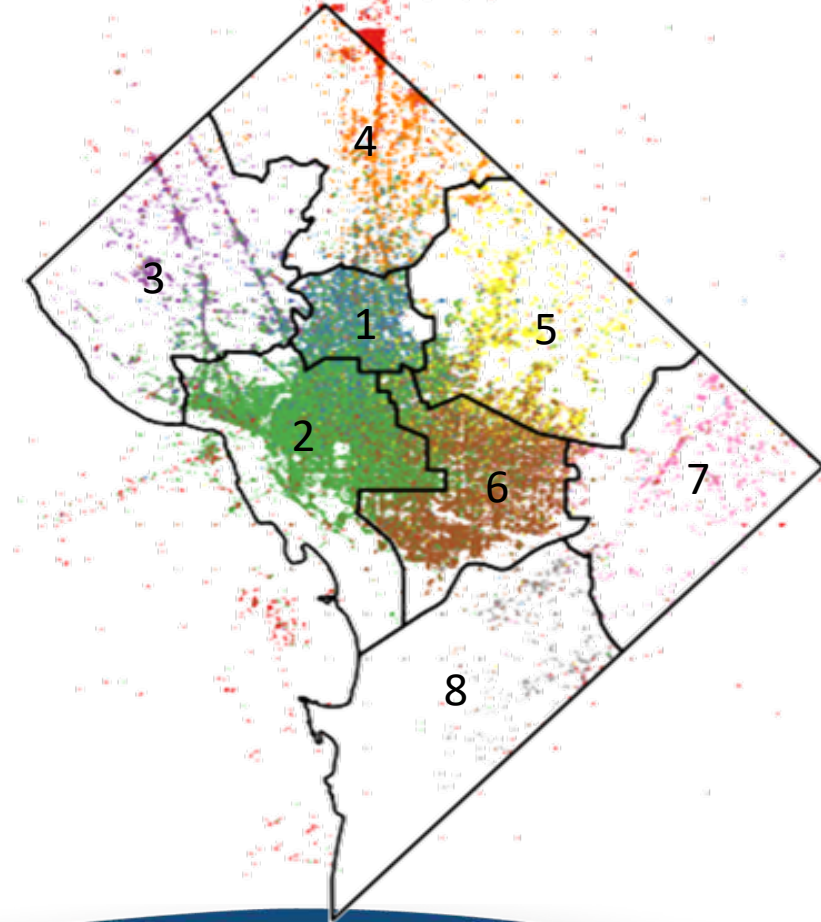
- How to balance oversight with multiple operators?
- How many vehicles can the District sustain?

Going Forward



Bikes cross borders. And we like that.

- As a **region**, how can we **collaborate** on:
 - Optimizing Mobility (education, access, standards)
 - Enforcement (regional phone number, shared resources)
 - Bike Parking (contracts, best practices, standards)



Are you considering dockless?

Ideas to ponder:

- *Consider a cap on total number of vehicles*
- *What kinds of vehicles should be allowed?*
- *Will you monetize the value / calculate the cost to administer, and charge a permit fee?*
- *What kind of parking infrastructure is necessary?*
- *Will you require service to communities of concern, require a certain distribution of vehicles?*
- *What data will you need to evaluate; will it be public?*
- *How will you protect customer data, what is your responsibility?*
- *Coordination with law-enforcement (theft, vandalism)*

Thank You!



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