



E-Bikes and E-Scooters Pilot Program



NEIGHBORS OF NORTHWEST BRANCH

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OCTOBER 1, 2019

Why are we here?



- Rapid growth in e-bikes and e-scooters
- Private/personal use
- Capital Bikeshare
- Commercial dockless e-vehicle companies in DC area
- MCDOT expanded commercial dockless e-vehicle pilot program in 2019



Why are e-bikes and e-scooters so popular?



- First-mile, last-mile transportation
- Helps people with mobility
- Easy to use
- Supports car-less lifestyle
- Allow some people to travel farther and enjoy a longer experience

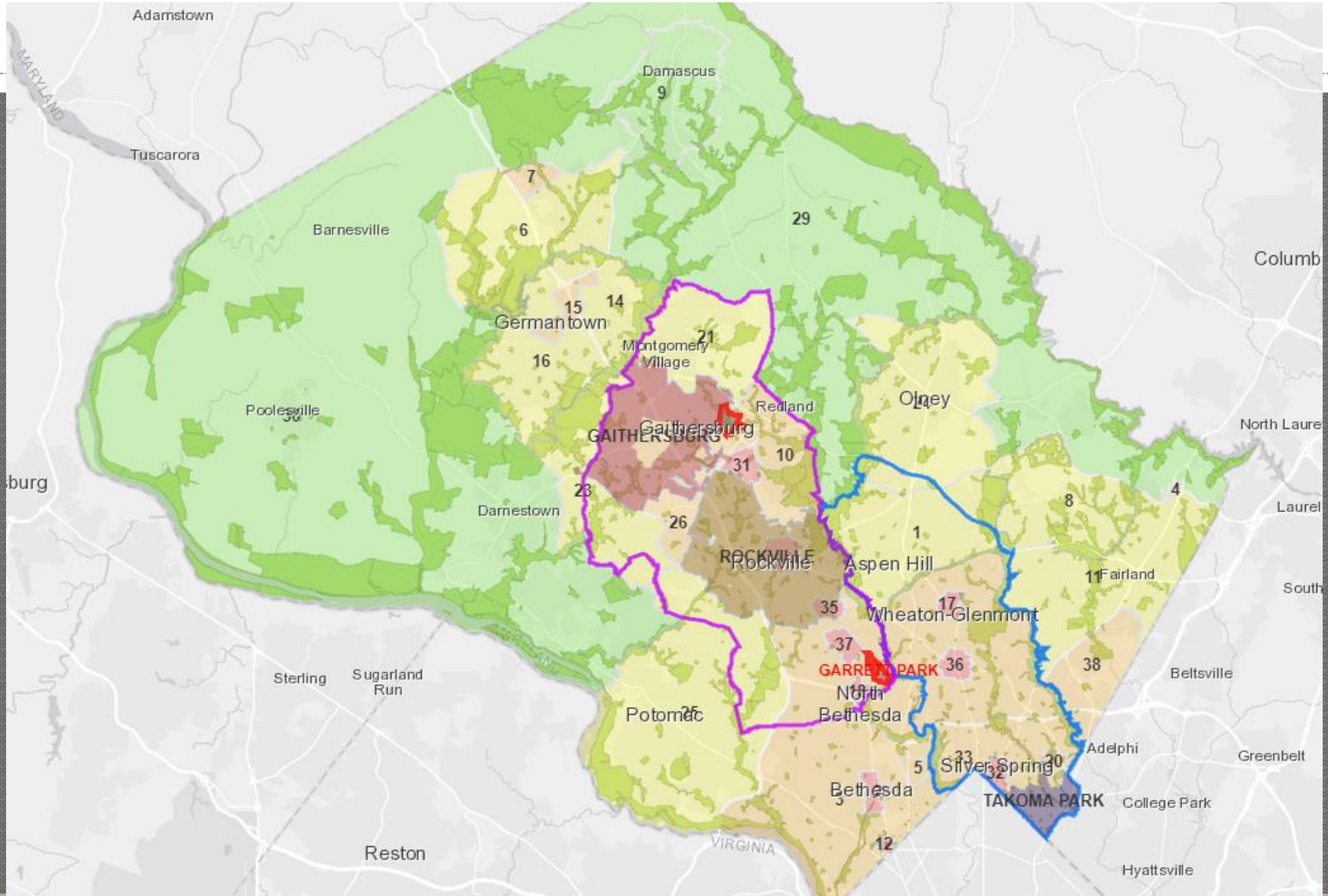


MCDOT Pilot...will expand interest in this technology



- Commercial dockless e-bikes and e-scooters have arrived in Montgomery County
- Commercial dockless e-vehicles are also in DC, and several other jurisdictions in the DMV
- MCDOT launched a new pilot to allow commercial dockless vehicles companies to operate in certain areas of the county
- We expect certain park trails to be used by customers, and we want to have some control over their use

MCDOT Commercial Dockless Vehicle Pilot Areas



Policy Background



- Current state of regulations
 - Park Rules and Regulations
 - Maryland Vehicle Laws
 - County Laws



What is a Park Directive?



- A Park Directive is a policy tool described in Chapter 1, Section 3 of the Park Rules and Regulations that allows for a change to the Park Rules and Regulations in one county to allow certain activities on parkland for a certain time in that county.

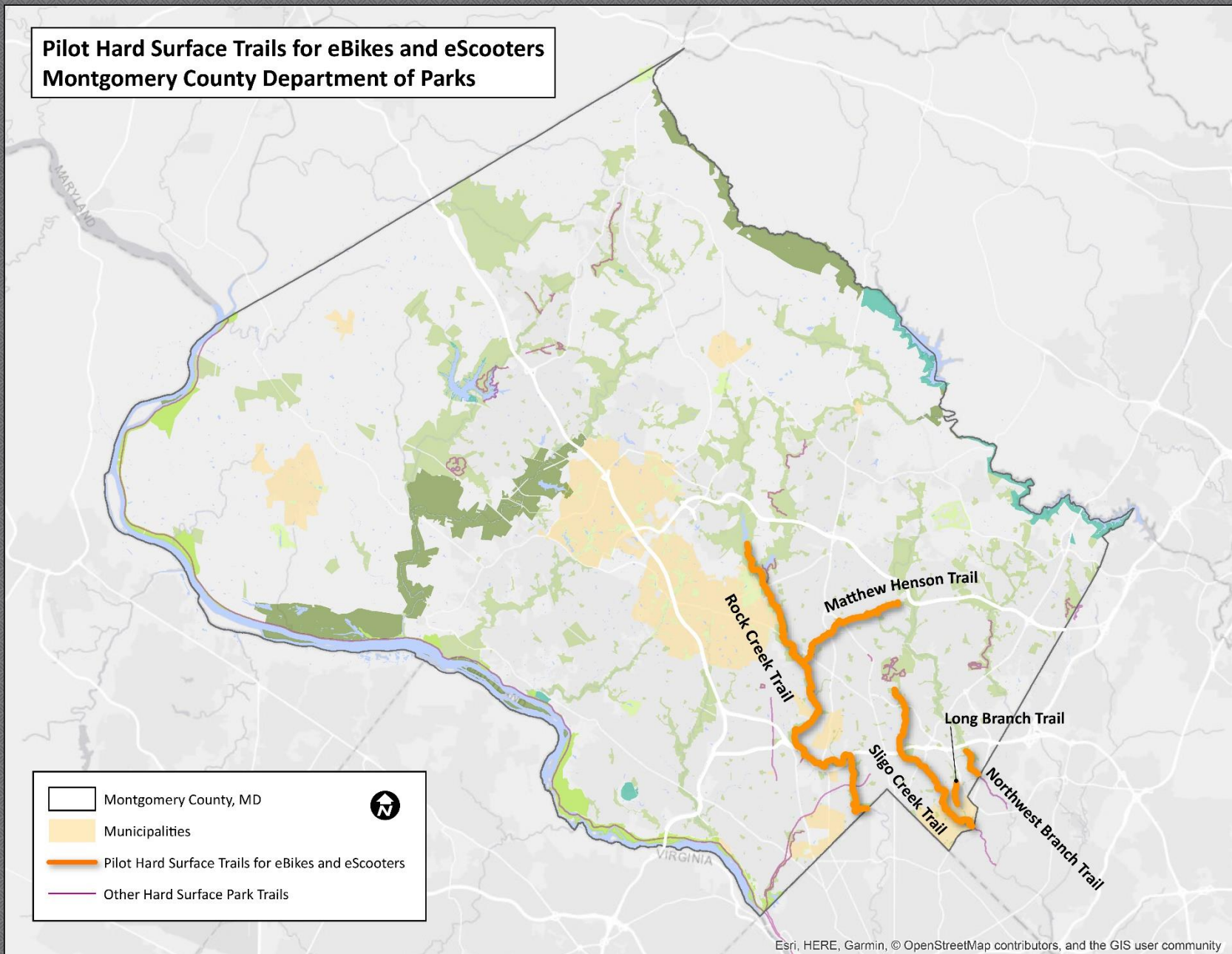


Department of Parks Pilot Program



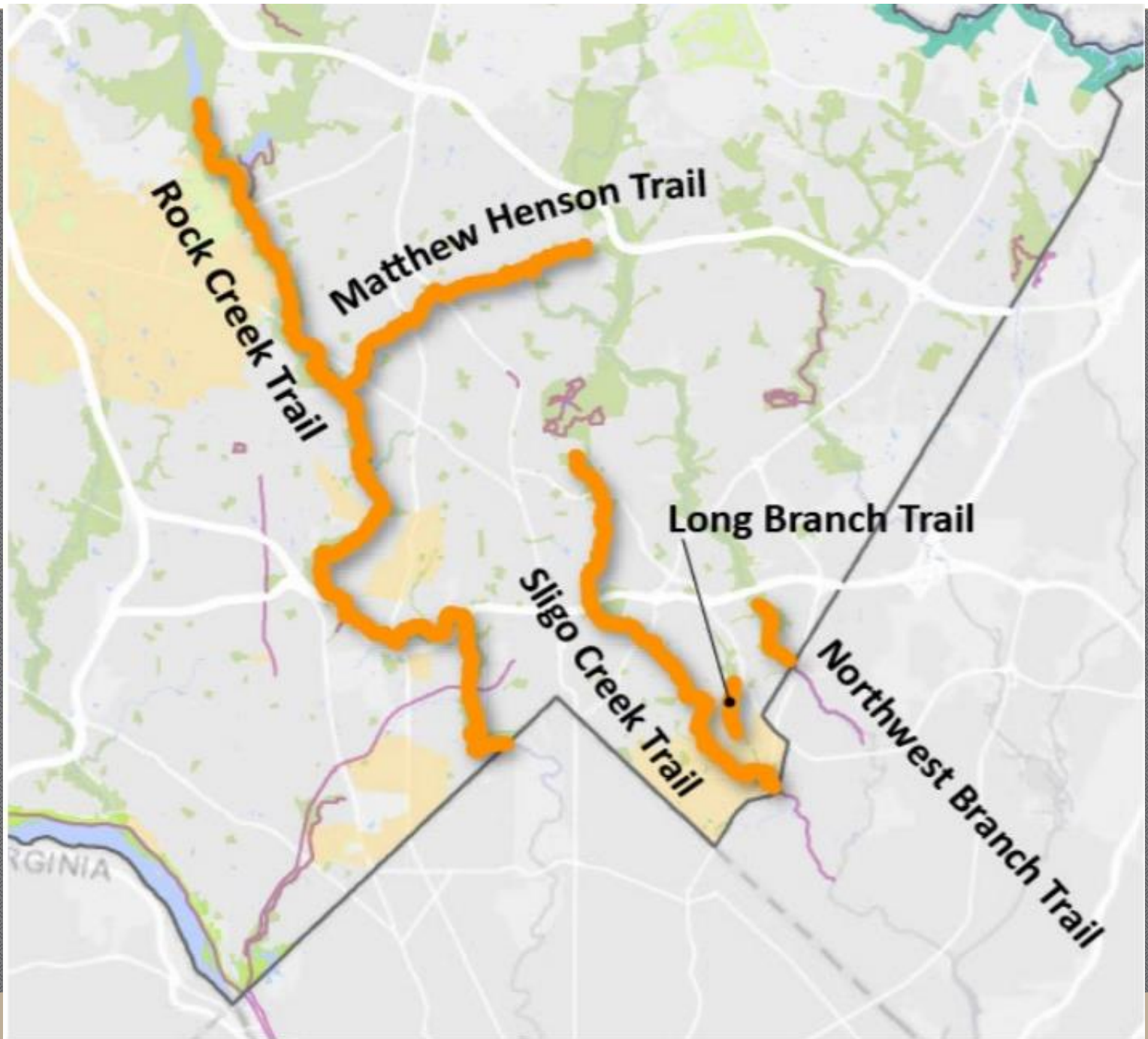
- 6-month pilot program
- June 1-December 1, 2019
- Five hard surface, hiker-biker trails:
 - Rock Creek Trail
 - Sligo Creek Trail (to county line)
 - Matthew Henson Trail
 - Long Branch Trail
 - Northwest Branch Trail (to county line)
- Two phases
 - Phase 1: Personal
 - Phase 2: Commercial

Pilot Hard Surface Trails for eBikes and eScooters Montgomery County Department of Parks



- Montgomery County, MD
- Municipalities
- Pilot Hard Surface Trails for eBikes and eScooters
- Other Hard Surface Park Trails





Rock Creek Trail

Matthew Henson Trail

Sligo Creek Trail

Long Branch Trail

Northwest Branch Trail

VIRGINIA

We're at crossroads, how should Parks respond?



- All hard surface (paved) park trails are shared use
 - Some people perceive them as sidewalks
 - Some perceive them as bikeways
- Countywide park trails down county are used for both recreation and commuting
- Bicycle Master Plan includes these park trails
- Hard surface park trails in local, neighborhood, regional and recreational parks are not included in this pilot



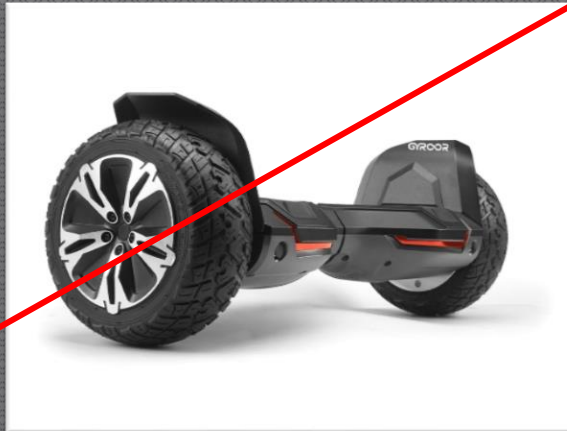
We want to observe and collect data



- We want decisions to be driven by data and actual observations
- We would like to support MCDOT and give users opportunity to ride on certain park trails
- During pilot, we will observe use, collect data, identify and track public safety issues



Types of vehicles not included



Types of E-Bicycles



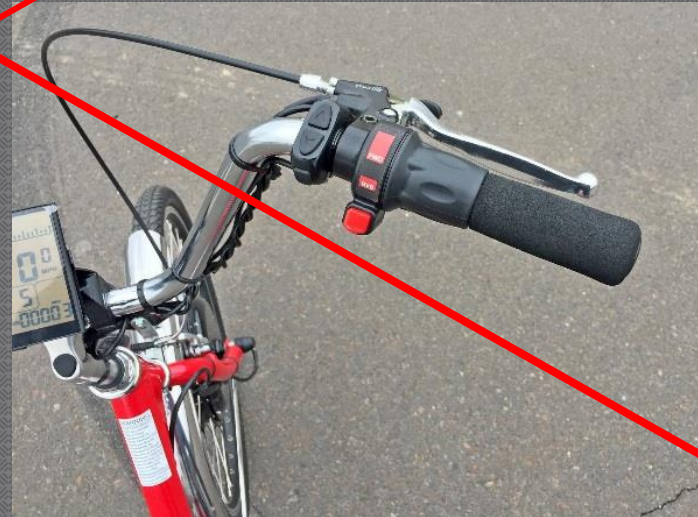
- Class I
 - Equipped with small motor
 - Pedal-assist only when rider is pedaling
 - Speed at which motor ceases to provide assistance
 - 20 mph



Types of E-Bicycles



- Class II
 - Equipped with small motor
 - Throttle assist on-demand
 - May or may not have pedals
 - Speed at which motor ceases to provide assistance = 20 mph



Types of E-Bicycles



- Class III
 - Equipped with small motor
 - Pedal-assist only when rider is pedaling
 - Speed at which motor ceases to provide assistance
 - 28 mph



Types of E-Bicycles



- Class IV
 - Larger gasoline-powered engine
 - No speed regulators
 - Are typically categorized and regulated as mopeds



E-Scooters



Outreach and Public Comments

- Public notice signs
- Town Hall webpage
- Social media
- Multiple languages



Pilot Program Evaluation and Analysis



- Examples of data and information we will examine and analyze:
 - User conflicts and Safety
 - Infractions, violations, thefts
 - Operational challenges and logistics
 - Differences between private use and commercial use
 - Public input
 - Intercept Survey



Status of M-NCPPC Pilot Program



- Pilot runs June 1 to December 1
- Vendor MOU's under negotiation
- The vendors have been slow in launching their full deployments; therefore, not many users on park trails yet
- City of College Park: proposed pilot program with University of Maryland, 10/1/19 – 9/30/20
- NPS policy statement allowing e-bikes where traditional bicycles are allowed (effective 8/3/19)
- State legislation becomes effective October 1

Data Collection



- Our data collection is still in-progress
 - Coordinating with MCDOT and Park Police on incident and use data
 - ✦ Data from vendors are incomplete
 - ✦ MCDOT hired company to assemble and analyze data
 - Parks will conduct sample trail user intercept surveys in October
 - ✦ Sligo Creek Trail
 - ✦ Rock Creek Trail
 - Received 135+ statements in Open Town Hall
- No major incidents reported in County pilot areas

What's Next



- Pilot Program concludes on Dec. 1
- Option to extend the pilot program 6 months or a year to:
 - Allow fully deployed allotments to be active
 - Allow neighboring jurisdictions to begin their pilots during our pilot period
 - Allow pilot period to include warmer weather months
- Report to Planning Board in November 2019
 - Present initial findings
 - Request extension for 6 months to a year

Questions?



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